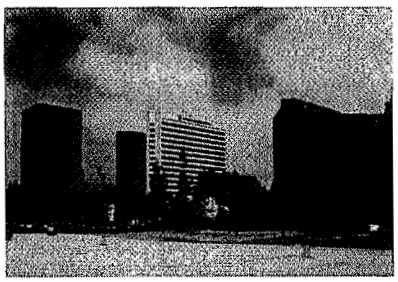

City of Costa Mesa
2000 General Plan
Environmental Impact Report

Adopted January 22, 2002

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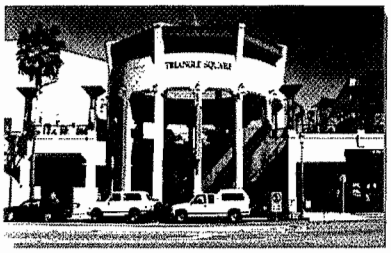

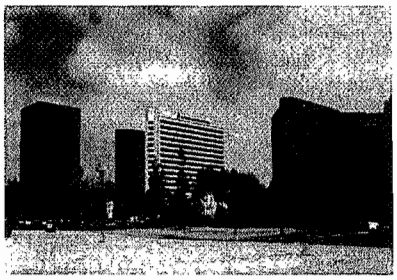

City of Costa Mesa 2000 General Plan Environmental Impact Report

Adopted January 22, 2002

Lead Agency

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SECTION 2.0
EXECUTIVE SUMMARY

2.1 PROJECT LOCATION

Costa Mesa is located in central Orange County, California and is part of the larger Southern California region. The City encompasses 16 square miles and is bounded by the cities of Santa Ana, Irvine, Newport Beach, Huntington Beach, and Fountain Valley.

2.2 PROJECT SUMMARY

The Costa Mesa General Plan was last comprehensively updated in 1992 to produce the 1990 General Plan. The 2000 General Plan supercedes the 1990 General Plan and is primarily an update of existing conditions and long-term projections, as well as reformatting of the 1990 General Plan. The 2000 General Plan effort includes reorganizing the four existing General Plan elements into ten elements.

The goal of the 2000 General Plan is not to make dramatic changes to the City's existing land use plan, but rather to quantify remaining development in a way that can be correlated to traffic system capacity, while at the same time capitalizing on future development potential. The 2000 General Plan will not result in any changes to existing residential density standards or Floor Area Ratio assumptions. Nor will the 2000 General Plan result in any changes to the 15 land use designations previously defined in the 1990 General Plan. Refer to Table 3-1, *1990 General Plan/2000 General Plan Land Use Designations*, which provides a breakdown on the 15 land use categories and the development intensity permitted under each. The 2000 General Plan incorporates all 15 of the land use categories without any modifications.

The Costa Mesa 2000 General Plan is organized in a traditional element oriented format. The elements are further organized into functional chapters. The 2000 General Plan includes ten elements: Land Use, Circulation, Housing, Conservation, Noise, Safety, Open Space and Recreation, Growth Management, Community Design, and Historic and Cultural Resources. The 2000 General Plan updates both the existing conditions and future projections of the 1990 General Plan.

The Program EIR shall evaluate potential environmental impacts resulting from the following revisions to the City's General Plan, including but not limited to:

- Update of the City's land use database.
- Update the City's traffic model.
- Revision to the General Plan noise and air quality data based upon the new traffic model runs.
- Deletion of redundant and/or completed goals and policies.
- Revisions to maps, figures, text, charts, and tables to reflect updated data/ information.

PROJECTED LAND USE GROWTH

The City of Costa Mesa is approximately 98 percent built out, and as such, the 2000 General Plan will focus on preserving residential neighborhoods, guiding the remaining development activities, and encouraging the revitalization of selected areas. The Land Use Plan for the 2000 General Plan reflects the fact that most of the City is already built out and that a significant amount of the current development, in terms of use/intensity, is expected to remain. Therefore, the Land Use Plan is based largely on existing uses and development intensity present today.

Table 3-6, *Growth Increases Over Existing Conditions (2000) Associated with 2000 General Plan Implementation (2020)*, identifies new development projected between 2000 and 2020, which represents the planning horizon of the 2000 General Plan.

In total, the land use growth anticipated within the planning horizon of the 2000 General Plan, would result in the following scenario:

- 42,469 dwelling units;
- 571,007 square feet of commercial-residential;
- 567,371 square feet of neighborhood commercial;
- 10,607,341 square feet of general commercial;
- 653,383 square feet of commercial center;
- 3,440,350 square feet of regional commercial;
- 3,914,357 square feet of urban center commercial;
- 4,161,813 square feet of cultural arts center;
- 12,207,260 square feet of industrial park;
- 5,996,712 square feet of light industrial;
- 3,892,286 square feet of public and institutional;
- 243,961 square feet of golf course; and
- 427,396 square feet of fairgrounds.

Collectively, these numbers represent 46,683,237 square feet of development. In summary, an additional 1,892 dwelling units and 12,643,695 square feet of non-residential uses are anticipated to be developed during the planning horizon of the 2000 General Plan. Current population and employment data shows that the City contains 106,237 residents and employs 88,294 people. Population and employment calculations for the planning horizon of the 2000 General Plan anticipate that the City would contain 118,764 residents and employ 106,708 people in 2020.

2.3 PROJECT OBJECTIVES

The City of Costa Mesa's objectives for the 2000 General Plan and General Plan EIR are as follows:

- Update the City's environmental baseline conditions to the year 2000.
- Update the General Plan development projections for the year 2020, including projections for dwelling units, non-residential square footage, population and employment.
- Review 1990 General Plan goals and policies for relevancy, completion and applicability for the future long-term development in the City of Costa Mesa.

- Conform with Section 21000 et. seq. of CEQA, which requires that environmental impacts be addressed and mitigated.
- Prepare and certify a General Plan EIR (Program EIR) that will serve as a first tier environmental document, consistent with the requirements of Section 15152 of the CEQA Guidelines.
- Provide a basis for informative decisions when considering the 2020 development associated with implementation of the 2000 General Plan in the City of Costa Mesa.
- Provide a legally defensible environmental foundation upon which decisions may be evaluated and justified.

Through implementation of the goals and policies in the 2000 General Plan, the City will continue to work toward providing a pleasant living and working environmental for City residents and workers.

2.4 SUMMARY OF PROJECT ALTERNATIVES

Section 5.0, *Alternatives to the Proposed Action*, analyzes a range of reasonable alternatives to the proposed project (the 2000 General Plan) that could feasibly attain the basic objectives of the 2000 General Plan, while evaluating the comparative merits of each alternative.

The alternatives analysis in this EIR differs from most, because the proposed project (the 2000 General Plan) is a technical update and reformat of the 1990 General Plan. No changes in land use intensity, land use designations or substantial changes to adopted goals, objectives or policies are proposed in the 2000 General Plan. As such, the range of feasible alternatives that reduce significant effects of the proposed project are limited. Also, an extensive range of alternatives was evaluated as part of the review and adoption of the 1990 General Plan. The alternatives analyzed in the Final 1990 General Plan EIR are summarized in Section 5.0 to provide background information for this technical update.

Potential environmental impacts associated with three alternatives are compared to the impacts from the proposed 2000 General Plan. The three alternatives include: 1) No Project/ No Build (No City Growth Plus Regional Growth), 2) No Project/Existing (1990) General Plan, and 3) 2000 General Plan Plus Home Ranch Alternative.

The ***No Project/No Build (No City Growth Plus Regional Growth) Alternative*** would maintain the status quo of existing land use conditions and levels of development in the City of Costa Mesa, with no additional development permitted. Land use designations under the No Project/No Build Alternative would be identical to those under the proposed 2000 General Plan. However, any development that would occur as part of implementation of the proposed 2000 General Plan would not occur under this alternative. By definition, this alternative prohibits issuance of building permits for new residential units or additional non-residential square footage. However, the City of Costa Mesa would continue to be impacted by growth occurring in surrounding cities. This regional growth would result in impacts beyond "existing conditions" in such topic areas as traffic, air quality, noise, and public services and utilities.

The ***No Project/Existing (1990) General Plan Alternative*** describes buildout of the City of Costa Mesa in accordance with existing zoning and general plan land use designations under the policies and implementing strategies of the 1990 General Plan, adopted in 1992. A description of the basis for the City's decision to proceed with an update of the 1990 General Plan is provided in Section 3.0 of this EIR. This alternative assumes that the 1990 General

Plan would continue to provide outdated information regarding several issues, such as City traffic conditions, land use database, community noise levels, and air quality data.

The 15 land use designations in the 1990 General Plan, and their associated residential densities or floor area ratios, were not modified in the proposed 2000 General Plan. Nor were any new land use designations (categories) added in the proposed 2000 General Plan. However, the proposed 2000 General Plan does include one land use map modification for a 0.34-acre parcel on the northeast corner of Victoria and Maple Streets. The designation was modified from public street to Public Use – Institutional in the proposed 2000 General Plan. The proposed 2000 General Plan also includes, but is not limited to, the following: an update of the Costa Mesa Traffic Model (CMTM), modifications to the City's Master Plan of Highways, and modifications to the City's Master Plan of Bikeways. The No Project/Existing (1990) General Plan would not include the changes or modifications noted above or detailed in Section 3.0, *Project Description*, of this EIR. This alternative assumes that the 1990 General Plan would continue to provide outdated information regarding several issues, such as City traffic conditions, land use database, community noise levels, and air quality data. No land use designation changes or additions are proposed as part of the proposed 2000 General Plan; therefore, land use designations under the No Project/Existing (1990) General Plan Alternative would be similar to those under the proposed 2000 General Plan.

The ***Home Ranch Alternative***, a different development scenario is proposed for the Segerstrom Home Ranch site (Home Ranch). All other proposed designations and densities shown on the General Plan Land Use Map would remain the same for all other areas of the City. The Home Ranch project would involve the development of retail, office, office-related, light industrial and residential uses on the Home Ranch site. A phased development is proposed for 308,000 gross square feet for the IKEA home furnishings store on approximately 17.2 acres, 791,050 square feet of office and office-related uses on 45.4 acres, 252,648 square feet of industrial park development on 14.5 acres and 464 high density apartments on 16.0 acres. Additionally, the project proposes flood control channel improvements to the existing Greenville-Banning Channel and Gisler Channel. Retention of the Segerstrom House, associated guest house and garage, and Segerstrom Barn are assumed as part of the project. The remaining structures would not be retained on the site at project buildout. This alternative would also modify the land use designations for this site 1) from Medium Density Residential to High Density Residential and Industrial Park and 2) from Industrial Park to Commercial Center. In addition, floor area ratios and density limits have been established to correspond to the change in land use designations. And last, new trip budgets have been determined for the Home Ranch Alternative.

Subsequent to the completion of the 45-day public review period for the Home Ranch Draft Program EIR 1048, an additional alternative to the originally proposed project, **Alternative A: Proposed Project With For-Sale Residential Units**, was developed and incorporated into the Final EIR 1048.

On November 19, 2001, the Costa Mesa City Council certified Final Program EIR 1048 (SCH No. 200007150) and adopted General Plan Amendment (GP-00-05) to the 1990 Costa Mesa General Plan for the Segerstrom Home Ranch project; specifically they adopted Alternative A. Since the Draft 2000 General Plan EIR included the 2000 General Plan Plus Home Ranch Alternative that was based upon the original Home Ranch project submittal, it is necessary to also include the newly adopted Home Ranch Alternative A as part of the Final General Plan EIR.

Implementation of the Home Ranch Alternative A would not result in any new or greater significant impacts than have already been previously identified and addressed in the 2000 General Plan Program EIR 1049 or result in any new impacts that could not be mitigated to a level that is considered less than significant. Technical Appendix J provides a complete

analysis of Alternative A and a comparison of Alternative A's impacts with the original Home Ranch project.

Section 5.5 identifies the environmentally superior alternative as the proposed 2000 General Plan.

2.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The following specific environmental concerns were raised by responses to the Notice of Preparation and Initial Study and in comments expressed during the scoping process.

- Changes to land use designations and their effect on the Sanitary District's sewer system (refer to Section 4.1, *Land Use,* and Section 4.11, *Public Services and Utilities*);
- Projected sewage flows and comparisons with the Orange County Sanitation Districts current predictions to determine any potential impacts (refer to Section 4.11, *Public Services and Utilities);*
- Project impacts to local archeological resources (refer to Section 4.10, *Historic and Cultural Resources);*
- Impacts to wildlife (refer to Section 4.9, *Biological Resources);*
- Impacts to air quality (refer to Section 4.5, *Air Quality);*
- Impacts and mitigation for affected intersections (refer to Section 4.4, *Circulation);*
- Compatibility of land uses within the John Wayne Airport area, including residents, schools, hospitals, convalescent homes, and places of worship within the 65db CNEL noise contour (refer to Section 4.6, *Noise);*
- Identification of adverse impacts resulting from modification to the Circulation Element (refer to Section 4.4, *Circulation*);
- Traffic analysis consistency with County Growth Management Programs (refer to Section 4.9, *Circulation);*
- Land use changes and how they will create trip reductions in some areas and increased trips in others (refer to Section 4.4, *Circulation*);
- Impacts associated with The CenterLine rail transit project, especially if it terminates at South Coast Plaza area (refer to Section 4.4, *Circulation*);
- Impacts on downstream drainage areas (refer to Section 4.8, *Hydrology and Drainage*);
- Identify public improvements (refer to Section 4.1, *Land Use*);

- Current freeway projects and the effects these projects may have on the city (refer to Section 4.4, *Circulation*);

- Drainage pattern, and discharge into systems under state highway facilities (refer to Section 4.4, *Conservation,* and Section 4.8, *Hydrology and Drainage*); and

- Identify state facilities with proper names and route numbers (refer to Section 4.4, *Circulation*).

ISSUES TO BE RESOLVED

The issues to be resolved as part of the environmental review for the proposed 2000 General Plan include:

- Transportation/Circulation Impacts;
- Air Quality Impacts; and
- Noise Impacts.

In addition, one other issue still requires resolution:

- Inclusion of the proposed Home Ranch General Plan Amendment and North Costa Mesa Specific Plan Amendment into the proposed 2000 General Plan.

A development application for the Home Ranch project has been submitted to the City for processing. The project is moving through the development review and environmental process, separate from the proposed 2000 General Plan and 2000 General Plan EIR. The City's ultimate decision regarding this project may impact the proposed 2000 General Plan, and therefore, has been included as a project alternative.

2.6 ENVIRONMENTAL ISSUES/ MITIGATION SUMMARY

The summary includes impact statements, level of significance before policies/mitigation, policies proposed in the proposed 2000 General Plan, mitigation measures, and level of significance after policies/mitigation.

2.6.1 LAND USE

CONSISTENCY WITH RELEVANT PLANS AND POLICIES

Environmental Impact: The proposed 2000 General Plan is consistent with the relevant plans and policies as described in section 4.1.1, *Existing Setting*.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan: The policies are identified in Table 4.1-3.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

LAND USE COMPATIBILITY

Environmental Impact: The proposed 2000 General Plan would not result in significant land use designations or maps changes, given that only a 0.34-acre parcel is proposed to change from Public Street to Public Use – Institutional. Therefore, the proposed 2000 General Plan would result in no direct impacts regarding land use compatibility.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

LU-1A.2 Consider the effects of new employment, particularly in relation to housing impacts, when new commercial or industrial development is proposed.

LU-1A.3 Locate high-intensity developments or high traffic generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses.

LU-1C.1 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.

LU-1C.4 Require building setbacks, structure orientation, and the placement of windows to consider the privacy of adjacent residential structures within the same project or adjacent properties.

LU-1C.6 Provide assistance to neighborhoods with excessive noise impacts such as walls for sound attenuation, development of landscaped greenbelts, etc.

LU-1E.1 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area standards; except for the following conditions:

(a) Limited deviations from the graduated floor area ratio standards depicted in Tables LU-4 and LU-8 for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.

(b) Additions to existing nonconforming non-residential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development, and if the additions do not substantially affect the existing height and bulk of the development. Additions to non-residential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/Motels: increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed; 2) Theaters: increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed.

(c) In the above conditions, the new development shall be compatible with surrounding land uses. Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council.

LU-1F.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.

LU-1F.4 Ensure that residential densities can be supported by the infrastructure and that high-density residential areas are not permitted in areas which cause incompatibility with existing single-family areas.

LU-1F.5 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

LU-3A.1 Pursue annexation of certain areas within the City's Sphere of Influence to control development or uses which may be detrimental to the City.

CON-1A.1 Ensure that all future developments will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and, where feasible and appropriate, incorporate sufficient mitigation measures into the project design to reduce such effects.

CON-1D.4 Require the provision of adequate visitor serving on-site parking facilities that do not impact sensitive resources within the Coastal Zone.

N-1A.7 Discourage sensitive land uses from locating in the 65 CNEL noise contour of the John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

CD-8A.1 New and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character. As a condition of approval, commercial uses should be required to include interesting roof lines, building shapes, and patterns of shade and shadow while demonstrating sensitivity to the contextual influences of the surrounding area and compatibility with surrounding neighborhoods.

CD-8B.1 New commercial development or redevelopment should integrate adequate site planning and design features to optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and non-residential uses can mutually benefit from connection, appropriate linkages (e.g. walkways, common landscape areas, building orientation, and unfenced property lines) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.

- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.

- Building orientation and landscaping of commercial buildings should minimize a direct line of sight into adjacent residential private open space.

CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.2 POPULATION, HOUSING AND EMPLOYMENT

POPULATION GROWTH

Environmental Impact: Population growth associated with implementation of the proposed 2000 General Plan is anticipated to result in an increase in population growth within the City of Costa Mesa in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed General Plan Update:

LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

LU-1A.4 Strongly encourage the development of low-density residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities.

GM-1A.1 Recognizing the constraints of existing physical development conditions, the City shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.

GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

HOU-3.1 Encourage the conversion of existing marginal or vacant commercial and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development. This does not preclude the initiation of such actions by the City.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

EMPLOYMENT GROWTH

Environmental Impact: Employment growth associated with implementation of the proposed 2000 General Plan is anticipated to result in an increase in employment growth within the City of Costa Mesa in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed General Plan Update:

HOU-3.2 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

HOU-3.3 Cooperate with large employers, the Chamber of Commerce, and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities.

HOU-3.5 Consider the effects of new employment, particularly in relation to housing demands, when new commercial or industrial development is proposed.

GM-1A.1 Recognizing the constraints of existing physical development conditions, the City shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.

GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

DISPLACEMENT OF HOUSING AND PEOPLE

Environmental Impact: Implementation of the proposed 2000 General Plan would not result in the displacement of substantial numbers of existing housing or people.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

LU-1A.4 Strongly encourage the development of low-density residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities.

LU-1A.5 Provide a balance of housing and employment opportunities within planned development areas to the extent feasible.

HOU-2.2 Provide incentives (i.e., density bonus units, fee reductions, exemption from development or processing fees, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to Very-low and/or Low income households.

HOU-2.2a Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multi-family residential land use designations. The density incentive shall be limited to an increase of 25% above Medium Density or an increase of 50% above High Density. In no case shall the resulting number of units exceed the existing number of units on each site.

HOU-2.2b Consider financial incentives in lieu of density bonus units if the proposed affordable, non-senior density exceeds that allowed by the General Plan designation of the property. Require the review of such projects by Planning Commission and City Council.

HOU-2.3 Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply.

HOU-2.4 Continue to allocate Home and Redevelopment Agency Low to Moderate funds to direct housing-related programs.

HOU-2.5 Support the continuation and expansion of federal housing assistance programs for Very-low, Low and Moderate-income households.

HOU-2.7 Recognizing the effect of supply and demand on prices for housing and other commodities and encourage development of residential uses on vacant parcels where appropriate.

HOU-2.8 Investigate the effectiveness of the accessory apartment and granny unit development standards within the Zoning Code to ensure housing opportunities and appropriate mitigation of government constraints.

HOU-3.1 Encourage the conversion of existing marginal or vacant commercial and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development. This does not preclude the initiation of such actions by the City.

HOU-3.2 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

HOU-3.4 Continue to allocate portions of the City's Community Development Block Grant funds for the acquisition and write-down of land costs to increase the supply of Low and Moderate income housing opportunities.

HOU-3.7 Continue to allocate portions of the City's CDBG funds to sub-recipients who provide shelter for the homeless.

HOU-3.8 Identify potential sites for residential development and emergency shelters for the homeless.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.3 AESTHETICS

VISUAL QUALITY

Environmental Impact: Development associated with implementation of the proposed 2000 General Plan may degrade the visual quality of important viewsheds and/or streetscapes within the City.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CD-1A.1 Implement the City of Costa Mesa Streetscape and Median Development Standards in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to applicable public rights-of-way to integrate landscape features and design elements consistent with the streetscape standards and recommendations.

CD-1A.2 Encourage the consolidation of compatible street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the placement of street furniture elements within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Standards.

CD-1A.3 Walls and fences should contribute to an attractive street and sidewalk environment and compliment the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways should not run in a continuous plane, should incorporate architectural treatments, such as masonry or wrought iron, and integrate tiered plantings to soften their appearance.

CD-1A.4 Require a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians identified in Exhibit CD-5. Support the implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Standards.

CD-1A.5 Electric and communication lines should be placed underground, and electrical substations and telephone facilities should be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts.

CD-1B.1 Promote linkages between separate districts through bike trails, pedestrian paths, common medians or parkway landscaping in connecting streets, and other physical improvements as necessary. Through conditions of project approval, public improvement projects, and other measures, support the development of new connections and the enhancement of existing connections between districts.

CD-2.1 Future development and redevelopment should improve the environment for the public; it should support the distinctiveness of each district as well as the special characteristics of the existing fabric of its local context. Adopt urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable.

CD-3.1 Introduce entry monument signs and entry pole signs at key gateway locations (*i.e.* nodes) in the City, as identified in Exhibit CD-3. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Standards and as illustrated in Exhibit CD-6.

CD-3.2 Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each key node within Costa Mesa.

CD-4.1 Support efforts to preserve, maintain, and improve the condition of Costa Mesa landmarks.

CD-5.1 Preserve and optimize natural views and open spaces in Costa Mesa.

CD-5.2 Control the visual impacts of new development on natural views of the coast and the wetlands.

CD-5.3 Develop open space corridors and trails along the edges of Costa Mesa where feasible.

CD-5.4 Continue to preserve natural open space, including restoration of the natural area of Talbert Nature Reserve.

CD-5.5 Continue protection of Fairview Park as an open space and recreation area.

CD-5.6 Work with Caltrans to improve the design quality of freeways.

CD-6.1 Encourage the inclusion of art and aesthetically pleasing architecture into new development and redevelopment that will have the effect of perpetuating the image of the "City of the Arts". Adopt an incentive-based design assistance program which allows business and property owners to enhance the design quality of their property while satisfying City image objectives.

CD-6.2 Encourage the use of creative and well designed signs, which establish a distinctive image for the City. Consider amending existing sign regulations to include an incentive-based program to encourage quality signage.

CD-6.3 Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards.

CD-7A.1 Ensure that new and remodeled structures are designed in architectural styles which reflect the City's diversity, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Develop and adopt design guidelines for residential development.

CD-7A.2 Preserve the character and scale of Costa Mesa's established residential neighborhoods; where residential development or redevelopment is proposed, require as a condition of approval that it is consistent with the prevailing

character of existing development in the immediate vicinity, and that it does not have a substantial adverse impact on adjacent areas.

CD-8A.1 New and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character. As a condition of approval, commercial uses should be required to include interesting roof lines, building shapes, and patterns of shade and shadow while demonstrating sensitivity to the contextual influences of the surrounding area and compatibility with surrounding neighborhoods.

CD-8A.2 High quality commercial architectural style in Costa Mesa is meant to reinforce a positive sense of place and to respond to the geographical location and climate of the area. Commercial architectural design elements and materials that establish high quality style, and should be integrated in new commercial development, include the following:

Design Elements

- Simple, multi-planed pitched roofs
- Open rafters/tails with large overhangs
- The appearance of "thick" walls
- Courtyards, arcades, intimate spaces
- Tile details
- Deep-set window and door openings
- Offset wall planes
- Fountains and other unique details
- Building masses with the incorporation of one and two story architecture
- Sequencing of enclosed space/arches

Design Materials

- Stucco, smooth, sand or light lace finish
- Wood, as an exposed structural material
- Clay or concrete roof tiles
- Native fieldstone
- Wood window casements
- Wood, as an accent material
- Brick, as an accent material
- Wrought iron (rust proof; anodized aluminum)
- Tile, as an accent material
- Slumpstone garden walls

CD-8A.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Pursue incentives for promoting pedestrian amenities and significant design features in new and redevelopment projects.

CD-8A.4 All areas not covered by structures, service yards, walkways, driveways, and parking spaces shall be landscaped consistent with City's Landscaping Standards contained in the Costa Mesa Zoning Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas should generally incorporate planting utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.

CD-8A.6 Locate areas for outside equipment, trash receptacles, storage, and loading areas in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view of public streets, neighborhood properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project; landscaping should be incorporated into the design of trash enclosures to deter graffiti.

CD-8A.7 Decorative paving treatments are encouraged to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g. stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should compliment the architectural style of the primary buildings and should make a positive contribution to the aesthetic and function of the site.

CD-8A.8 All exterior lighting on commercial properties should be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall mounted lights should be utilized to the greatest extent possible.

CD-8B.1 New commercial development or redevelopment should integrate adequate site planning and design features to optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and non-residential uses can mutually benefit from connection, appropriate linkages (e.g. walkways, common landscape areas, building orientation, and unfenced property lines) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.

- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.

- Building orientation and landscaping of commercial buildings should minimize a direct line of sight into adjacent residential private open space.

CD-9A.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.

CD-9A.2 Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Site and design parking and other areas to acknowledge different users (i.e. residents versus shoppers) and to be compatible with the architectural character of the building(s).

CD-10A.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements for industrial uses that are encouraged in Costa Mesa are:

- Building modulation indentations and architectural details;
- Building entry accentuation;
- Screening of equipment and storage areas; and
- Landscaping to soften building exteriors and buffer between uses.

CD-10A.2 The design of industrial buildings should consider the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged.

CD-10A.3 Materials and colors should be used to produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e. masonry, concrete texturing, cement or plaster) can produce effects of texture and relief that provide architectural interest.

CD-10A.4 Consistent with the Zoning Code, landscaping should be used to define areas such as entrances to industrial buildings and parking lots, define the edges of developments, provide transition between neighboring properties, and provide screening for outdoor storage, loading and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.

CD-10A.5 The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.

CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses.

CD-10.B2 Protect transitional areas between industrial and other uses. Storage yards, parking areas, and service areas should be screened from public view.

CD-13.2 Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators.

CD-13.3 Consider developing citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

LIGHT AND GLARE

Environmental Impact: Light and glare from new development associated with implementation of the proposed 2000 General Plan may adversely affect sensitive receptors such as residential uses and nature preserves.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CD-8A.8 All exterior lighting on commercial properties should be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall mounted lights should be utilized to the greatest extent possible.

CD-9A.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.

CD-10A.5 The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.

CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.4 TRANSPORTATION AND CIRCULATION

2020 TRAFFIC VOLUMES/ROADWAY CAPACITIES

Environmental Impact: Implementation of the 2000 General Plan would result in an increase in traffic volumes for the planning horizon year of 2020, which in turn would impact the capacities of roadways within the City of Costa Mesa.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CIR-1A.5 Investigate all available operational measures, including the use of one-way streets, to improve traffic circulation and minimize delay and congestion on arterials.

CIR-1A.7 Implement citywide and/or areawide transportation system improvement programs on new development and fee programs for new development.

CIR-1A.8 Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

CIR-1A.9 Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay.

CIR-1A.10 Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips in order to achieve consistency with allocated trip budgets.

CIR-1A.13 While the Gisler Road segment, west of Harbor, will exceed its theoretical maximum capacity, the City shall work to ensure that the future volume to capacity ratios do not exceed those identified in Table CIR-3 of the General Plan.

CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.

CIR-1A.16 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

CIR-1A.17 Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).

CIR-2A.2 Coordinate with the Orange County Transportation Authority and with adjacent jurisdictions to improve signal timing and coordination along major arterials.

CIR-2A.3 Continue to work with Caltrans to synchronize and coordinate traffic signals on arterials at intersections controlled by Caltrans.

CIR-2D.2 Construction of circulation improvements for phased development projects may be constructed commensurate with the project construction based upon the findings of a traffic study approved by the City of Costa Mesa.

CIR-2D.5 Require discussion of transportation system management (TSM) and transportation demand management (TDM) measures in all EIRs prepared for major projects.

GM-1A.1 Recognizing the constraints of existing physical development conditions, the city shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.

GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

GM-1A.4 Every new development project shall pay its share of costs associated with the mitigation of project generated impacts.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact for one roadway segment: Gisler Avenue west of Harbor Boulevard.

CMP LOS STANDARDS

Environmental Impact: Implementation of the 2000 General Plan would not result in the exceedance of LOS standards established by the CMP for designated Costa Mesa roadway segments.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

CIR-1A.11 Attempt to maintain or improve mobility within the City to achieve a standard level of service not worse than Level of Service "D" at all intersections under the sole control of the City. Intersection level of service analyses for General Plan conditions shall be updated periodically and presented to City Council.

CIR-1A.12 Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard level of service no worse than "D" at all intersections under State or joint control. Intersection level of service analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council.

CIR-2C.2 Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on 1) correcting identified hazards; 2) improving/maintaining peak hour traffic volumes; 3) improving efficiency of existing infrastructure utilization; and 4) intergovernmental coordination.

GM-1A.3 The established level of service standard shall not apply to intersections under the jurisdiction of another city, the County of Orange or the State of California or to intersections included on the Deficient Intersection List as established by Congestion Management Program (CMP) and/or the City.

GM-1A.6 The City's seven year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining the established level of service standard.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

CONSISTENCY WITH OCTA MASTER PLAN OF ARTERIAL HIGHWAYS

Environmental Impact: Adoption of the 2000 General Plan includes reclassification of the City's Master Plan of Highways (MPH) to be consistent with the OCTA Master Plan of Arterial Highways. Although, there are several arterials and bridges on the MPH that the City would like to amend and/or delete at a future date.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CIR-1A.18 Council shall review the results and findings of the (SARX) study to delete the Gisler Avenue and 19th Street bridges over the Santa Ana River as needed. Upon completion of the study and approval of the changes to the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways by the OCTA

Board, the City shall process a General Plan Amendment to delete the bridges from the City's Master Plan of Highways. All future development applications submitted to the City shall be reviewed in such a way that the 19th Street and Gisler Avenue bridges will not be included as mitigation measures.

CIR-1A.20 Encourage Orange County Transportation Authority to downgrade Mesa Verde Drive, Baker Street west of Harbor Boulevard, and Gisler Avenue to a designation less than a Collector Street in the Master Plan of Arterial Highways.

CIR-1A.21 Encourage Orange County Transportation Authority to downgrade Arlington Avenue between Fairview Road and Newport Boulevard to a "Collector" Street.

CIR-1A.22 Encourage Orange County Transportation Authority to downgrade Baker Street between Red Hill Avenue and Bristol Street, and Red Hill Avenue between I-405 and Bristol Street to Primary Arterial from current Major Arterial designation.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

CITY'S MASTER PLAN OF HIGHWAYS

Environmental Impact: The 2000 General Plan assumes implementation of the City's Master Plan of Highways (MPH) and one minor change when compared to the 1990 MPH. Implementation of the City's Master Plan of Highways would result in physical impacts to the environment, including land and structure acquisition to accommodate the improvements identified in the MPH.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CIR-1A.7 Implement citywide and/or areawide transportation system improvement programs on new development and fee programs for new development.

CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.

CIR-1A.18 Council shall review the results and findings of the (SARX) study to delete the Gisler Avenue and 19th Street bridges over the Santa Ana River as needed. Upon completion of the study and approval of the changes to the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways by the OCTA Board, the City shall process a General Plan Amendment to delete the bridges from the City's Master Plan of Highways. All future development applications submitted to the City shall be reviewed in such a way that the 19th Street and Gisler Avenue bridges will not be included as mitigation measures.

CIR-1A.19 Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.

CIR-1A.20 Encourage Orange County Transportation Authority to downgrade Mesa Verde Drive, Baker Street west of Harbor Boulevard, and Gisler Avenue to a designation less than a Collector Street in the Master Plan of Arterial Highways.

CIR-1A.21 Encourage Orange County Transportation Authority to downgrade Arlington Avenue between Fairview Road and Newport Boulevard to a Collector Street.

CIR-1A.22 Encourage Orange County Transportation Authority to downgrade Baker Street between Redhill Avenue and Bristol Street, and Redhill Avenue between I-405 and Bristol Street to Primary Arterial from current Major Arterial designation.

CIR-2A.1 Coordinate with Caltrans for future consideration of the extension of Route 55 (the Costa Mesa Freeway) from 19th Street to the southern City boundary.

CIR-2A.4 Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

MASTER PLAN OF BIKEWAYS

Environmental Impact: The 2000 General Plan assumes implementation of the City's Master Plan of Bikeways (MPB) and some minor changes when compared to the 1990 MPB. Implementation of the City's Master Plan of Bikeways would not result in significant physical impacts to the environment.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

CIR-1A.1 Develop the Master Plan of Bikeways by pursuing all funding mechanisms and incorporating bikeways into roadway and bridge widening projects. Incorporate bicycle facilities (circulation and storage) into the design and development of all new commercial and industrial projects and public facilities.

CIR-1A.2 Require dedication of right-of-way in an equitable manner for completion of adopted bikeway system as condition of development of adjacent properties.

CIR-1A.3 Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.

CIR-1A.4 Include bicycle lanes on all new bridges along Master Plan of Bikeway designated arterials within or adjacent to the City. In cases where bridges are not located within the City, the City should exert its influence on responsible agencies to include such bicycle lanes. If provision of bicycle lanes is not feasible, measures should be taken to prohibit bicycle riding on bridge walkways.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

ALTERNATIVE TRANSPORTATION

Environmental Impact: Implementation of the 2000 General Plan would result in an incremental increase in demand for transit service for the planning horizon year of 2020 and would enhance policies supporting alternative transportation.
Level of Significance Before Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

CIR-2B.1 Coordinate with OCTA to construct bus turnouts at appropriate locations with attractive shelters designed for safe and comfortable use.

CIR-2E.4 Require discussion of transit service needs and site design amenities for transit ridership in EIRs for major projects.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.5 AIR QUALITY

CONSTRUCTION EMISSIONS

Environmental Impact: Citywide construction activity associated with implementation of the proposed 2000 General Plan would result in a cumulatively considerable increase of criteria pollutants, and would violate air quality standards.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin.

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- SCAQMD Rule 403 shall be adhered to, insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile, or disturbed surface area beyond the property line of the emission source. Particulate matter deposits on public roadways are also prohibited.

- Adequate watering techniques shall be employed to partially mitigate the impact of construction-generated dust particles. Portions of the project site that are undergoing earth moving operations shall be watered such that a crust will be formed on the ground surface and then watered again at the end of the day.

- Grading operations shall be suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour (mph).

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

VEHICLE MILES TRAVELED AND STATIONARY SOURCE EMISSIONS

Environmental Impact: Development associated with implementation of the proposed 2000 General Plan would result in an overall increase in mobile and stationary source emissions within the City, which would exceed SCAQMD air quality standards.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.

CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin.

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.

CON-1E.3 Develop and implement a Reasonable Available Control Measure Plan (including employee ridesharing, traffic signal synchronization, bicycle/pedestrian facilities, energy conservation street lighting, modified work schedules, preferential carpool parking, or other equivalent control measures) in conformance with the Air Quality Management Plan for the South Coast Air Basin.

CIR-1A.3 Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.

CIR-1A.8 Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

CIR-1A.9 Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay.

CIR-1A.10 Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips in order to achieve consistency with allocated trip budgets.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

CONSISTENCY WITH REGIONAL PLANS

Environmental Impact: 2020 development associated with implementation of the proposed 2000 General Plan would not conflict or obstruct implementation of the Southern California Association of Government's Regional Comprehensive Plan guidelines (RCP) and the South Coast Air Quality Management District's Air Quality Management Plan (AQMP).

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

LU-1A.2 Consider the effects of new employment, particularly in relation to housing impacts, when new commercial or industrial development is proposed.

LU-1A.5 Provide a balance of housing and employment opportunities within planned development areas to the extent feasible.

LU-1B.1 Permit adequate quantities and locations of commercial land to serve residential neighborhoods.

GM-1A.1 Recognizing the constraints of existing physical development conditions, the city shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.

CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin.

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.

CON-1E.3 Develop and implement a Reasonable Available Control Measure Plan (including employee ridesharing, traffic signal synchronization, bicycle/pedestrian facilities, energy conservation street lighting, modified work schedules, preferential carpool parking, or other equivalent control measures) in conformance with the Air Quality Management Plan for the South Coast Air Basin.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.6 NOISE

CONSTRUCTION NOISE

Environmental Impact: Development associated with implementation of the proposed 2000 General Plan would involve construction-related noise as future parcels are developed and/or renovated.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

N-1A.2 The maximum acceptable exterior noise levels for residential areas is 65 CNEL.

N-1A.3 Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- The City of Costa Mesa shall enforce a Noise Ordinance which clearly addresses maximum exposure limits and mitigation requirements to protect people from non-transportation-related noise. This shall include limitations on construction hours and location/storage of construction equipment adjacent to sensitive receptors.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

TRAFFIC NOISE

Environmental Impact: Future traffic noise levels associated with implementation of the 2000 General Plan development would contribute to an existing exceedance of the City's noise standard resulting in potential noise impacts to sensitive receptors.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

N-1A.2 The maximum acceptable exterior noise levels for residential areas is 65 CNEL.

N-1A.3 Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.

N-1A.4 Encourage Caltrans to construct noise attenuation barriers along State freeways and highways adjoining residential and other noise sensitive areas.

N-1A.5 Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels. When necessary, require field testing at the time of project completion to demonstrate compliance.

N-1A.6 Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

AIRCRAFT NOISE

Environmental Impact: Future operation of the John Wayne Airport would be a significant noise source to land uses located in the northeast portion of the City of Costa Mesa.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

N-1A.7 Discourage sensitive land uses from locating in the 65 CNEL noise contour of the John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.

N-1A.8 Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

STATIONARY NOISE

Environmental Impact: Stationary noise sources in the City may impact adjacent land uses.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

City Conditions of Approval: Future development projects throughout the City and the Orange County Fairgrounds shall be subject to the following conditions of approval, as appropriate:

- The City of Costa Mesa shall continue to coordinate with the County of Orange to ensure that the modified noise ordinance for the Orange County Fairgrounds is enforced.
- All activities in the City are subject to the City's Noise Ordinance standards.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.7 GEOLOGY AND SEISMIC HAZARDS

SEISMICITY

Environmental Impact: Seismic ground shaking and secondary seismic effects in the City during an earthquake on one of the nearby regional faults may cause damage to development resulting from implementation of the proposed 2000 General Plan.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

SAF-1A.1 Consider geologic hazard constraints, impacts, and mitigation when developing land use policies and when making public decisions relating to land development.

SAF-1A.3 Require geologic surveys of all new development located on or adjacent to bluffs.

SAF-1A.5 Identify and publicize the extent of geologic and seismic hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Offer information regarding earthquake standards to reduce or eliminate structural damage.

SAF-1A.6 Encourage, through technical assistance or development incentives, private property owners to take adequate steps to protect their property against seismic hazards.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- Where studies indicate that buildings may be subject to substantial damage during earthquakes, the structure shall be designed and/or retrofitted for seismic resistance in compliance with all relevant recommendations for seismic design and seismic safety in the most recent editions of the Uniform Building Code and the California Building Code.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

EROSION

Environmental Impact: Implementation of the proposed 2000 General Plan would result in the disturbance of soils for grading activities.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

SAF-1A.1 Consider geologic hazard constraints, impacts, and mitigation when developing land use policies and when making public decisions relating to land development.

SAF-1A.3 Require geologic surveys of all new development located on or adjacent to bluffs.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- Grading plans for development projects shall include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Plans should conform to all standards adopted by the City and meet the requirements of Storm Water Pollution Prevention Plans (SWPPS) required by the California State Water Resources Control Board.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

UNSTABLE OR EXPANSIVE SOILS

Environmental Impact: Implementation of the proposed 2000 General Plan may result in development on unstable or expansive soils.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

SAF-1A.1 Consider geologic hazard constraints, impacts, and mitigation when developing land use policies and when making public decisions relating to land development.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- Prior to issuance of a grading or building permit, the City shall require that geotechnical reports be prepared for all land development projects that involve substantial earthwork (e.g., major site grading or trenching, etc.). These geotechnical reports shall address soil conditions, including low soil strength, shrink swell potential, and other unstable soil conditions.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.8 HYDROLOGY AND DRAINAGE

WATER QUALITY

Environmental Impact: Future construction activities and post-construction uses resulting from implementation of the proposed 2000 General Plan may result in degradation of water quality by adding pollutants to storm water runoff.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1A.3 Continue to comply with the National Pollutant Discharge Elimination System (NPDES) Program by participating in the Countywide Drainage Area Management Plan (DAMP) which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).

CON-1A.4 Continue to implement the Drainage Area Management Plan (DAMP), and any amendments to it, that require site dischargers to reduce pollutants in runoff from new development and significant redevelopment areas.

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

CON-1D.2 Preserve and enhance existing wetlands areas.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- Prior to or concurrent with submittal of plans for building plan check/submittal of the final subdivision map for engineering plan check, the applicant shall submit a Water Quality Management Plan (WQMP) that identified the application and incorporation of those routine structural and non-structural Best Management Practices (BMPs) outlined in the Countywide Drainage Area Management Plan.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

GROUNDWATER

Environmental Impact: Future development resulting from implementation of the proposed 2000 General Plan may contribute to the depletion of groundwater supplies and interfere with groundwater recharge.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1A.2 Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

CON-1D.2 Preserve and enhance existing wetlands areas.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to conform to the demands created by development which is consistent with the Coastal Act.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

DRAINAGE

Environmental Impact: Future development resulting from implementation of the proposed 2000 General Plan would not substantially alter drainage patterns by increasing the amount of impervious surfaces in the City.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1D.2 Preserve and enhance existing wetlands areas.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

FLOODING/DAM INUNDATION

Environmental Impact: Future development resulting from implementation of the proposed 2000 General Plan may place urban uses within a flood hazard area.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

SAF-1A.4 Cooperate with local, State, and Federal flood control agencies to reduce the potential for flood damage in the City of Costa Mesa.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

SAF-1A.8 Publicize the extent of flood hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Develop an education program, such as the Flood Awareness Program, and emergency disaster plans for flooding.

SAF-1A.9 Encourage County, State, and Federal agencies to complete flood control improvements to the Greenville-Banning Channel to protect Costa Mesa residents and property located in the 100-year flood zone from a potential major disaster.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.9 BIOLOGICAL RESOURCES

Environmental Impact: Implementation of the proposed 2000 General Plan may result in impacts to species identified as a candidate, sensitive, or special status species, as well as riparian, wetland or other sensitive natural communities.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1A.1 Ensure that all future developments will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and, where feasible and appropriate, incorporate sufficient mitigation measures into the project design to reduce such effects.

CON-1A.2 Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.

CON-1A.5 Pursue the adoption of an off-site mitigation program for the loss of critical wildlife habitat and wetlands when on-site mitigation is determined to be infeasible. Off-site mitigation should occur within the City of Costa Mesa.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.10 HISTORICAL AND CULTURAL RESOURCES

Environmental Impact: Implementation of the proposed 2000 General Plan may result in the degradation or loss of historic structures or resources, or cultural (archaeological and paleontological) resources.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

HCR-1A.1 Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archaeological, and historical resources and the impact of proposed development on those resources.

HCR-1A.2 Require monitoring of grading operations by a qualified paleontologist or archaeologist when the site is reasonably suspected of containing such resources. If, as a result, evidence of resources is found, require the property to be made available for a reasonable period of time for salvage of known paleontological and archaeological resources by qualified experts, organizations, or educational institutions.

HCR-1A.3 Require development on land containing know archaeological resources to use reasonable care to locate structures, paving, landscaping, and fill dirt in such a way as to preserve these resources undamaged for future generations when it is the recommendation of a qualified archaeologist that said resources be preserved in situ.

HCR-1A.4 Encourage the preservation of significant historical resources as identified on Table HCR-1 by developing and implementing incentives such as building and planning application permit fee waivers, Mills Act contracts, grants and loans, implementing the State Historic Building Code and other incentives as identified in the City's Historic Preservation Ordinance.

HCR-1A.5 Promote the preservation of significant historical resources and encourage other public agencies or private organizations to assist in the purchase and/or relocation of sites, buildings, and structures deemed to be of historical significance.

HCR-1A.6 Encourage development of an interpretive center for paleontological, archaeological, and historical resources at Fairview Park. The center may contain resources found in the park area as well as resources found throughout the City.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.11 PUBLIC SERVICES AND UTILITIES

FIRE PROTECTION

Environmental Impact: Implementation of the proposed 2000 General Plan would result in the need for additional fire facilities and additional personnel in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

LU-3A.3 Establish a development impact fee program to fund additional fire and police personnel, facilities, and equipment to meet the demands of additional growth in the City.

LU-3A.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

POLICE PROTECTION

Environmental Impact: Implementation of the proposed 2000 General Plan would result in the need for additional police facilities and additional personnel in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

LU-3A.3 Establish a development impact fee program to fund additional fire and police personnel, facilities, and equipment to meet the demands of additional growth in the City.

LU-3A.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

SCHOOL FACILITIES

Environmental Impact: Implementation of the proposed 2000 General Plan would increase the population in the City, which in turn would result in significant adverse physical impacts to existing school facilities.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

LU-3A.2 Strongly encourage protection and preservation of existing but underutilized school sites for future recreational, social, or educational uses.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or the payment of standard school fees are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

LIBRARY FACILITIES

Environmental Impact: Implementation of the 2000 General Plan would result in increased demand for the library facilities within the City in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan: Not Applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

WATER

Environmental Impact: Implementation of the proposed 2000 General Plan would result in increased demand for the water service within the City in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

SEWER SERVICES

Environmental Impact: Implementation of the proposed 2000 General Plan would not result in any significant impacts to sewer service provided to the City in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.

LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

SOLID WASTE

Environmental Impact: Implementation of the proposed 2000 General Plan would not result in significant solid waste impacts in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan: Not Applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

ELECTRICITY

Environmental Impact: Implementation of the proposed 2000 General Plan would not result in significant impacts to electricity service provided to the City in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1A.6 Support environmentally acceptable and sustainable energy sources (especially renewable resources such as solar, wind, hydroelectric, and geothermal resources) for new development and significant redevelopment projects.

CON-1C.1 Continue the program of replacing mercury vapor and other street lights with high-pressure sodium vapor.

CON-1C.2 Apply the standards contained in Title 24 of the California Administrative Code of Regulations as applicable to the construction of all new dwelling units.

CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.

CON-1C.4 Continue to investigate the feasibility of municipal power programs.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

NATURAL GAS

Environmental Impact: Implementation of the proposed 2000 General Plan would not result in any significant impacts to natural gas provided to the City in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1C.2 Apply the standards contained in Title 24 of the California Administrative Code of Regulations as applicable to the construction of all new dwelling units.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

TELEPHONE

Environmental Impact: Implementation of the proposed 2000 General Plan would not result in significant impacts to telephone service provided to the City in the planning horizon year of 2020.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan: Not Applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

CABLE TELEVISION

Environmental Impact: Implementation of the proposed 2000 General Plan would not result in significant impacts to cable service provided to the City in the planning horizon year.

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Policies in Proposed 2000 General Plan: Not Applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.12 PARKS, RECREATION AND TRAILS

Environmental Impact: Implementation of the 2000 General Plan could result in significant impacts to the adequate availability of parkland and recreational facilities within the City.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

OSR-1A.1 Provide a minimum of 5.76 acres of permanent public open space (consisting of 4.26 acres of neighborhood and community parks and 1.5 acres in school yards) for every 1,000 residents.

OSR-1A.2 Provide maximum visibility and accessibility for future public parks by locating such facilities adjacent to existing or planned public streets.

OSR-1A.3 Encourage the acquisition of land for neighborhood or community parks for active recreational use.

OSR-1A.4 To the extent legally possible, require other local, regional, State, or Federal agencies to maintain an adequate inventory of open space lands within Costa Mesa.

OSR-1A.5 Encourage, through development rights transfers or other incentives, the development of private permanent open space, and recreation facilities to meet the needs of the City's residents.

OSR-1A.6 Encourage, through open space easements, development rights transfers or acquisition, zoning regulations, or other incentives, the long-term maintenance of existing open space lands.

OSR-1A.7 Require, through development standards and planned development review criteria, the integration of open space uses (plazas, courtyards, landscaped areas, etc.) into major commercial and industrial development or redevelopment projects.

OSR-1A.8 Continue to require, through development standards, the integration of open space and recreational uses and facilities into all multiple-family residential projects.

OSR-1A.10 Strongly encourage improved maintenance of City and school district facilities used for recreation and organized sports activities. Strongly support recreation programs that benefit the youth of the community.

OSR-1A.11 Retain all existing open space in Lions Park.

OSR-1A.12 Preserve and enhance existing wetlands areas.

OSR-1A.13 Encourage the preservation of views of coastal resources from City and County parkland and public streets within Costa Mesa.

OSR-1A.14 Through continued implementation of the Parks, Recreation and Open Space Master Plan, actively pursue the acquisition and development of pocket and neighborhood parks within park deficient areas.

OSR-1A.15 Update the Parks, Recreation and Open Space Master Plan on a regular basis.

OSR-1A.16 Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- In compliance with Resolution #98-67 adopted by the City Council on July 1998, new residential developments shall comply with the established park land dedication and in-lieu fee exactions.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

2.6.13 PUBLIC HEALTH AND SAFETY

ROUTINE HAZARDOUS MATERIALS USE, GENERATION AND TRANSPORT

Environmental Impact: New commercial or industrial development allowed under implementation of the proposed 2000 General Plan may result in an increased risk of upset associated with the routine use, generation, and transport of hazardous materials, which may potentially pose a health or safety hazard.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

LU-1F.1 Protect existing stabilized residential neighborhoods, included but not limited to mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.

LU-1F.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a heath, safety or fire hazard.

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

Environmental Impact: Accidental release of hazardous materials uses, stored, or transported in the City may result in a public health risk.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

LU-1F.1 Protect existing stabilized residential neighborhoods, included but not limited to mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.

LU-1F.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a heath, safety or fire hazard.

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

HAZARDOUS MATERIALS CONTAMINATION

Environmental Impact: Development allowed under implementation of the proposed 2000 General Plan may expose people to existing areas of hazardous materials contamination during construction activities depending on the specific development site selected.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Policies in Proposed 2000 General Plan:

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval.

- Prior to construction of development projects, a Phase I hazardous materials review shall be conducted for each project which includes, or is potentially affected by, a property identified in local, state or federal records as containing a hazardous materials issue. Depending on the results of this study, further investigation and remediation may be required in accordance with local, state, and federal regulations and policies.

- If during demolition of any building, paint is separated from the building material (e.g. chemically or physically), the paint waste will be evaluated independently form the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed of in accordance with local, state and federal regulations.

- Prior to any demolition work, buildings built prior to 1978 shall be sampled as part of an asbestos survey in compliance with the National Emission Standards For Hazardous Air Pollutants (NESHAP). Those buildings built after 1978 shall be inspected for compliance with the NESHAP. If asbestos is found in the building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials (ACMs) shall be performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant. Asbestos shall be removed and disposed of in compliance with applicable state laws.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

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SECTION 3.0
PROJECT DESCRIPTION

3.1 LOCATION

Costa Mesa is located in central Orange County, California and is part of the larger Southern California region (refer to Exhibit 3-1, *Regional Vicinity*). The City encompasses 16 square miles and is bounded by the cities of Santa Ana, Irvine, Newport Beach, Huntington Beach and Fountain Valley. Regional access is provided by several freeways including: the San Diego Freeway (I-405) which bisects the northerly portion of the City; the Costa Mesa Freeway (SR-55) which travels north to south through the easterly portion of the City; and the Corona del Mar Freeway (SR-73) which also extends through the northern area of the City. Regional access is also provided by the Orange County John Wayne Airport, located along the eastern edge of the City.

3.2 BACKGROUND

The original General Plan for the City of Costa Mesa was prepared in 1957, and was updated in 1970, 1981, and 1992. The original 1957 General Plan contained a Master Zoning Plan, which divided the City and its projected sphere of influence into seven land use categories. In 1970, a new General Plan was prepared that increased the number of land use designations from seven to ten. The General Plan was again revised in 1981 and included 11 land use designations. In 1992, the plan was updated to produce the 1990 General Plan, which incorporated a total of 15 land use designations.

PURPOSE OF THE 1990 GENERAL PLAN

The 1990 General Plan superseded the 1981 General Plan and represented the most comprehensive planning document for the City. The process of preparing and adopting the 1990 General Plan provided decision-makers and citizens with the opportunity of debating policies involving a variety of social, economic and environmental issues. The 1990 General Plan was the culmination of over four years of review and debate. By establishing the policy framework for the City's future, the 1990 General Plan was intended to provide for orderly development and consistent decision-making.

OBJECTIVES OF THE 1990 GENERAL PLAN

California State law requires each city and county to adopt a general plan "for the physical development for the county or city, and or any land outside its boundaries...which bears relations to its planning." The intent of the general plan is to provide a long-range framework to guide land use decisions within the community. The additional State law that requires land use developments to be consistent with the general plan, intensifies the need for a general plan that is legally adequate and fulfills the needs and desires of the community. In that a community is dynamic, so must be the general plan, and it should be reviewed every few years to reflect changing conditions of the city or county.

REGIONAL VICINITY

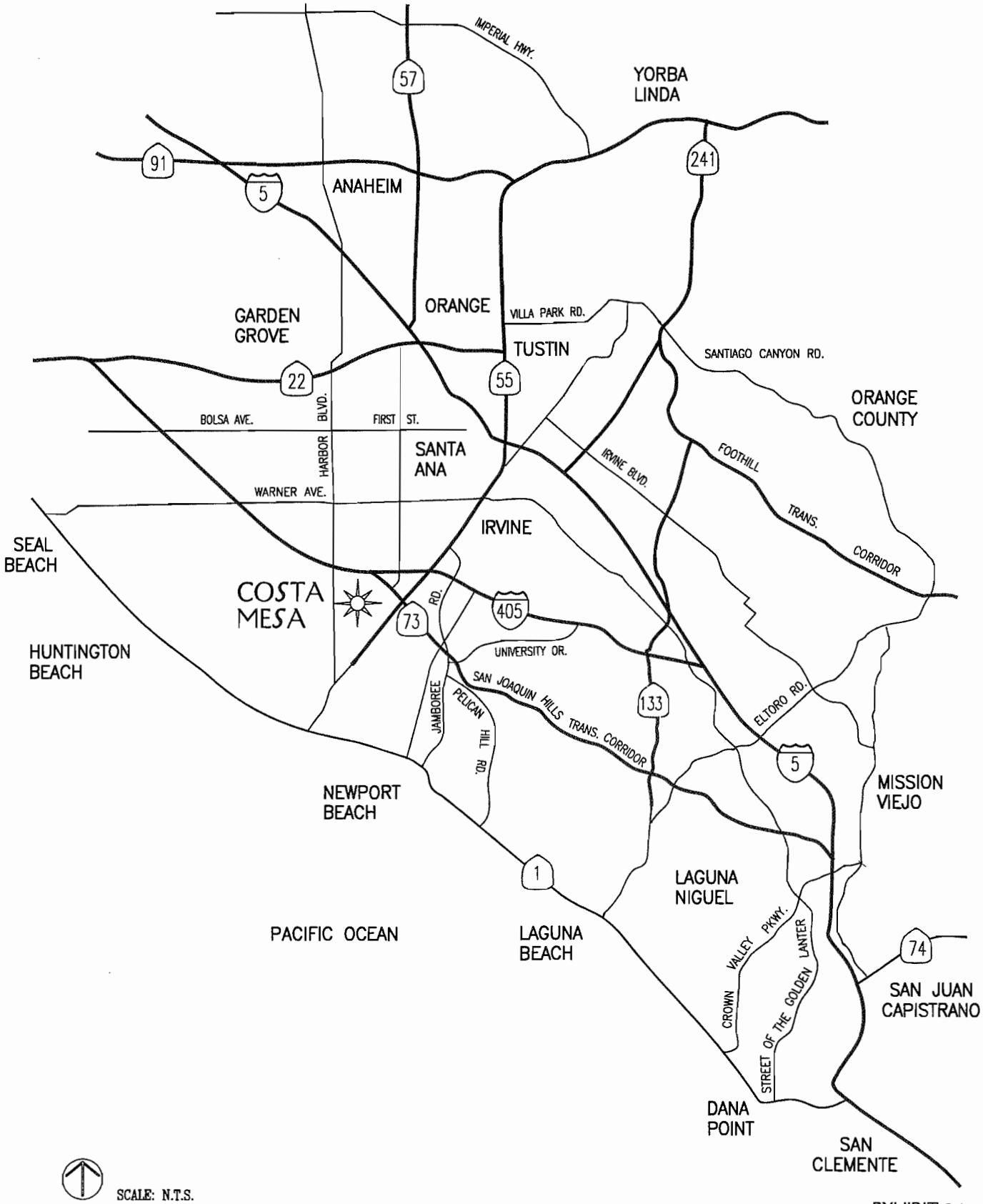

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EXHIBIT 3-1

The primary objective of the 1990 General Plan review was to comprehensively revise the 1981 General Plan and subsequently adopt it as the 1990 General Plan. The intent of the 1990 General Plan was to be an adequate reflection of the community and to serve as a guide for growth and development in the City of Costa Mesa through the 1990s.

ORGANIZATION OF THE 1990 GENERAL PLAN

The 1990 General Plan was organized to encourage the development of interrelationships between issues, understanding of the complexity of the urban environment, and the benefits of a rational planning model. The 1990 General Plan was organized into four elements: Environmental Resources/Management; Community Development/Management; Land Use; and Growth Management. The Environmental Resources/Management Element addressed air quality, hydrology, biological resources, open space, geology, cultural resources and noise. The Community Development/Management Element addressed housing, public facilities and services, waste management and transportation. The Land Use and Growth Management Elements were focused solely on land use and growth management, respectively.

COMPONENTS OF 1990 GENERAL PLAN UPDATE

The 1990 General Plan was a comprehensive update of the 1981 General Plan. Major components of the 1990 General Plan Update included:

1. Amendment of the Housing Subelement in accordance with State Law.
2. Amendment of the Land Use Element including:
    a. Establishment of building intensities for all commercial, industrial, and institutional land use designations,
    b. Reduction of the density potential in the Medium and High Density Residential land use designations;
    c. Deletion of the Urban Center Residential land use designation,
    d. Addition of three new land use designations: Urban Center Commercial, Regional Commercial and Fairgrounds,
    e. Addition of a trip budget for General Plan land use designations to ensure correlation between the Land Use Element and Transportation Subelement, and
    f. Modification of the Land Use Map.
3. Amendment of the Transportation Subelement, including:
    a. Modification of the Master Plan of Bikeways, and
    b. Modification of the Master Plan of Highways.
4. Addition of a Waste Management Subelement.
5. Amendment of the Air Quality Subelement to reflect recent updates in regional plans.
6. Modifications to the General Plan Goals, Objectives, Policies and Programs.

1990 GENERAL PLAN LAND USE DESIGNATIONS

The 1990 General Plan Land Use designations are as follows: Low Density Residential, Medium Density Residential, High Density Residential, Commercial-Residential, Neighborhood Commercial, General Commercial, Commercial Center, Regional Commercial, Urban Center Commercial, Cultural Arts Center, Industrial Park, Light Industry, Public and Institutional, Golf Course and Fairgrounds. The residential density (dwelling units per acre) and the floor area ratio for the designations were defined in Table 56 of the 1990 General Plan, and are shown in Table 3-1, *1990 General Plan/2000 General Plan Land Use Designations*.

TABLE 3-1
1990 GENERAL PLAN/2000 GENERAL PLAN LAND USE DESIGNATIONS

Land Use Designation	Residential Density DU/Acre*	Floor Area Ratio
Low-Density Residential	≤8	Same as Neighborhood Commercial
Medium-Density Residential*	≤12	Same as Neighborhood Commercial
High-Density Residential*	≤20**	Same as Neighborhood Commercial
Commercial-Residential	≤17.4	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic
Neighborhood Commercial	-	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic
General Commercial	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40 Low Traffic 0.75/Very Low Traffic
Commercial Center	≤20	0.25/High Traffic 0.35/Moderate Traffic 0.45 Low Traffic 0.75/Very Low Traffic
Regional Commercial	≤20	0.652/0.89***
Urban Center Commercial	≤20	0.50 Retail 0.60 Office 0.79 Site-Specific FAR for So. Coast Metro Center/Experian****
Cultural Arts Center	-	1.77
Industrial Park	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic
Light Industry	≤20	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic
Public and Institutional	-	0.25
Golf Course	-	<0.01
Fairgrounds	-	<0.10

Source: Table 56, Land Use Designations, City of Costa Mesa, 1990 General Plan.

* Within the Medium- and High-Density Residential designation, existing residential units legally built in excess of the dwelling units per acre standard may be rebuilt at the same higher density subject to other zoning code standards. The allowable density or number of units to be redeveloped would be limited to the 1990 General Plan density with a 25% incentive bonus for Medium-Density or a 50% incentive bonus for High-Density; or the existing number of units, whichever is less.

** See High-Density Residential text regarding an area in North Costa Mesa where the density allowance is 25 to 35 DU/acre.

*** See Regional Commercial text.

**** See Urban Center Commercial text.

1990 GENERAL PLAN GOALS AND POLICIES

A complete listing of all of the 1990 General Plan goals and policies is provided in Technical Appendix A. In addition, a description of the action (i.e., deletion or modification) taken with respect to each goal and policy for the 2000 General Plan, and the location and numbering of that goal, objective or policy in the 2000 General Plan is noted.

3.3 STATEMENT OF PROGRAM EIR OBJECTIVES

The City of Costa Mesa's objectives for the 2000 General Plan and General Plan EIR are as follows:

- Update the City's environmental baseline conditions to the year 2000.
- Update the General Plan development projections for the year 2020, including projections for dwelling units, non-residential square footage, population and employment.
- Review 1990 General Plan goals and policies for relevancy, completion and applicability for the future long-term development in the City of Costa Mesa.
- Conform with Section 21000 et. seq. of CEQA, which requires that environmental impacts be addressed and mitigated.
- Prepare and certify a General Plan EIR (Program EIR) that will serve as a first tier environmental document, consistent with the requirements of Section 15152 of the CEQA Guidelines.
- Provide a basis for informative decisions when considering the 2020 development associated with implementation of the 2000 General Plan in the City of Costa Mesa.
- Provide a legally defensible environmental foundation upon which decisions may be evaluated and justified.

3.4 PROJECT CHARACTERISTICS

The Costa Mesa 1990 General Plan was adopted in 1992. The 2000 General Plan supersedes the 1990 General Plan and is primarily an update of existing conditions and long-term projections, as well as a reformatting of the 1990 General Plan. The 2000 General Plan effort includes reorganizing the four existing 1990 General Plan elements into ten elements.

Through implementation of the goals and policies in the 2000 General Plan, the City will continue to work toward providing a pleasant living and working environmental for City residents and workers.

The goal of the 2000 General Plan is not to make any changes to existing density standards and/or Floor Area Ratio assumptions, nor to result in any changes to the 15 land use designations previously defined in the 1990 General Plan. Refer to Table 3-1, *1990 General Plan/2000 General Plan Land Use Designations*, which provides a breakdown on the 15 land

use categories and the development intensity permitted under each. The 2000 General Plan incorporates all 15 of the land use categories without any modifications.

3.4.1 ELEMENTS AND COMPONENTS OF THE 2000 GENERAL PLAN

The Costa Mesa 2000 General Plan is organized in a traditional element oriented format. The elements are further organized into functional chapters. The 2000 General Plan includes ten elements: Land Use, Circulation, Housing, Conservation, Noise, Safety, Open Space and Recreation, Growth Management, Community Design, and Historic and Cultural Resources. These elements are summarized below.

The 2000 General Plan updates both the existing conditions and future projections of the 1990 General Plan. Major components of the 2000 General Plan are identified under the most applicable element below.

LAND USE ELEMENT

The Land Use Element serves as the long-range planning guide for development in the City by indicating the location and extent of development to be allowed. More than other elements, the Land Use Element will have a major impact on the form and character of Costa Mesa over the next 20 years. The Land Use Element's policies and land use designations are intended to promote the economic vitality of the City, while maintaining an exceptional quality of life for residents and businesses alike.

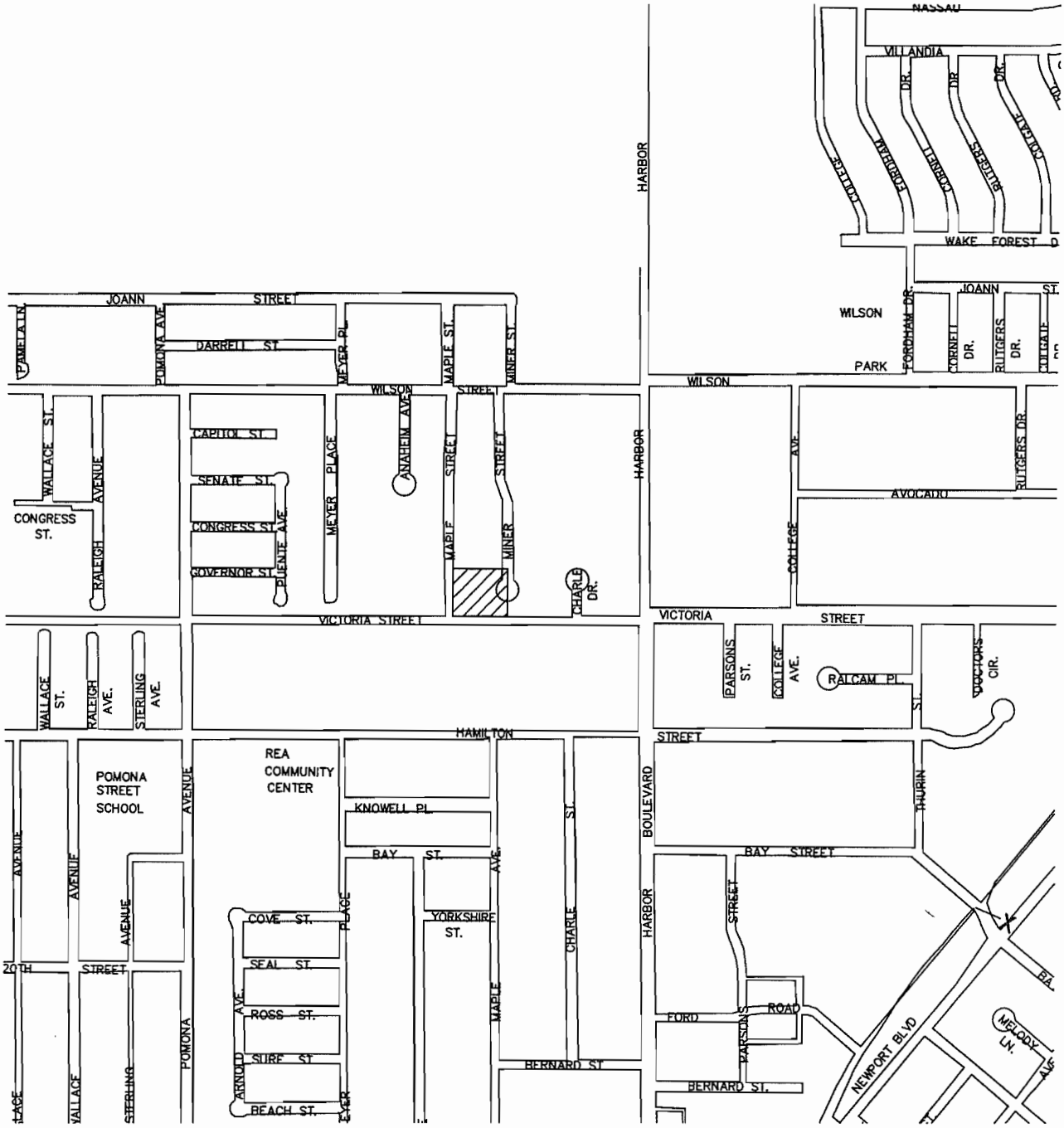
Components of the 2000 General Plan

- Update of existing conditions, with the year 2000 serving as the baseline year.
- Update of General Plan development projections to the year 2020. Projections for population, employment, residential development and non-residential development have been updated for the year 2020.
- Modifications to the Land Use Element including:
  - Update of the trip budgets in the Urban Center Commercial General Plan land use designation to reflect revised Costa Mesa Traffic Model (CMTM) correlation between the Land Use Element and Transportation Element, and
  - Modification of the Land Use Map to change the designation on the 0.34-acre parcel on the northeast corner of Victoria and Maple Streets from Public Street to Public Use – Institutional (refer to Exhibit 3-2, *Proposed 2000 General Plan Land Use Policy Map Changes*).
- Modifications to the General Plan Goals, Objectives, Policies and Programs, including:
  - Deletions,
  - Modifications, or
  - Additions.

CIRCULATION ELEMENT

The Circulation Element establishes a roadway system that will adequately meet the long-term needs of the City. The system is illustrated on the Master Plan of Highways (MPH). Additionally, the Circulation Element will include policies for bike lanes, street improvements, and other transportation issues. A traffic model has been created for forecasting long-range traffic volumes. The result is an updated citywide traffic model compatible with the latest Orange County Transportation Analysis Model (OCTAM).

PROPOSED 2000 GENERAL PLAN LAND USE MAP CHANGE



LEGEND

PARCEL PROPOSED FOR CHANGE

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EXHIBIT 3-2

In addition, the Circulation Element includes an update of the City's Transportation Systems Management Program and funding sources such as Measure M. This Element also documents the rapid transit system in the City, the Master Plan of Bikeways, pedestrian facilities and air transportation associated with the Orange County John Wayne Airport.

Components of the 2000 General Plan

- Update of existing conditions, with the year 2000 serving as the baseline year.
- Update of General Plan development projections to the year 2020. The projections used for the traffic analysis are described in more detail in Section 3.5, *Assumptions*.
- Modifications to the Circulation Element, including:
  - Update of the Costa Mesa Traffic Model (CMTM).
  - Modifications to the way the City designates its roadways on the Master Plan of Highways (MPH) to bring the MPH into compliance with the Orange County Transit Authority (OCTA) Master Plan of Arterial Highways (MPAH). The change in classification will not result in any changes to the physical characteristics of the roadway. No new roadway additions or deletions are proposed as a part of these changes. The following table summarizes how both the City MPH and the OCTA MPAH currently designates arterials.

TABLE 3-2
CITY AND COUNTY ARTERIAL CLASSIFICATION

Classification	Current City Designations	County MPAH Designations
Major Arterial	6 lanes – 2 left turn lanes – median	6 lane divided roadway
Primary Arterial	6 lanes – 1 left turn lane – median	4 lane divided roadway
Secondary Arterial	4 lanes – median optional	4 lane undivided roadway
Collector Arterial	2 lanes – no median – no parking	2 lane undivided roadway

Source: *Costa Mesa General Plan Traffic Analysis*, Austin-Foust Associates, Inc., March 2000.

For the City's MPH to correspond with the OCTA MPAH classifications, the following changes to the City's MPH are recommended:

- Combine the current Major and Primary Arterials into the Major Arterial Category; and
- Divide the current Secondary Arterial into the Primary and Secondary Arterial Categories.

- No changes to the Collector Arterial Category are recommended.

  The proposed 2000 MPH downgrades a segment of 17th Street from just west of Tustin Avenue to Irvine Avenue from a Major Arterial to a Primary Arterial to be consistent with OCTA's MPAH.

- Modifications to the Master Plan of Bikeways, including:

- Modifications to the Fairview Regional Park bicycle trails pursuant to City Council (see bullet points below):

  - Delete the bike trail north of Banning Place and Joann Street between Pacific Avenue and Placentia Avenue;
  - Delete the bike trail between Canary Drive and the north entrance to Fairview Park south of the Fairview Channel;
  - Terminate the north-south bike trail through Fairview Park originating at Pacific Avenue at the north parking lot (delete the north connection to Placentia Avenue; and
  - Add a loop trail in Fairview Park east of Placentia Avenue connecting to the trails on the west.

- Deletion of the bicycle lanes along Harla Avenue from the MPB as it is not continuous.

◆ Modifications to the General Plan Goals, Objectives, Policies and Programs, including:

- Deletions,
- Modifications, or
- Additions.

GROWTH MANAGEMENT ELEMENT

The purpose and intent of this Element promotes that growth and development be based upon the City's ability to provide an adequate circulation system and public facilities. The Growth Management Element is designed to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City.

The Growth Management Element is implemented through various coordinated programs developed to support and carry out its goals and policies. In addition, this Element has been designed to minimize duplication between Measure M and Congestion Management Program (CMP) requirements. The Growth Management Element is the most current expression of City growth management policies.

Components of the 2000 General Plan

◆ Update of existing conditions, with the year 2000 serving as the baseline year.

◆ Update of General Plan development projections to the year 2020.

◆ Modifications to the General Plan Goals, Objectives, Policies and Programs, including:

- Deletions,
- Modifications, or
- Additions.

HOUSING ELEMENT

The 1998-2005 Housing Element provides programs and policies that assist the State and region in meeting their goals of providing affordable housing to all socio-economic segments of the population. This Element discusses citywide housing and population demographics, regional fair-share housing allocations, and implementation mechanisms to assist the City in providing a full range of housing opportunities.

Components of the 2000 General Plan

The 1998-2005 Housing Element has been updated and was certified by the State Department of Housing and Community Development (HCD) in June 2000. No additional changes are being made to this Element in conjunction with the proposed 2000 General Plan.

CONSERVATION ELEMENT

The Conservation Element identifies and establishes the City's official policy relative to the identification, establishment, preservation, and management of natural resources in the City. This Element focuses on issues pertaining to air quality, biological resources, coastal resources, energy, water resources, wastewater, water quality, and waste management for the City. The purpose of this Element is to:

- Identify areas in Costa Mesa with substantial natural resources that shall be managed to prevent waste, destruction or neglect.
- Identify policies related to permissible uses and development standards within conservation areas, as well as programs to ensure the conservation of resources.
- Identify desired courses of action/strategies which provide the means to implement the City's conservation policies.

Components of the 2000 General Plan

- Update of existing conditions, with the year 2000 serving as the baseline year.
- Update of General Plan development projections to the year 2020.
- Modifications to the General Plan Goals, Objectives, Policies and Programs, including:
  - Deletions,
  - Modifications, or
  - Additions.

NOISE ELEMENT

The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The Noise Element ensures that the City will continue to be a place of safe living, with minimal intrusion into neighborhoods enjoyed by residents. The Noise Element identifies and maps current and projected noise levels for existing and planned land uses and levels for freeways, airports, and railroads. The projected noise levels are used to guide future land use decisions to limit noise and its effects on the community. The Noise Element focuses on the location of noise generating land uses in proximity to residential, recreational, and other sensitive land uses, and provide policies to alleviate potential impacts due to noise.

Components of the 2000 General Plan

- Update of existing conditions, with the year 2000 serving as the baseline year.
- Update of General Plan development projections to the year 2020.
- Modifications to the General Plan Goals, Objectives, Policies and Programs, including:
  - Deletions,
  - Modifications, or
  - Additions.

SAFETY ELEMENT

The Safety Element is a guide for the City Council, government agencies, and individuals to identify and understand potential hazards confronting Costa Mesa. The Safety Element helps to protect the community from natural and man-made hazards. Ultimately, the Safety Element aims at reducing death, injuries, property damage, and economic and social dislocation resulting from these hazards. This Element focuses on issues pertaining to geology, hydrology/drainage, fire protection, police protection and hazardous materials.

Components of the 2000 General Plan

- Update of existing conditions, with the year 2000 serving as the baseline year.
- Update of General Plan development projections to the year 2020.
- Modifications to the General Plan Goals, Objectives, Policies and Programs, including:
  - Deletions,
  - Modifications, or
  - Additions.

OPEN SPACE AND RECREATION ELEMENT

The Open Space and Recreation Element outlines a strategy to preserve open space areas in the City and to meet the recreational needs of the residents. Open space in Costa Mesa includes neighborhood and community parks, community centers, open space easements and golf courses. There are also County-owned regional facilities within and adjacent to the City limits and a large amount of institutional land.

The Open Space and Recreation Element assures the protection of the neighborhood and community park system which serves as the backbone for the community's local open space network. The Element is based on the Parks, Recreation, and Open Space Master Plan, which was adopted in January 1996.

Components of the 2000 General Plan

- Update of existing conditions, with the year 2000 serving as the baseline year.
- Update of General Plan development projections to the year 2020.
- Modifications to the General Plan Goals, Objectives, Policies and Programs, including:
  - Deletions,
  - Modifications, or
  - Additions.

COMMUNITY DESIGN ELEMENT

This is a new Element of the Costa Mesa General Plan. The purpose of the Community Design Element is to promote quality design for buildings, structures, paths, districts, nodes, landmarks, natural features, and significant landscaping. This element does not entail specific design guidelines, rather it provides policies of sufficient detail to enable its uses during the design review process for determining whether or not a project meets the communities expectations for design and development quality.

Components of the 2000 General Plan

- Addition of a Community Design Element.
- Additions of General Plan Goals, Objectives, Policies and Programs.

HISTORIC AND CULTURAL RESOURCES ELEMENT

The Historic and Cultural Resources Element establishes processes to preserve the City's designated historic resources. The Historic and Cultural Resources Element is designed to promote the public health, safety, and general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, sites, districts, neighborhoods, natural features and significant permanent landscaping having special historical, archaeological, cultural, architectural, or community value in the City.

Components of the 2000 General Plan

- Modifications to the General Plan Goals, Objectives, Policies and Programs, including:
  - Deletions,
  - Modifications, or
  - Additions.

3.4.2 LAND USE PLAN

The General Plan Land Use Plan identifies the type, location, and density/intensity of future development within the City of Costa Mesa (refer to Exhibit 3-3, *General Plan Land Use Plan*). The General Plan Land Use Plan is intended to be a comprehensive, graphic illustration of the many goals and policies of the General Plan.

3.4.3 LAND USE SUMMARY

The proposed 2000 General Plan land uses, acres, and 2020 development potential, are summarized in Table 3-3, *2000 General Plan Residential Land Use (2020),* and Table 3-4, *2000 General Plan Non-Residential Land Use (2020).*

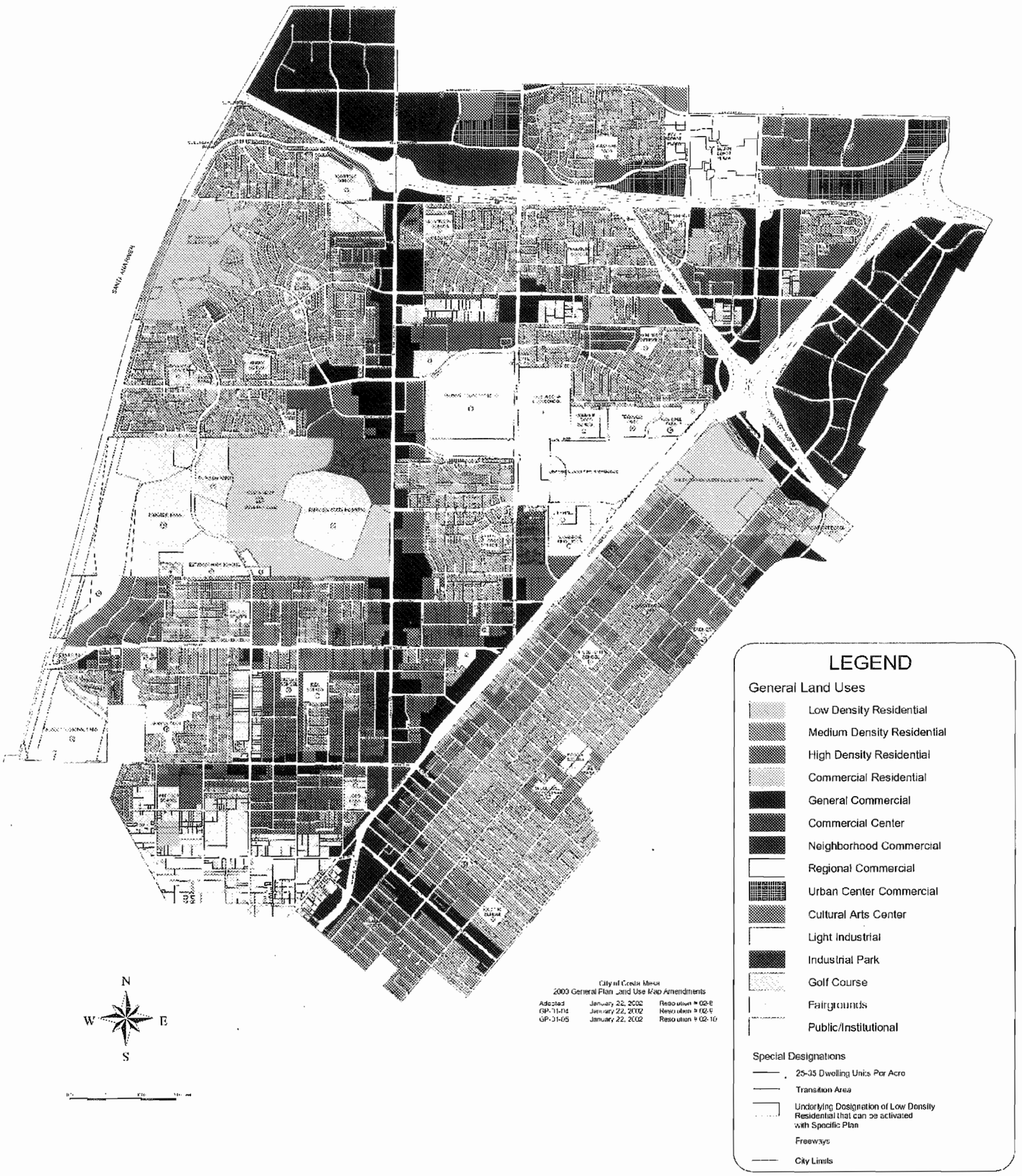
TABLE 3-3
2000 GENERAL PLAN RESIDENTIAL LAND USE (2020)[1]

Residential Land Use	Gross Acres	2000 Existing Dwelling Units	2020 Dwelling Units
Single-Family[2]	2,167	19,122	19,576
Multi-Family[3]	1,842	21,455	22,893
Total	**4,009**	**40,577**	**42,469**

Notes:

[1] Source: *Orange County Projections – 2000 (OCP-2000 Projections)*, Center for Demographic Research, California State University, Fullerton.
[2] Includes Low-Density Residential General Plan land use designation.
[3] Includes Medium-Density, High-Density, and Commercial-Residential General Plan land use designations.

2000 GENERAL PLAN LAND USE MAP



January 22, 2002

GENERAL LAND USE MAP WAS PREPARED BY CITY OF COSTA MESA, GIS DEPARTMENT

EXHIBIT 3-3

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TABLE 3-4
2000 GENERAL PLAN NON-RESIDENTIAL LAND USE (2020)

Non-Residential Land Use	Gross Acres	2000 Existing Development (SF)	2020 Development (SF)
Commercial-Residential (commercial uses)[1]	434	588,339	571,007
Neighborhood Commercial	44	424,648	567,371
General Commercial	632	8,344,029	10,607,341
Commercial Center	30	611,227	653,383
Regional Commercial	115	2,926,203	3,440,350
Urban Center Commercial	160	2,126,024	3,914,357
Cultural Arts Center	54	2,801,368	4,161,813
Industrial Park	763	10,028,934	12,207,260
Light Industrial	383	4,903,788	5,996,712
Public and Institutional	1,287	1,072,037	3,892,286
Golf Course	560	84,180	243,961
Fairgrounds	146	128,765	427,396
Total	**4,608**	**34,039,542**	**46,683,237**

Source: City of Costa Mesa, Development Services Department, February 2000.

Notes:
[1] Commercial-Residential land use designation acreage was also included in the multi-family residential land use in Table 3-3.
SF = square feet

3.4.4 HOUSING, POPULATION AND EMPLOYMENT PROJECTIONS

Table 3-5, *Population, Housing and Employment*, presents historical data for Costa Mesa's population, number of housing units, and employment opportunities, and includes projections to the year 2020.

TABLE 3-5
POPULATION, HOUSING AND EMPLOYMENT

	1980	1990	2000	2020
Population	82,562[1]	94,900[2]	106,237[3]	118,764[3]
Housing	33,998[1]	39,000[2]	40,577[3]	42,469[3]
Employment	56,828[1]	87,553[2]	88,294[3]	106,708[3]

Source:
1. 1980 United States Census.
2. 1990 United States Census.
3. *Orange County Projections – 2000 (OCP-2000 Projections)*, Center for Demographic Research, California State University, Fullerton.

3.4.5 PROJECTED GROWTH WITH 2000 GENERAL PLAN

The Land Use Plan for the 2000 General Plan reflects the fact that most of the City is already built out and that a significant amount of the current development, in terms of use/intensity, is expected to remain. Therefore, the Land Use Plan is based largely on existing uses and development intensity present today.

Table 3-6, *Growth Increases Over Existing Conditions (2000) Associated with 2000 General Plan Implementation (2020)*, identifies new development projected between 2000 and 2020, which represents the planning horizon of the 2000 General Plan. As shown in Table 3-6, an additional 1,892 dwelling units and 12,643,695 square feet of non-residential uses are anticipated to be developed during the planning horizon of the 2000 General Plan. Table 3-7, *Changes in Population and Employment Between Existing Conditions (2000) and 2000 General Plan Implementation (2020)*, illustrates the projected growth in population and employment associated with implementation of the 2000 General Plan.

TABLE 3-6
GROWTH INCREASES OVER EXISTING CONDITIONS (2000)
ASSOCIATED WITH 2000 GENERAL PLAN IMPLEMENTATION (2020)

Land Use	Dwelling Units	Square Feet
Single-Family[1]	454	-
Multi-Family[2]	1,438	-
Commercial – Residential (Commercial Uses)	-	(17,332)
Neighborhood Commercial	-	142,723
General Commercial	-	2,263,313
Commercial Center	-	42,156
Regional Commercial	-	514,147
Urban Center Commercial	-	1,788,333
Cultural Arts Center	-	1,360,445
Industrial Park	-	2,178,326
Light Industrial	-	1,092,924
Public and Semi-Public	-	2,820,249
Golf Course	-	159,781
Fairgrounds	-	298,631
TOTAL	**1,892**	**12,643,695**

1. Includes Low Density Residential General Plan land use designation.
2. Includes Medium Density Residential, High Density Residential and Commercial Residential General Plan land use designation.

TABLE 3-7
CHANGES IN POPULATION AND EMPLOYMENT BETWEEN EXISTING CONDITIONS (2000)
AND 2000 GENERAL PLAN IMPLEMENTATION (2020)

	2000	2020	Increase from 2000 to 2020
Population	106,237[3]	118,764[3]	12,527
Employment	88,294[3]	106,708[3]	18,414

Source: *Orange County Projections – 2000 (OCP-2000 Projections)*, Center for Demographic Research, California State University, Fullerton.

3.4.6 2000 GENERAL PLAN GOALS AND POLICIES

Each element of the General Plan contains goals and policies based upon the needs and desires of the community, as derived from the previously adopted 1990 General Plan, background research, planning staff, and members of the City Council.

A goal is defined as a broad vision of what the community wants to achieve or provide to residents, landowners, business owners and tourists. It is a statement of a desired condition based on community values. Goals are general in nature and usually timeless. A policy is a specific statement that guides decision-making. It indicates a commitment of the City to a particular course of action. A policy is based on and helps implement a goal.

As stated previously in Section 3.3, one of the objectives for the 2000 General Plan and General Plan EIR was to review the 1990 General Plan goals, objectives, and policies for relevancy, completion and applicability for the long-term development in the City. City staff reviewed the goals, objectives, and policies in the 1990 General Plan and determined if the goals, objectives, and policies had been completed, and if not, determined their relevancy and applicability for the 2000 General Plan. The following are the goals and associated objectives and policies that have been set for the Costa Mesa 2000 General Plan.

At the conclusion of each goal, objective or policy is a statement within [brackets] that indicates one of four possible scenarios: 1) the goal, objective, or policy remains the same as the 1990 General Plan, 2) the goal, objective or policy has been modified from the 1990 General Plan statement for the 2000 General Plan, 3) the goal, objective or policy is a new statement for the 2000 General Plan, or 4) in the case of the Housing Element, no changes were made to the goals, objectives or policies. Examples of the wording for the three aforementioned scenarios are as follows:

1) [1990 GP Goal VII],
2) [1990 GP Policy 237 – Modified for 2000 GP],
3) [New Objective for 2000 GP], and
4) [No Change].

LAND USE ELEMENT

The goals, objectives, and policies that address land use are as follows:

GOAL LU-1:
LAND USE

It is the goal of the City of Costa Mesa to provide its citizens with a balanced community of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population and to retain the residential character of the City; to meet the competing demands for alternative developments within each land use classification within reasonable land use intensity limits; and, to ensure the long term viability and productivity of the community's natural and man-made environments. [1990 GP Goal VII]

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. [1990 GP Objective VII-A]

LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community. [1990 GP Policy 224]

LU-1A.2 Consider the effects of new employment, particularly in relation to housing impacts, when new commercial or industrial development is proposed. [1990 GP Policy 225]

LU-1A.3 Locate high-intensity developments or high traffic generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses. [1990 GP Policy 226]

LU-1A.4 Strongly encourage the development of low-density residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities. [1990 GP Policy 227 – Modified for 2000 GP]

LU-1A.5 Provide housing and employment opportunities within planned development areas to the extent feasible. [1990 GP Policy 229 – Modified for 2000 GP]

LU-1A.6 Aggressively pursue methods to discourage the development of multiple units on long, narrow, single parcels. Possible methods could include a lot combination zoning incentive or the creation of new lower density zoning to be applied to lots with less than a certain minimum frontage. [1990 GP Policy 231]

Objective LU-1B. Ensure the long term productivity and viability of the community's economic base. [1990 GP Objective VII-B]

LU-1B.1 Permit adequate quantities and locations of commercial land to serve residential neighborhoods. [1990 GP Policy 234]

Objective LU-1C. Promote land use patterns and development which contribute to community and neighborhood identity. [1990 GP Objective VII-C]

LU-1C.1 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access. [1990 GP Policy 236]

LU-1C.2 Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing, such as elderly, affordable, or student housing. [1990 GP Policy 237 – Modified for 2000 GP]

LU-1C.3 Prohibit construction of buildings which would present a hazard to air navigation as determined by the FAA or independent studies by qualified private consultants that have been certified by the FAA. [1990 GP Policy 238]

LU-1C.4 Require building setbacks, structure orientation, and the placement of windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties. [1990 GP Policy 240]

LU-1C.5 Develop incentives for lot combination, or disincentives for development without lot combination. Consider policies such as zoning designations which fall between zones, or development standards which tie density to lot width as well as area. [1990 GP Policy 243]

LU-1C.6 Provide assistance to neighborhoods with excessive noise impacts, such as walls for sound attenuation, development of landscaped greenbelts, etc. [1990 GP Policy 250]

Objective LU-1D. Ensure consideration of utility system capacities in land use planning and development processes. [1990 GP Objective VII-D]

LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications. [1990 GP Policy 251]

LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project. [1990 GP Policy 252 – Modified for 2000 GP]

Objective LU-1E. Ensure correlation between buildout of the General Plan Land Use Plan Map and the Master Plan of Highways. [1990 GP Objective VII-E]

LU-1E.1 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area standards, except for the following conditions:

(a) Limited deviations from the graduated floor area ratio standards depicted in Tables LU-4 and LU-8 for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very-low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.

(b) Additions to existing nonconforming non-residential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development, and, if the additions do not substantially affect the existing height and bulk of the development. Additions to non-residential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/Motels: increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed; 2) Theaters: increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed.

(c) In the above conditions, the new development shall be compatible with surrounding land uses. Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council. [1990 GP Policy 255 – Modified for 2000 GP]

LU-1E.2 Development Plans shall be required for all phased development and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits. [1990 GP Policy 316]

LU-1E.3 Development Plans shall include an overall buildout plan which can demonstrate the ability of the circulation system to support the proposed level of development. [1990 GP Policy 317]

LU-1E.4 The City shall continue its annual preparation of the Development Phasing and Performance Monitoring Program. [1990 GP Policy 318]

Objective LU-1F. Establish policies, standards, and procedures to minimize blighting influences and maintain the integrity of stable neighborhoods. [1990 GP Objective VIII-A]

LU-1F.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities. [1990 GP Policy 260]

LU-1F.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety, or fire hazard. [1990 GP Policy 261]

LU-1F.3 Continue code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs. [1990 GP Policy 262 – Modified for 2000 GP]

LU-1F.4 Ensure that residential densities can be supported by the infrastructure and that high-density residential areas are not permitted in areas which cause incompatibility with existing single-family areas. [1990 GP Policy 284]

LU-1F.5 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood. [1990 GP Policy 286]

GOAL LU-2:
DEVELOPMENT

It is the goal of the City of Costa Mesa to establish development policies that will create and maintain an aesthetically pleasing and functional environment and minimize impacts on existing physical and social resources. [1990 GP Goal III]

Objective LU-2A. Encourage new development and redevelopment to improve and maintain the quality of the environment. [1990 GP Objective III-A]

LU-2A.1 Use eminent domain in redevelopment project areas when necessary to effect lot combination and to ensure optimum size and configuration of parcels experiencing development pressures. [1990 GP Policy 111]

LU-2A.2 Continue to implement, review, and update the redevelopment plan for the adopted project area. [1990 GP Policy 112]

LU-2A.3 Prepare a specific plan to ensure that the portion of the Route 55 extension from 19th Street through the Redevelopment Area is compatible with the Redevelopment Area and to review development related issues on the remainder of the alignment. [1990 GP Policy 113]

LU-2A.4 In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the General Plan that is located in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use or property. [1990 GP Policy 114 – Modified for 2000 GP]

LU-2A.5 Develop standards, policies, and other methods to encourage the grouping of individual parcels to eliminate obsolete subdivision patterns and to provide improved living environments while retaining the single-family zoning or single-family character of such areas in the City. [1990 GP Policy 115]

LU-2A.6 Do not allow "rounding up" when calculating the number of permitted residential units except for lots existing as of March 16, 1992, zoned R2-MD that have less than 7,260 square feet in area, and no less than 6,000 square feet, where density calculation fractions of 1.65 or greater may be rounded up to two units. [1990 GP Policy 116 – Modified for 2000 GP]

LU-2A.7 Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or common interest developments. [1990 GP Policy 117 – Modified for 2000 GP]

LU-2A.8 Encourage increased private market investment in declining or deteriorating neighborhoods. [1990 GP Policy 123]

LU-2A.9 Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines. [1990 GP Policy 132]

GOAL LU-3:
SOCIO-ECONOMIC CONSIDERATIONS

It is the goal of the City of Costa Mesa to respond to the needs of its citizens for housing, public services, community facilities, and safety of persons and property, to the extent possible within budgetary constraints, and when deemed appropriate for local governmental involvement. [1990 GP Goal IV]

Objective LU-3A. Ensure availability of adequate community facilities and provision of the highest level of public services possible, taking into consideration budgetary constraints and effects on the surrounding area. [1990 GP Objective IV-A]

LU-3A.1 Pursue annexation of certain areas within the City's Sphere of Influence to control development or uses which may be detrimental to the City. [1990 GP Policy 146]

LU-3A.2 Strongly encourage protection and preservation of existing, but underutilized, school sites for future recreational, social, or educational uses. [1990 GP Policy 152]

LU-3A.3 Establish a development impact fee program to fund additional fire and police personnel, facilities, and equipment to meet the demands of additional growth in the City. [1990 GP Policy 158 – Modified for 2000 GP]

LU-3A.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities. [1990 GP Policy 159]

CIRCULATION ELEMENT

The goals, objectives, and policies that address circulation are as follows:

GOAL CIR-1:
TRANSPORTATION

It is the goal of the City of Costa Mesa to provide for a balanced, uncongested, safe, and energy-efficient transportation system, incorporating all feasible modes of transportation. [1990 GP Goal V]

Objective CIR-1A. To provide specific programs and policies that address multi-modal transportation, multi-agency coordination, mitigation of traffic impacts and the balancing of land uses with transportation systems. [New Objective for 2000 GP]

CIR-1A.1 Develop the Master Plan of Bikeways by pursuing all funding mechanisms and incorporating bikeways into roadway and bridge widening projects. Incorporate bicycle facilities (circulation and storage) into the design and development of all new commercial and industrial projects and public facilities. [1990 GP Policy 162]

CIR-1A.2 Require dedication of right-of-way in an equitable manner for completion of adopted bikeway system as condition of development of adjacent properties. [1990 GP Policy 163]

CIR-1A.3 Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities. [1990 GP Policy 179]

CIR-1A.4 Include bicycle lanes on all new bridges along Master Plan of Bikeway designated arterials within or adjacent to the City. In cases where bridges are not located within the City, the City should exert its influence on responsible agencies to include such bicycle lanes. If provision of bicycle lanes is not feasible, measures should be taken to prohibit bicycle riding on bridge walkways. [1990 GP Policy 164]

CIR-1A.5 Investigate all available operational measures, including the use of one-way streets, to improve traffic circulation and minimize delay and congestion on arterials. [1990 GP Policy 168]

CIR-1A.6 Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use. [1990 GP Policy 169]

CIR-1A.7 Implement citywide and/or areawide transportation system improvement programs on new development and fee programs for new development. [1990 GP Policy 170]

CIR-1A.8 Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use. [1990 GP Policy 177]

CIR-1A.9 Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay. [1990 GP Policy 178 – Modified for 2000 GP]

CIR-1A.10 Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips in order to achieve consistency with allocated trip budgets. [New Policy for 2000 GP]

CIR-1A.11 Attempt to maintain or improve mobility within the City to achieve a standard level of service not worse than Level of Service "D" at all intersections under the sole control of the City. Intersection level of service analyses for General Plan conditions shall be updated periodically and presented to City Council. [1990 GP Policy 186 – Modified for 2000 GP]

CIR-1A.12 Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard level of service no worse than "D" at all intersections under State or joint control. Intersection level of service analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council. [1990 GP Policy 187 – Modified for 2000 GP]

CIR-1A.13 While the Gisler Road segment, west of Harbor, will exceed its theoretical maximum capacity, the City shall work to ensure that the future volume to capacity ratios do not exceed those identified in Table CIR-3 of the General Plan. [New Policy for 2000 GP]

CIR-1A.14 Reduce or eliminate intrusion of commuter through traffic on local streets in residential neighborhoods. [1990 GP Policy 189]

CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety. [1990 GP Policy 190 – Modified for 2000 GP]

CIR-1A.16 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project. [1990 GP Policy 192]

CIR-1A.17 Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.). [1990 GP Policy 194]

CIR-1A.18 Council shall review the results and findings of the (SARX) study to delete the Gisler Avenue and 19th Street bridges over the Santa Ana River as needed. Upon completion of the study and approval of the changes to the Orange County Transportation Authority (OCTA) Master Plan of Arterial Highways by the OCTA Board, the City shall process a General Plan Amendment to delete the bridges from the City's Master Plan of Highways. All future development applications submitted to the City shall be reviewed in such a way that the 19th Street and Gisler Avenue bridges will not be included as mitigation measures. [1990 GP Policy 195 – Modified for 2000 GP]

CIR-1A.19 Minimize circulation improvements that will necessitate the taking of private property on existing developed properties. [1990 GP Policy 198]

CIR-1A.20 Encourage Orange County Transportation Authority to downgrade Mesa Verde Drive, Baker Street west of Harbor Boulevard, and Gisler Avenue to a designation less than a Collector Street in the Master Plan of Arterial Highways. [1990 GP Policy 199 – Modified for 2000 GP]

CIR-1A.21 Encourage Orange County Transportation Authority to downgrade Arlington Avenue between Fairview Road and Newport Boulevard to a Collector Street. [New Policy for 2000 GP]

CIR-1A.22 Encourage Orange County Transportation Authority to downgrade Baker Street between Redhill Avenue and Bristol Street, and Redhill Avenue between I-405 and Bristol Street to Primary Arterial from current Major Arterial designation. [New Policy for 2000 GP]

GOAL CIR-2:
TRANSPORTATION SYSTEM MANAGEMENT

It is the goal of the City of Costa Mesa to provide for standard service levels at signalized intersections by constructing capacity improvements for all various modes of circulation, adopting land use intensities commensurate with planned circulation improvements and implementing traffic demand reduction programs, thereby creating a more energy efficient transportation system. [1990 GP Goal VI]

Objective CIR-2A. To avoid roadways exceeding theoretical maximum capacity by constructing and/or enhancing capacity of the master planned circulation system of freeways and arterial highways. [1990 GP Objective VI-A – Modified for 2000 GP]

CIR-2A.1 Coordinate with Caltrans for future consideration of the extension of Route 55 (the Costa Mesa Freeway) from 19th Street to the southern City boundary. [1990 GP Policy 204 – Modified for 2000 GP]

CIR-2A.2 Coordinate with the Orange County Transportation Authority and with adjacent jurisdictions to improve signal timing and coordination along major arterials. [1990 GP Policy 207]

CIR-2A.3 Continue to work with Caltrans to synchronize and coordinate traffic signals on arterials at intersections controlled by Caltrans. [1990 GP Policy 210]

CIR-2A.4 Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections. [1990 GP Policy 212 – Modified for 2000 GP]

Objective CIR-2B. To promote the use of high occupancy vehicular modes of transportation in and through the City. [1990 GP Objective VI-B – Modified for 2000 GP]

CIR-2B.1 Coordinate with OCTA to construct bus turnouts at appropriate locations with attractive shelters designed for safe and comfortable use. [1990 GP Policy 214]

Objective CIR-2C. To invest capital via a rationally phased allocation process for implementing transportation projects and programs. [1990 GP Objective VI-C]

CIR-2C.1 Support efforts to design and construct an urban rail project as it extends through Costa Mesa. [New Policy for 2000 GP]

CIR-2C.2 Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on 1) correcting identified hazards; 2) improving/maintaining peak hour traffic volumes; 3) improving efficiency of existing infrastructure utilization; and 4) intergovernmental coordination. [1990 GP Policy 218 and 219 – Modified for 2000 GP]

Objective CIR-2D. To ensure that the transportation related impacts of development projects are mitigated to the fullest extent possible, in conformance with transportation related policies. [1990 GP Objective XIV-B]

CIR-2D.1 Circulation improvements required to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measurable traffic shall be completed within three years of issuance of the first building permit for said project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts. [1990 GP Policy 309]

CIR-2D.2 Construction of circulation improvements for phased development projects may be constructed commensurate with the project construction based upon the findings of a traffic study approved by the City of Costa Mesa. [1990 GP Policy 309A]

CIR-2D.3 A traffic impact fee shall be maintained for circulation system improvements to the Master Plan of Highways within the community and updated annually. [1990 GP Policy 311 – Modified for 2000 GP]

CIR-2D.4 Require discussion of transit service needs and site design amenities for transit ridership in EIRs for major projects. [1990 GP Policy 160]

CIR-2D.5 Require discussion of transportation system management (TSM) and transportation demand management (TDM) measures in all EIRs prepared for major projects. [1990 GP Policy 161]

Growth Management: Refer to Goal GM-1, Objective GM-1A and Policies GM-1A.1 through GM-1A.6 found in the Growth Management Element.

GROWTH MANAGEMENT ELEMENT

The following goals, objectives and policies are designed to meet all of the Growth Management Element requirements for Developed Communities as set forth by Measure M and elaborated by the Countywide Growth Management Program Implementation Manual.

GOAL GM-1:
GROWTH MANAGEMENT

It is the goal of the City of Costa Mesa to reduce traffic congestion and to ensure that adequate transportation facilities are provided for existing and future residents of the community through effective and comprehensive growth management practices consistent with the Land Use Element. [1990 GP Goal XIV]

Objective GM-1A. To provide and maintain a circulation system that operates within established traffic level of service standards. [1990 GP Objective XIV-A]

GM-1A.1 Recognizing the constraints of existing physical development conditions, the city shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced. [New Policy for 2000 GP]

GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project. [New Policy for 2000 GP]

GM-1A.3 The established level of service standard shall not apply to intersections under the jurisdiction of another city, the County of Orange or the State of California or to intersections included on the Deficient Intersection List as established by the Congestion Management Program (CMP) and/or the City. [New Policy for 2000 GP]

GM-1A.4 Every new development project shall pay its share of costs associated with the mitigation of project generated impacts. [1990 GP Policy 310 – Modified for 2000 GP]

GM-1A.5 New Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations. [1990 GP Policy 315]

GM-1A.6 The City's seven year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining the established level of service standard. [1990 GP Policy 320]

Development Phasing and Performance Monitoring Program. Refer to Goal LU-1, Land Use Objective LU-E.4 found in the Land Use Element.

HOUSING ELEMENT

Costa Mesa's housing goals concentrate on five specific aspects of the housing market. Goals are provided to address each of these issues, and policies are developed to support and implement each goal. The five priorities are:

- Preserving and enhancing existing housing and neighborhoods;
- Preserving affordability;
- Providing adequate sites;
- Providing adequate housing opportunities and accessibility for all segments of the community; and
- Encouraging coordination and cooperation.

The goals, objectives, and policies that address housing are as follows:

GOAL HOU-1:
PRESERVATION AND ENHANCEMENT

It is the goal of the City of Costa Mesa to initiate all reasonable efforts to preserve the availability of existing housing opportunities and to conserve as well as enhance the quality of existing dwelling units and residential neighborhoods to ensure full utilization of the City's existing housing resources for as long into the future as is physically and economically feasible. This goal can be achieved by implementing the following policies: [No Change]

HOU-1.1 Develop standards and/or guidelines for new development with emphasis on site (including minimum site security lighting) and building design to minimize vulnerability to criminal activity. [No Change]

HOU-1.2 Protect existing stabilized residential neighborhoods, including but not limited to mobile home parks and manufactured home parks, from the encroachment of incompatible or potentially disruptive land uses and/or activities. [No Change]

HOU-1.3 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety or fire hazard. [No Change]

HOU-1.4 Establish code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs. [No Change]

HOU-1.5 Provide incentives (loans, grants) from the Redevelopment Agency or the City to homeowners in existing owner-occupied residences within the Redevelopment Area to use for the rehabilitation of their property. [No Change]

HOU-1.6 Install and upgrade public service facilities (streets, alleys, and utilities) to encourage increased private market investment in declining or deteriorating neighborhoods. [No Change]

HOU-1.7 Continue existing rehabilitation loan and grant programs for Low and Moderate-income homeowners and rental property landlords to encourage full utilization of the City's existing housing stock as long as funds are available. [No Change]

HOU-1.8 Encourage the private sector to take a role in the assistance to Low-income households to rehabilitate substandard or deteriorated units. [No Change]

HOU-1.9 In the development of public projects, require an analysis of potential displacement of existing residences with an emphasis on minimizing displacement. [No Change]

HOU-1.10 Encourage the development of housing which fulfills specialized housing needs. [No Change]

GOAL HOU-2:
PRESERVING AFFORDABILITY

It is the goal of the City of Costa Mesa to provide its citizens with reasonably priced housing opportunities within the financial capacity of all social and economic segments of the community. This goal can be achieved by implementing the following policies: [No Change]

HOU-2.1 Allow and encourage developers to "piggyback" or file concurrent applications (i.e., rezones, tentative tract maps, conditional use permits, variance requests, etc.) if multiple approvals are required, and if consistent with applicable processing requirements. [No Change]

HOU-2.2 Provide incentives (i.e., density bonus units, fee reductions, exemption from development or processing fees, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to Very-low and/or Low income households. [No Change]

HOU-2.2a Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multi-family residential land use designations. The density incentive shall be limited to an increase of 25% above Medium-Density or an increase of 50% above High-Density. In no case shall the resulting number of units exceed the existing number of units on each site. [No Change]

HOU-2.2b Consider financial incentives in lieu of density bonus units if the proposed affordable, non-senior density exceeds that allowed by the General Plan designation of the property. Require the review of such projects by Planning Commission and City Council. [No Change]

HOU-2.3 Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply. [No Change]

HOU-2.4 Continue to allocate Home and Redevelopment Agency Low to Moderate funds to direct housing-related programs. [No Change]

HOU-2.5 Support the continuation and expansion of federal housing assistance programs for Very-low, Low and Moderate-income households. [No Change]

HOU-2.6 Continue membership in the Orange County Housing Authority to provide housing assistance to Very-low, Low and Moderate-income households. [No Change]

HOU-2.7 Recognizing the effect of supply and demand on prices for housing and other commodities and encourage development of residential uses on vacant parcels where appropriate. [No Change]

HOU-2.8 Investigate the effectiveness of the accessory apartment and granny unit development standards within the Zoning Code to ensure housing opportunities and appropriate mitigation of government constraints. [No Change]

GOAL HOU-3:
PROVISION OF ADEQUATE SITES

It is the goal of the City of Costa Mesa to provide adequate, suitable sites for residential use and development or maintenance of a range of housing that varies sufficiently in terms of cost, design, size, location, and tenure to meet the housing needs of all segments of the community at a level no greater than that which can be supported by the infrastructure. This goal can be achieved by adhering to the following policies. [No Change]

HOU-3.1 Encourage the conversion of existing marginal or vacant commercial and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development. This does not preclude the initiation of such actions by the City. [No Change]

HOU-3.2 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood. [No Change]

HOU-3.3 Cooperate with large employers, the Chamber of Commerce, and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities. [No Change]

HOU-3.4 Continue to allocate portions of the City's Community Development Block Grant funds for the acquisition and write-down of land costs to increase the supply of Low and Moderate income housing opportunities. [No Change]

HOU-3.5 Consider the effects of new employment, particularly in relation to housing demands, when new commercial or industrial development is proposed. [No Change]

HOU-3.6 Consider the potential impact on housing opportunities and existing residential neighborhoods when reviewing rezone petitions affecting residential properties. [No Change]

HOU-3.7 Continue to allocate portions of the City's CDBG funds to sub-recipients who provide shelter for the homeless. [No Change]

HOU-3.8 Identify potential sites for residential development and emergency shelters for the homeless. [No Change]

GOAL HOU-4:
HOUSING OPPORTUNITY AND ACCESSIBILITY

It is the goal of the City of Costa Mesa to ensure that all existing and future housing opportunities are open and available to all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, national origin or ancestry, marital status, age, household composition or size, or any other arbitrary factors. It is also the goal of the City of Costa Mesa to provide a reasonable range of choices in terms in unit, type, design, size, price, location, and tenure, with particular emphasis and encouragement for low-density, owner-occupied residences. [No Change]

HOU-4.1 Support the intent and spirit of equal housing opportunities as expressed in the Civil Rights Act of 1886, Title VII of the 1968 Civil Rights Act, California Rumford Fair Housing Act, and the California Unruh Civil Rights Act. [No Change]

HOU-4.2 Encourage programs that address the housing needs of senior citizens. [No Change]

HOU-4.3 Encourage and support the construction, maintenance and preservation of residential developments which will meet the needs of families and individuals with specialized housing requirements. [No Change]

GOAL HOU-5:
COORDINATION AND COOPERATION

It is the goal of the City of Costa Mesa to coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems. [No Change]

HOU-5.1 Investigate alternative intergovernmental arrangements and program options to deal with area-wide housing issues and problems. [No Change]

CONSERVATION ELEMENT

The goals, objectives, and policies that address conservation of resources are as follows:

GOAL CON-1:
RESOURCE CONSERVATION

It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the conservation of resources, including land, water, wildlife, and vegetation; the protection of areas of unique natural beauty; the integration of natural features into the man-made environment. [1990 GP Goal I – Modified for 2000 GP]

Objective CON-1A. Evaluate the preservation of the City's existing biotic resources in as ecologically viable and natural a condition as possible, and, where feasible, restore and integrate these resources into the urban environment. [1990 GP Objective I-B]

CON-1A.1 Ensure that all future development will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and incorporate feasible mitigation measures into the project design to reduce such effects. [1990 GP Policy 15 – modified for 2000 GP]

CON-1A.2 Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code. [1990 GP Policy 16 – modified for 2000 GP]

CON-1A.3 Continue to comply with the National Pollutant Discharge Elimination System (NPDES) Program by participating in the Countywide Drainage Area Management Plan (DAMP) which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP). [New Policy for 2000 GP]

CON-1A.4 Continue to implement the Drainage Area Management Plan (DAMP), and any amendments to it, that require site dischargers to reduce pollutants in runoff from new development and significant redevelopment areas. [New Policy for 2000 GP]

CON-1A.5 Pursue the adoption of an off-site mitigation program for the loss of critical wildlife habitat and wetlands when on-site mitigation is determined to be infeasible. Off-site mitigation should occur within the City of Costa Mesa. [New Policy for 2000 GP]

CON-1A.6 Support environmentally acceptable and sustainable energy sources (especially renewable resources such as solar, wind, hydroelectric, and geothermal resources) for new development and significant redevelopment projects. [New Policy for 2000 GP]

Objective CON-1B. Work towards the protection and conservation of the City's existing and future water resources recognizing water as a limited resource requiring conservation. [1990 GP Objective I-D]

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies

and water quality and an analysis of the impact on water capacity and water availability. [1990 GP Policy 25 – Modified for 2000 GP]

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District. [1990 GP Policy 26 – Modified for 2000 GP]

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation. [1990 GP Policy 31 – Modified for 2000 GP]

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination. [New Policy for 2000 GP]

Objective CON-1C. Work towards the conservation of energy resources in both existing and new buildings, utilities and infrastructure. [1990 GP Objective I-E – Modified for 2000 GP]

CON-1C.1 Continue the program of replacing mercury vapor and other street lights with high-pressure sodium vapor. [1990 GP Policy 36]

CON-1C.2 Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units. [1990 GP Policy 41]

CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs. [New Policy for 2000 GP]

CON-1C.4 Continue to investigate the feasibility of municipal power programs. [New Policy for 2000 GP]

Objective CON-1D. Work towards the orderly, balanced utilization and conservation of the City's coastal resources. [1990 GP Objective I-F]

CON-1D.1 Coordinate City planning efforts with the County of Orange, the City of Newport Beach, and other appropriate agencies to develop uniform and consistent policies regarding the future use and development of the River Park Project. [1990 GP Policy 43 – Modified for 2000 GP]

CON-1D.2 Preserve and enhance existing wetlands areas. [1990 GP Policy 44]

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act. [1990 GP Policy 49]

CON-1D.4 Require the provision of adequate visitor serving on-site parking facilities that do not impact sensitive resources within the Coastal Zone. [1990 GP Policy 46]

CON-1D.5 Coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, state, and federal agencies. [1990 GP Policy 50]

Objective CON-1E. Pursue the prevention of the significant deterioration of local and regional air and water quality. [1990 GP Objective II-B]

CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin. [1990 GP Policy 80]

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality. [1990 GP Policy 83]

CON-1E.3 Develop and implement a Reasonable Available Control Measure Plan (including employee ridesharing, traffic signal synchronization, bicycle/ pedestrian facilities, energy conservation street lighting, modified work schedules, preferential carpool parking, or other equivalent control measures) in conformance with the Air Quality Management Plan for the South Coast Air Basin. [1990 GP Policy 87]

NOISE ELEMENT

The goals, objectives and policies that address noise hazards and conditions are as follows:

GOAL N-1:
NOISE HAZARDS AND CONDITIONS

It is the goal of the City of Costa Mesa to protect its citizens and property from injury, damage, or destruction from noise hazards and to work towards improved noise abatement. [1990 GP Goal II- Modified for 2000 GP]

Objective N-1A. Control noise levels within the City for the protection of residential areas and other sensitive land uses from excessive and unhealthful noise. [1990 GP Objective II-C]

N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment. [1990 GP Policy 90]

N-1A.2 The maximum acceptable exterior noise levels for residential areas is 65 CNEL. [1990 GP Policy 91 – Modified for 2000 GP]

N-1A.3 Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways. [1990 GP Policy 92]

N-1A.4 Encourage Caltrans to construct noise attenuation barriers along State freeways and highways adjoining residential and other noise sensitive areas. [1990 GP Policy 93]

N-1A.5 Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels. When necessary, require field testing at the time of project completion to demonstrate compliance. [1990 GP Policy 97]

N-1A.6 Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units. [1990 GP Policy 98]

N-1A.7 Discourage sensitive land uses from locating in the 65 CNEL noise contour of the John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed. [1990 GP Policy 101]

N-1A.8 Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures. [1990 GP Policy 105 – Modified for 2000 GP]

SAFETY ELEMENT

The goals, objectives and policies that address safety concerns are as follows:

GOAL SAF1:
ENVIRONMENTAL AND MANMADE HAZARD PROTECTION

It is the goal of the City of Costa Mesa to protect its citizens and property from injury, damage, or destruction from environmental hazards, including hydrologic, geologic, and climatic episodes, as well as from man-made hazards, including hazardous materials. [1990 GP Goal II- Modified for 2000 GP]

Objective SAF-1A: Work towards the mitigation or prevention of potential adverse consequences of natural disasters. [1990 GP Objective II-A]

SAF-1A.1 Consider geologic hazard constraints, impacts, and mitigation when developing land use policies and when making public decisions relating to land development. [1990 GP Policy 64]

SAF-1A.2 Enforce standards, review criteria, and other methods to ensure that structures on or adjacent to bluffs are set back sufficiently to preserve the natural contour and aesthetic value of the bluff line and to provide sufficient access for fire protection. [1990 GP Policy 65]

SAF-1A.3 Require geologic surveys of all new development located on or adjacent to bluffs. [1990 GP Policy 66]

SAF-1A.4 Cooperate with local, State, and Federal flood control agencies to reduce the potential for flood damage in the City of Costa Mesa. [1990 GP Policy 69]

SAF-1A.5 Identify and publicize the extent of geologic and seismic hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Offer information regarding earthquake standards to reduce or eliminate structural damage. [1990 GP Policy 73]

SAF-1A.6 Encourage, through technical assistance or development incentives, private property owners to take adequate steps to protect their property against seismic hazards. [1990 GP Policy 75]

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures. [1990 GP Policy 77]

SAF-1A.8 Publicize the extent of flood hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Develop an education program, such as the Flood Awareness Program, and emergency disaster plans for flooding. [1990 GP Policy 78]

SAF-1A.9 Encourage County, State, and Federal agencies to complete flood control improvements to the Greenville-Banning Channel to protect Costa Mesa residents and property located in the 100-year flood zone from a potential major disaster. [1990 GP Policy 79 – Modified for 2000 GP]

Objective SAF-1B: Participate in the safe, efficient and responsible management of hazardous waste materials. [1990 Objective II-D]

SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan. [1990 GP Policy 107]

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility. [1990 GP Policy 108]

SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites. [1990 GP Policy 110]

Fire and Police Services: Refer to Goal LU-3, Socio-Economic Considerations, Objective LU-3A.3 and LU-3A.4 found in the Land Use Element.

Public Safety Through Design: Refer to Goal CD-14, Public Safety Through Design, Objective CD-14, and Policies CD-14.1 through CD-14.3 found in the Community Design Element.

OPEN SPACE AND RECREATION ELEMENT

The goals, objectives, and policies of the Costa Mesa General Plan that address recreation and open space are as follows:

GOAL OSR-1:
ENVIRONMENTAL QUALITY AND RESOURCE CONSERVATION

It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the development of recreation resources, and the preservation of open space. [1990 GP Goal I – Modified for 2000 GP]

Objective OSR-1A. Preserve the City's open space lands and provide additional community and neighborhood parkland in conjunction with future population increases to provide adequate recreational opportunities and relief from the pressures of urban development. [1990 GP Objective I-A]

OSR-1A.1 Provide a minimum of 5.76 acres of permanent public open space (consisting of 4.26 acres of neighborhood and community parks and 1.5 acres in school yards) for every 1,000 residents. [1990 GP Policy 1]

OSR-1A.2 Provide maximum visibility and accessibility for future public parks by locating such facilities adjacent to existing or planned public streets. [1990 GP Policy 4]

OSR-1A.3 Encourage the acquisition of land for neighborhood or community parks for active recreational use. [1990 GP Policy 5]

OSR-1A.4 To the extent legally possible, require other local, regional, State, or Federal agencies to maintain an adequate inventory of open space lands within Costa Mesa. [1990 GP Policy 6]

OSR-1A.5 Encourage, through development rights transfers or other incentives, the development of private permanent open space, and recreation facilities to meet the needs of the City's residents. [1990 GP Policy 8]

OSR-1A.6 Encourage, through open space easements, development rights transfers or acquisition, zoning regulations, or other incentives, the long-term maintenance of existing open space lands. [1990 GP Policy 9]

OSR-1A.7 Require, through development standards and planned development review criteria, the integration of open space uses (plazas, courtyards, landscaped areas, etc.) into major commercial and industrial development or redevelopment projects. [1990 GP Policy 10]

OSR-1A.8 Continue to require, through development standards, the integration of open space and recreational uses and facilities into all multiple-family residential projects. [1990 GP Policy 11]

OSR-1A.9 Review the possibility of incorporating an Arts in Public Places program in City parks. [1990 GP Policy 12]

OSR-1A.10 Strongly encourage improved maintenance of City and school district facilities used for recreation and organized sports activities. Strongly support recreation programs that benefit the youth of the community. [1990 GP Policy 13]

OSR-1A.11 Retain all existing open space in Lions Park. [1990 GP Policy 14]

OSR-1A.12 Preserve and enhance existing wetlands areas. [1990 GP Policy 44]

OSR-1A.13 Encourage the preservation of views of coastal resources from City and County parkland and public streets within Costa Mesa. [1990 GP Policy 53]

OSR-1A.14 Through continued implementation of the Parks, Recreation and Open Space Master Plan, actively pursue the acquisition and development of pocket and neighborhood parks within park deficient areas. [New Policy for 2000 GP]

OSR-1A.15 Update the Parks, Recreation and Open Space Master Plan on a regular basis. [New Policy for 2000 GP]

OSR-1A.16 Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas. [New Policy for 2000 GP]

COMMUNITY DESIGN ELEMENT

Physical elements such as landscaping, architecture, signs, streets, open space, etc., collectively form Costa Mesa's visual environment and character. Through the implementation of the Goals, Objectives, and Policies, the visual environment and character of Costa Mesa will obtain the high level of quality desired by the City.

PUBLIC REALM FOCUS

GOAL CD-1:
VEHICULAR AND PEDESTRIAN CORRIDORS

Strengthen the image of the City as experienced from sidewalks and roadways. [New Goal for 2000 GP]

Objective CD-1A. Contribute to City beautification by enhancing the visual environment of Costa Mesa's vehicular and pedestrian corridors. [New Objective for 2000 GP]

CD-1A.1 Implement the City of Costa Mesa Streetscape and Median Development Standards in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to applicable public rights-of-way to integrate landscape features and design elements consistent with the streetscape standards and recommendations. [New Policy for 2000 GP]

CD-1A.2 Encourage the consolidation of compatible street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the placement of street furniture elements within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Standards. [New Policy for 2000 GP]

CD-1A.3 Walls and fences should contribute to an attractive street and sidewalk environment and compliment the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways should not run in a continuous plane, should incorporate architectural treatments, such as masonry or wrought iron, and integrate tiered plantings to soften their appearance. [New Policy for 2000 GP]

CD-1A.4 Require a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians identified in Exhibit CD-5. Support the implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Standards. [New Policy for 2000 GP]

CD-1A.5 Electric and communication lines should be placed underground, and electrical substations and telephone facilities should be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts. [New Policy for 2000 GP]

Objective CD-1B. Encourage clear connections between districts within the City. [New Objective for 2000 GP]

CD-1B.1 Promote linkages between separate districts through bike trails, pedestrian paths, common medians or parkway landscaping in connecting streets, and other physical improvements as necessary. Through conditions of project approval, public improvement projects, and other measures, support the development of new connections and the enhancement of existing connections between districts. [New Policy for 2000 GP]

GOAL CD-2:
DISTRICTS

Enhance the existing character and strengthen the identity of Costa Mesa's districts. [New Goal for 2000 GP]

Objective CD-2. Encourage future development and redevelopment to reinforce district scale, identity, and urban form. [New Objective for 2000 GP]

CD-2.1 Future development and redevelopment should improve the environment for the public; it should support the distinctiveness of each district as well as the special characteristics of the existing fabric of its local context. Adopt urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable. [New Policy for 2000 GP]

GOAL CD-3:
NODES

Heighten the design quality and visual interest of nodes within Costa Mesa. [New Goal for 2000 GP]

Objective CD-3. Create a sense of arrival to Costa Mesa and develop prominent community focal points at key nodes within the City. [New Objective for 2000 GP]

CD-3.1 Introduce entry monument signs and entry pole signs at key gateway locations (*i.e.* nodes) in the City, as identified in Exhibit CD-3. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Standards and as illustrated in Exhibit CD-6. [New Policy for 2000 GP]

CD-3.2 Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each key node within Costa Mesa. [New Policy for 2000 GP]

GOAL CD-4:
LANDMARKS

Protect City landmarks. [New Goal for 2000 GP]

Objective CD-4. Promote the maintenance, use, and improvement of landmarks to enhance the visual image and identity of Costa Mesa. [New Objective for 2000 GP]

CD-4.1 Support efforts to preserve, maintain, and improve the condition of Costa Mesa landmarks. [New Policy for 2000 GP]

GOAL CD-5:
EDGES

Utilize Costa Mesa's edges as opportunities for enhancing the image of the City along its boundaries. [New Goal for 2000 GP]

Objective CD-5. Develop and implement programs that preserve and enhance the edges of Costa Mesa's. [New Objective for 2000 GP]

CD-5.1 Preserve and optimize natural views and open spaces in Costa Mesa. [New Policy for 2000 GP]

CD-5.2 Control the visual impacts of new development on natural views of the coast and the wetlands. [New Policy for 2000 GP]

CD-5.3 Develop open space corridors and trails along the edges of Costa Mesa where feasible. [New Policy for 2000 GP]

CD-5.4 Continue to preserve natural open space, including restoration of the natural area of Talbert Nature Reserve. [New Policy for 2000 GP]

CD-5.5 Continue protection of Fairview Park as an open space and recreation area. [New Policy for 2000 GP]

CD-5.6 Work with Caltrans to improve the design quality of freeways. [New Policy for 2000 GP]

PRIVATE PROPERTY FOCUS

GOAL CD-6:
IMAGE

Enhance opportunities for new development and redevelopment to contribute to a positive visual image for the City of Costa Mesa. [New Goal for 2000 GP]

Objective CD-6. Establish development policies and design guidelines, which contribute to an aesthetically pleasing and functional environment. [New Objective for 2000 GP]

CD-6.1 Encourage the inclusion of art and aesthetically pleasing architecture into new development and redevelopment that will have the effect of perpetuating the image of the "City of the Arts". Adopt an incentive-based design assistance program which allows business and property owners to enhance the design quality of their property while satisfying City image objectives. [1990 GP Policy 121 – Modified for 2000 GP]

CD-6.2 Encourage the use of creative and well-designed signs, which establish a distinctive image for the City. Consider amending existing sign regulations to include an incentive-based program to encourage quality signage. [New Policy for 2000 GP]

CD-6.3 Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards. [New Policy for 2000 GP]

GOAL CD-7: RESIDENTIAL

Promote and protect the unique identity of residential neighborhoods within Costa Mesa. [New Goal for 2000 GP]

Objective CD-7A. Encourage excellence in architectural design. [New Objective for 2000 GP]

CD-7A.1 Ensure that new and remodeled structures are designed in architectural styles which reflect the City's diversity, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Develop and adopt design guidelines for residential development. [New Policy for 2000 GP]

CD-7A.2 Preserve the character and scale of Costa Mesa's established residential neighborhoods; where residential development or redevelopment is proposed, require as a condition of approval that it is consistent with the prevailing character of existing development in the immediate vicinity, and that it does not have a substantial adverse impact on adjacent areas. [New Policy for 2000 GP]

GOAL CD-8: COMMERCIAL

Achieve a high level of quality design for commercial uses. [New Goal for 2000 GP]

Objective CD-8A. Encourage high level of architectural and site design quality. [New Objective for 2000 GP]

CD-8A.1 New and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character. As a condition of approval, commercial uses should be required to include interesting roof lines, building shapes, and patterns of shade and shadow while demonstrating sensitivity to the contextual influences of the surrounding area and compatibility with surrounding neighborhoods. [New Policy for 2000 GP]

CD-8A.2 High quality commercial architectural style in Costa Mesa is meant to reinforce a positive sense of place and to respond to the geographical location and climate of the area. Commercial architectural design elements and materials that establish high quality style, and should be integrated in new commercial development, include the following:

Design Elements

- Simple, multi-planed pitched roofs

- Open rafters/tails with large overhangs
- The appearance of "thick" walls
- Courtyards, arcades, intimate spaces
- Tile details
- Deep-set window and door openings
- Offset wall planes
- Fountains and other unique details
- Building masses with the incorporation of one and two story architecture
- Sequencing of enclosed space/arches

Design Materials

- Stucco, smooth, sand or light lace finish
- Wood, as an exposed structural material
- Clay or concrete roof tiles
- Native fieldstone
- Wood window casements
- Wood, as an accent material
- Brick, as an accent material
- Wrought iron (rust proof; anodized aluminum)
- Tile, as an accent material
- Slumpstone garden walls

[New Policy for 2000 GP]

CD-8A.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Pursue incentives for promoting pedestrian amenities and significant design features in new and redevelopment projects. [New Policy for 2000 GP]

CD-8A.4 All areas not covered by structures, service yards, walkways, driveways, and parking spaces shall be landscaped consistent with the City's – Landscaping Standards contained in the Zoning Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas should generally incorporate planting utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees. [New Policy for 2000 GP]

CD-8A.5 Arrange site access, parking, and circulation for commercial uses in a logical, safe manner. Parking should not dominate the site in areas adjacent to any street; should be concentrated in areas away from the street, behind buildings and well landscaped; and, should be designed with a clear hierarchy of circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing raised landscape strips and raised walkways. Parking lots should also include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways. [New Policy for 2000 GP]

CD-8A.6 Locate areas for outside equipment, trash receptacles, storage, and loading areas in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view of public streets, neighborhood properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project; landscaping should be

incorporated into the design of trash enclosures to deter graffiti. [New Policy for 2000 GP]

CD-8A.7 Decorative paving treatments are encouraged to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g. stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should compliment the architectural style of the primary buildings and should make a positive contribution to the aesthetic and function of the site. [New Policy for 2000 GP]

CD-8A.8 All exterior lighting on commercial properties should be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall mounted lights should be utilized to the greatest extent possible. [New Policy for 2000 GP]

Objective CD-8B. Preserve the scale and character of established neighborhoods near commercial uses. [New Objective for 2000 GP]

CD-8B.1 New commercial development or redevelopment should integrate adequate site planning and design features to optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and non-residential uses can mutually benefit from connection, appropriate linkages (e.g., walkways, common landscape areas, building orientation, and unfenced property lines) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.

- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.

- Building orientation and landscaping of commercial buildings should minimize a direct line of sight into adjacent residential private open space.

[New Policy for 2000 GP]

GOAL CD-9:
MIXED-USE

Provide opportunities to live, work, shop, and play in proximity to each other. [New Goal for 2000 GP]

Objective CD-9A. Design mixed use development projects to achieve a high quality character. [New Objective for 2000 GP]

CD-9A.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security. [New Policy for 2000 GP]

CD-9A.2 Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Site and design parking and other areas to acknowledge different users (i.e. residents versus shoppers) and to be compatible with the architectural character of the building(s). [New Policy for 2000 GP]

Objective CD-9B. Provide for the development of projects that integrate housing with commercial uses and other compatible uses. [New Objective for 2000 GP]

CD-9B.1 Encourage mixed use development along the east side of Newport Boulevard between Mesa Drive and Walnut Street. Establish incentives for the development of projects in planned development zones that integrate housing with retail and office uses. [New Policy for 2000 GP]

CD-9B.2 Support efforts to mix compatible uses and activities. Encourage the siting of community-oriented services, businesses, and amenities in and near mixed use neighborhoods, including schools, branch libraries, open space and parks including "tot lots," and commercial uses. [New Policy for 2000 GP]

GOAL CD-10:
INDUSTRIAL

Encourage the continuation of existing industrial uses and capitalize upon emerging types of industries. [New Goal for 2000 GP]

Objective CD-10A. Require that industrial and business park projects be of high quality design standards. [New Objective for 2000 GP]

CD-10A.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements for industrial uses that are encouraged in Costa Mesa are:

- Building modulation indentations and architectural details;
- Building entry accentuation;
- Screening of equipment and storage areas; and
- Landscaping to soften building exteriors and to serve as a buffer between uses.

[New Policy for 2000 GP]

CD-10A.2 The design of industrial buildings should consider the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged. [New Policy for 2000 GP]

CD-10A.3 Materials and colors should be used to produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e. masonry, concrete texturing, cement or plaster) can produce effects of texture and relief that provide architectural interest. [New Policy for 2000 GP]

CD-10A.4 Consistent with the Zoning Code, landscaping should be used to define areas such as entrances to industrial buildings and parking lots, define the edges of developments, provide transition between neighboring properties, and provide screening for outdoor storage, loading and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose. [New Policy for 2000 GP]

CD-10A.5 The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects. [New Policy for 2000 GP]

Objective CD-10B. Control the development of industrial projects to ensure they are a positive addition to the City's community setting, and that they do not result in adverse impacts with adjacent uses. [New Objective for 2000 GP]

CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses. [New Policy for 2000 GP]

CD-10.B2 Protect transitional areas between industrial and other uses. Storage yards, parking areas, and service areas should be screened from public view. [New Policy for 2000 GP]

GOAL CD-11:
HISTORIC PRESERVATION

Promote preservation of the City's historically and architecturally significant buildings and revitalization of traditional neighborhoods and commercial areas. [New Goal for 2000 GP]

Objective CD-11. Integrate historic preservation design practices into planning for areas with historic significance. [New Objective for 2000 GP]

CD-11.1 Enforce existing policies that protect historic and cultural resources to deter the demolition of historically, architecturally and culturally significant structures. [New Policy for 2000 GP]

CD-11.2 Encourage the restoration and adaptive re-use of older commercial structures which contribute to the sense of historic and cultural identity of Costa Mesa. Support financial incentives, tax relief programs, and flexibility in zoning regulations to promote historic preservation and adaptive re-use of older commercial buildings. [New Policy for 2000 GP]

CD-11.3 As a condition of project approval, ensure that new development respects Costa Mesa's heritage by requiring compatibility with historic traditions and character, where applicable, of the local context. [New Policy for 2000 GP]

GOAL CD-12:
PUBLIC ART

Promote understanding and awareness of the visual arts by providing art in the public environment. [New Goal for 2000 GP]

Objective CD-12. Generate appreciation for public art and promote involvement in the community through public art programs. [New Objective for 2000 GP]

CD-12.1 Develop a diverse public arts program that involves the entire community and benefits the image of Costa Mesa. Adopt guidelines to encourage the placement of public art within and adjacent to public rights-of-way. [New Policy for 2000 GP]

GOAL CD-13:
SIGNS

Ensure that signs contribute positively to Costa Mesa's image and overall economic development. [New Goal for 2000 GP]

Objective CD-13. Facilitate the installation of signs that contribute to a positive image of the public realm, consistent with the Costa Mesa Zoning Code. [New Objective for 2000 GP]

CD-13.1 Encourage homeowners' associations and neighborhoods to maintain existing housing tract entrance signs in an attractive manner and encourage the placement of such signs at the entrance of major developments which do not have such identification. [New Policy for 2000 GP]

CD-13.2 Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators. [New Policy for 2000 GP]

CD-13.3 Consider developing citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc. [New Policy for 2000 GP]

CD-13.4 Introduce distinctive signage, including the entry signage system contained within the Costa Mesa Streetscape and Median Development Standards, which effectively announces arrival to the City, unique districts, neighborhoods, and public buildings and parks. [New Policy for 2000 GP]

GOAL CD-14:
PUBLIC SAFETY THROUGH DESIGN

Create a safe place to live, work, and play for Costa Mesa residents. [New Goal for 2000 GP]

Objective CD-14. Incorporate public safety considerations into community design. [New Objective for 2000 GP]

CD-14.1 Decrease the opportunity for criminal activity by addressing high risk circumstances (i.e., a dark alley, an enclosed stairwell, and dark entrances). Involve the Police and Fire Department in reviewing and making design recommendations during the project review period. [New Policy for 2000 GP]

CD-14.2 Continue to implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity. [New Policy for 2000 GP]

CD-14.3 Continue to provide CPTED training to City staff and local planning and design professionals to optimize public safety through community design. [New Policy for 2000 GP]

HISTORIC AND CULTURAL RESOURCES ELEMENT

The goals, objectives and policies that address Historic and Cultural Resources Element are as follows:

GOAL HCR-1:
HISTORIC RESOURCE CONSERVATION

It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the protection and conservation of historic and cultural resources. [1990 GP Goal I – Modified for 2000 GP]

Objective HCR-1A. Encourage the preservation and protection of the City's natural and man-made historic resources. [1990 GP Objective I-C]

HCR-1A.1 Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archaeological, and historical resources and the impact of proposed development on those resources. [1990 GP Policy 17]

HCR-1A.2 Require monitoring of grading operations by a qualified paleontologist or archaeologist when the site is reasonably suspected of containing such resources. If, as a result, evidence of resources is found, require the property to be made available for a reasonable period of time for salvage of known paleontological and archaeological resources by qualified experts, organizations, or educational institutions. [1990 GP Policy 18]

HCR-1A.3 Require development on land containing known archaeological resources to use reasonable care to locate structures, paving, landscaping, and fill dirt in such a way as to preserve these resources undamaged for future generations when it is the recommendation of a qualified archaeologist that said resources be preserved in situ. [1990 GP Policy 19]

HCR-1A.4 Encourage the preservation of significant historic resources as identified on Table HCR-1 by developing and implementing incentives such as building and planning application permit fee waivers, Mills Act contracts, grants and loans, implementing the State Historic Building Code and other incentives as identified in the City's Historic Preservation Ordinance. [New Policy for 2000 GP]

HCR-1A.5 Promote the preservation of significant historical resources and encourage other public agencies or private organizations to assist in the purchase and/or relocation of sites, buildings, and structures deemed to be of historical significance. [1990 GP Policy 22]

HCR-1A.6 Encourage development of an interpretive center for paleontological, archaeological, and historical resources at Fairview Park. The center may contain resources found in the park area as well as resources found throughout the City. [1990 GP Policy 24]

3.5 ASSUMPTIONS

3.5.1 ASSUMPTIONS FOR ENVIRONMENTAL ANALYSIS

The General Plan EIR analysis is based upon a number of assumptions regarding existing and future conditions in the City of Costa Mesa. Unless otherwise stated, the assumptions are as follows:

- Household size is assumed to average 2.73 persons per dwelling unit for residential uses within the City.[1]
- The planning horizon for the 2000 General Plan extends from 2000 to 2020.
- The 2020 development anticipated with the proposed 2000 General Plan will result in the addition of 1,892 dwelling units over existing conditions (2000).
- The 2020 development anticipated with the proposed 2000 General Plan will result in the addition of 12,643,695 square feet of non-residential uses, including commercial, industrial and institutional uses, over existing conditions (2000).
- The 2000 General Plan will result in the addition of 12,527 new residents to the City by the year 2020.
- The 2000 General Plan will result in the addition of 18,414 jobs in the City by the year 2020.
- Development will occur at the target density/intensity established in the 1990 General Plan, which was not modified for the 2000 General Plan (refer to Table 3-1, *1990 General Plan/2000 General Plan Land Use Designations*).
- The 2000 and 2020 projections regarding population, housing and employment are the projections generated for the Orange County Projections 2000 (OCP-2000) by the Center for Demographic Research, California State University, Fullerton (refer to Table 3-4, *Population, Housing and Employment*).
- The OCP-2000 projections were not utilized in the preparation of the General Plan Circulation Element or the General Plan EIR Traffic Section (see discussion below).
- The air quality and noise analyses in the General Plan EIR utilize the existing conditions (2000) and 2000 General Plan (2020) assumptions contained in the traffic analysis, described below.

3.5.2 ASSUMPTIONS FOR COSTA MESA TRAFFIC MODEL

The Traffic Analysis prepared for the General Plan Circulation Element and General Plan EIR Traffic Section recognizes the interdependency between land use and circulation and analyzes the City's circulation systems within that context. The traffic analysis describes existing conditions (2000) and forecasts to the year 2020. The City of Costa Mesa Development Services Department provided 2000 conditions and 2020 projections, utilizing the City's land use data base.

[1] Source: Department of Finance, Table E-5, January 1, 2000.

The traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the area under consideration. The Costa Mesa Traffic Model (CMTM) uses a set of such trip generation rates to calculate both peak hour and ADT trips by land use. For the traffic modeling purposes, the traffic analysis study area is divided into traffic analysis zones (TAZs), and the application of the trip generation rates to the land use in each zone results in zonal estimates of daily and peak hour trips. For traffic forecast purposes, land use data was collected for 176 TAZs within the CMTM analysis area.

For comparison purposes, the different land uses within the City were aggregated into the following four land use categories:

- Residential
- Commercial (Retail) & Office
- Industrial/R&D
- Other

These combined categories enable the land use trip generation to be easily summarized on an aggregate basis. A comparison of the land use and trip generation estimates within the City for existing development (2000) and the 2000 General Plan (2020) is summarized Table 3-8, *Traffic Analysis Assumptions.*

TABLE 3-8
TRAFFIC ANALYSIS ASSUMPTIONS

			Existing (2000)		General Plan 2020		Increase	
	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
TOTAL	1. Residential	DU	40,330.00	316,499	42,469.00	339,093	2,139.00	22,594
	2. Comm (Retail) & Office	TSF	17,397.42	539,029	22,579.30	700,146	6,181.88	161,117
	3. Industrial & R&D	TSF	14,416.19	124,432	17,550.51	151,931	3,134.32	27,499
	4. Other		--	81,725	--	86,513	--	4,788
	TOTAL			**1,061,685**		**1,277,683**		**215,998**

Source: Austin-Foust Associates, *City of Costa Mesa General Plan Traffic Analysis*, May 2001.

The City of Costa Mesa determined that existing development (2000) in the City is comprised of 40,330 dwelling units, 17,397,000 square feet of commercial and office use, and 14,416,000 square feet of industrial uses. Other existing uses in the City include colleges, schools, parks, theaters, agriculture, and uses quantified in units other than dwelling units and square footage. The 2000 General Plan would increase dwelling units to 42,469 and industrial/office/commercial uses to just over 41 million square feet. The traffic analysis assumes a net increase of 2,139 residential units and 9,316,200 square feet of non-residential uses.

The traffic analysis includes 21 land uses. Of these 21 land use categories, ten are specific to the City of Costa Mesa General Plan land use categories, while the remaining 11 categories represent specialized uses that require separate traffic assumptions.

One example of a "specialized" land use is schools. School sites have specific traffic generation rates, which are measured based upon the number of students at the school rather than on the square footage of the school. School trip generation is unlike a business or residence, yet this type of use could be located in a number of General Plan land use categories, including residential, public facilities or commercial. Other uses that fall into this

"specialized" category include golf courses, public facilities, fairgrounds, storage facilities, colleges, the cultural arts center, movie theaters, performance theaters, the South Coast Metro and Metro Pointe areas. For these specific uses, their square footages were extracted from their General Plan land use category and reassigned a more appropriate trip generation measurement unit.

Because these "specialized" land uses had their total square footage removed from the standard General Plan land use categories to be reassigned as either a "specialized" use or to have different units (i.e., acres, students, seats) assigned, the total square footage for non-residential land uses is different in the traffic analysis (refer to Table 3-7) than in the General Plan (refer to Tables 3-2, 3-3, 3-4 and 3-5). It is important to note that no land use categories or square footages were lost in the reassignment, but were more accurately accounted for with a different unit measurement.

SECTION 4.0
DESCRIPTION OF ENVIRONMENTAL SETTING IMPACTS AND MITIGATION MEASURES

4.1 LAND USE

Land use refers to the use of land for various activities, such as commerce, industry, recreation, and residences. Land use patterns influence the character and function of a community and, therefore, land use planning is a fundamental component of a city's general plan. Land use is the element of the General Plan that is most closely linked to physical development and growth. Costa Mesa's Land Use Element identifies a Land Use Plan, and sets forth policies for the permitted types, intensities, and location of land uses in the City. This section of the EIR describes the amount of growth permitted by the Land Use Element and identifies potential impacts related to proposed land use policies.

4.1.1 ENVIRONMENTAL SETTING

EXISTING LAND USES

The City of Costa Mesa and its sphere of influence contain a diverse mix of land uses. In 2000, the City and sphere contained 40,577 residential units on 4,009 gross acres and 4,608 gross acres of non-residential areas. Currently (2000), approximately 98 percent of the City and its sphere are developed. The largest portion of this developed area is devoted to residential uses (48 percent). Commercial and public/semi-public land uses also occupy relatively large portions of the City's developed area (13.3 percent and 15.9 percent, respectfully). Refer to Table 4.1-1, *Existing Land Use Designations (1999)*. The primary land use designations located within the City are described below. Vacant parcels in the City as of September 2001 are shown in Exhibit 4.1-1, *Vacant Land*.

RESIDENTIAL AREAS

The Low-Density Residential land use designation covers 26.8 percent of the net acreage of the City and its sphere of influence. This high percentage of low density is not unique to Costa Mesa, but is found throughout several communities in Orange County. The accelerated demand for suburban homes experienced in the mid-1950s and 1960s resulted in the conversion of thousands of agricultural acres to large single-family housing tracts. Today this use remains predominant in Costa Mesa. New opportunities for large-scale single-family development are limited with less than two acres of undeveloped Low-Density Residential land remaining. Recent single-family construction has taken the form of in-fill development, especially in the area east of Newport Boulevard.

In many instances, existing residential development density exceeds the allowed number of dwelling units per acre within Medium and High-Density Residential designations. This is primarily the result of changes in the 1990 General Plan that reduced residential densities. This change was primarily a reflection of the community's concerns for quality of life issues related to traffic and a more appropriate balance between the amount of land devoted to the multi-family and single-family development. The higher density of these existing legal, non-conforming residential developments are accounted for in the growth and traffic projections of the 2000 General Plan.

TABLE 4.1-1
EXISTING LAND USE DESIGNATIONS (2001)

Land Use Designation	Residential Density DU/Acre*	Floor Area Ratio	Acres Developed	Acres Undeveloped (1999)	Total Acres	% of City
Low Density Residential	≤8	Same as Neighborhood Commercial	2,168.3	1.8	2,170.1	26.8%
Medium Density Residential*	≤12	Same as Neighborhood Commercial	790.8	25.7	816.5	10.1%
High Density Residential*	≤20**	Same as Neighborhood Commercial	836.3	42.0	878.3	10.8%
Commercial-Residential	≤17.4	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic	42.6	0.9	43.5	0.5%
Neighborhood Commercial	-	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	41.4	2.5	43.9	0.5%
General Commercial	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	614.4	20.4	634.8	7.8%
Commercial Center	≤20	0.25/High Traffic 0.35/Moderate Traffic 0.45 Low Traffic 0.75/Very Low Traffic	29.4	63.3	92.7	1.2%
Regional Commercial	≤20	0.652/0.89***	114.7	0.0	114.7	1.4%
Urban Center Commercial	≤20	0.50 Retail 0.60 Office 0.79 Site-Specific FAR for So. Coast Metro Center****	134.2	26.2	160.4	2.0%
Cultural Arts Center	-	1.77	49.0	5.0	54.0	0.7%
Industrial Park	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	696.5	17.7	714.2	8.8%
Light Industry	≤20	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	376.5	6.6	383.1	4.8%
Public and Institutional	-	0.25	1,286.3	0.5	1,286.8	15.9%
Golf Course	-	<0.01	560.1	0.0	560.1	6.9%
Fairgrounds	-	<0.10	146.4	0.0	146.4	1.8%
		Total	**7,886.9**	**212.6**	**8,099.5**	**100.0%**

Source: City of Costa Mesa, Development Services Department, 1999.

* Within the Medium and High Density Residential designation, existing residential units legally built in excess of the dwelling units per acre standard may be rebuilt at the same higher density subject to other zoning code standards. The allowable density or number of units to be redeveloped would be limited to the 1990 General Plan density with a 25% incentive bonus for Medium Density or a 50% incentive bonus for High Density; or the existing number of units, whichever is less.

** See High-Density Residential text regarding an area in North Costa Mesa where the density allowance is 25 to 35 DU/acre.

*** See Regional Commercial text.

**** See Urban Center Commercial text.

VACANT LAND

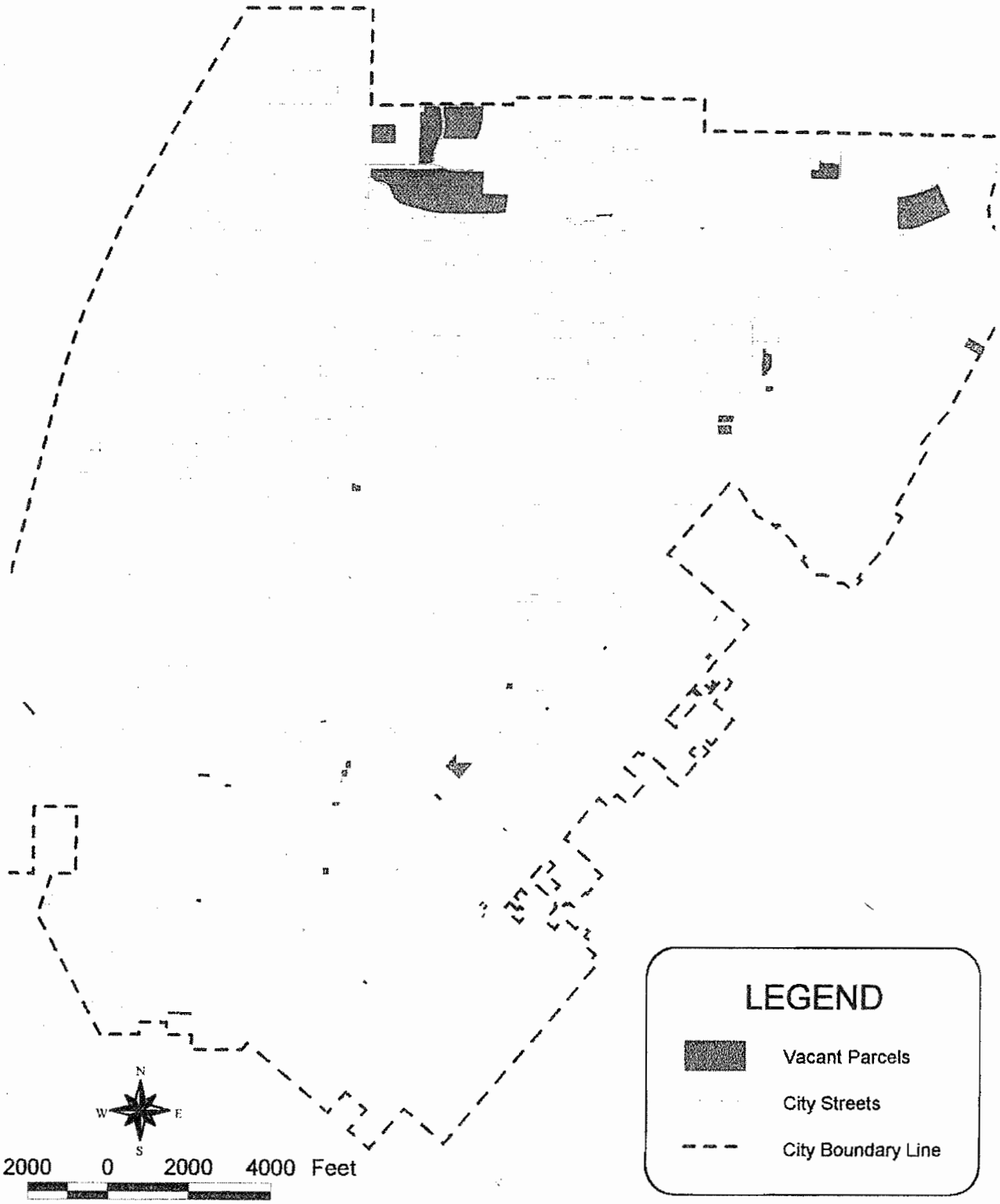

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EXHIBIT 4.I-I

Medium and High-Density Residential Land Uses account for 20.9 percent of the net acreage of the City. Existing legal developments that exceed the density standards of the 2000 General Plan may be rebuilt at the same density as originally developed, if the units are accidentally destroyed. However, existing height and setback standards of the zoning code would apply. Multi-family units that are intentionally demolished and then redeveloped are limited to current General Plan density standards. In order to encourage the redevelopment of older, lower-density multi-family developments, a density increase bonus of 25 percent for medium-density and 50 percent for high density, or the number of pre-existing units, whichever is less, should be provided.

COMMERCIAL AREAS

Commercial land use designations encompass 13.4 percent of the City's land area. The 1,090 acres designated for commercial uses contain approximately 16.6 million square feet of commercial space. These uses are spread throughout the City, divided into seven commercial-use designations and one mixed-use designation (Commercial-Residential) (refer Table 4.1-1). South Coast Plaza contains the largest single concentration of retail uses in the City. It accounts for 30 percent of the City's commercial square footage and 25 percent of the retail sales. Within this same area, the development in the South Coast Plaza Town Center district contains 20 percent of the City's office space.

The Harbor Boulevard commercial district encompasses almost one-third of Costa Mesa's commercial land. The district is responsible for 40 percent of the City's retail sales, indicating that Harbor Boulevard's trade area is of a regional scale. The major factor for this is the concentration of new car dealerships on Harbor Boulevard.

The 92-acre East 17th Street commercial district contains a variety of commercial uses, including retail, service, and office. The area generally serves local residences and businesses. One-tenth ($^{1}/_{10}$) of the City's retail sales is attributable to East 17th Street businesses.

INDUSTRIAL AREAS

Industrial land uses designations encompass 1,097 acres of land in Costa Mesa. These uses are primarily concentrated in three major districts: the Southwest District, the Airport Industrial Area, and the North Costa Mesa Industrial District (refer to Table 4.1-2, *Industrial Areas*). The Southwest District is the City's oldest industrial area and the two other areas are more recently developed industrial parks located in the northwest and northeast sections of the City.

The Southwest District contains 312 acres and represents 82 percent of the City's land designated for Light Industry. This area contained a substantial amount of industrial development before the City was incorporated. The area contains several large manufacturing firms as well as a high percentage of smaller industrial operations, frequently in multi-tenant structures. The Southwest District is one of Costa Mesa's major employment centers employing approximately one-fourth ($^{1}/_{4}$) of the City's employees engaged in manufacturing-related jobs. Forty-one (41) percent of the manufacturing employers are located in this district.

The 390-acre Airport Industrial Area is a portion of the much larger Irvine Industrial Complex, which extends into the cities of Irvine and Tustin. This area is characterized by large parcels and wide landscaped setbacks. Several firms have located their main or regional headquarters in the area and are often the single tenants in large structures.

TABLE 4.1-2
INDUSTRIAL AREAS

Industrial Area	General Plan	Total Acres
Southwest	Light Industry	312
Airport	Industrial Park	390
North	Industrial Park	323
Other	Light Industry	72
	Total	**1,097**

The third industrial area in Costa Mesa is the 323-acre industrial park located between the San Diego Freeway, Fairview Road, the Santa Ana River, and the northerly City limits. This district is a part of a larger industrial area which extends northward into the City of Santa Ana. The primary users of this industrial area are large single-tenant manufacturing firms and corporate offices. Included within this district is the 14.5-acre portion of Home Ranch area located north of South Coast Drive and west of Susan Street.

The remaining 72 acres of land designated for light industrial uses are located in five smaller pockets in various sections of the City. These areas are generally characterized by small parcels in areas which were designated for industrial uses by the City's original Master Zoning Plan.

PUBLIC AND INSTITUTIONAL AREA

Costa Mesa contains a relatively high percentage of land designated for public and institutional uses. A total of 1,287 acres is specified in this category. When combined with the golf course and fairgrounds designations, these uses constitute approximately 25 percent of the City's area.

This high proportion is primarily the result of past actions of various governmental entities. The development of the Santa Ana Army Air Base during World War II was the first major land acquisition by a governmental agency. This site has since been divided and remains largely in public ownership. The current users of the site are: Orange Coast College, Costa Mesa High School, Davis Middle School, Presidio Elementary School, TeWinkle Park, the National Guard Armory, Orange County Fairgrounds, Costa Mesa Farm Complex, Civic Center Park, City Hall, and Vanguard University.

A major land acquisition by the State in 1950 was responsible for the public ownership of the Costa Mesa Golf and Country Club, and Fairview Park. In 1950, 750 acres were acquired for a State mental institution. Today, the Fairview Developmental Center occupies 111 acres of the original 750-acre site. The golf course and most of Fairview Park belong to the City. Acquisitions by the City and County have expanded this area to include the Talbert Regional Park site adjacent to the Santa Ana River and the adjoining City Canyon Park.

Three golf courses exist within Costa Mesa and its sphere of influence. The previously mentioned Costa Mesa Golf and Country Club is the only one of the three open to the public.

The approximately 150-acre Orange County Fairgrounds is owned by the 32nd District Agricultural Association and as such, the City has limited land use control. The site is developed with an outdoor amphitheater, exhibit halls, and equestrian facilities. The Fair Board has a master plan which depicts the future development of the site.

AGRICULTURE AND VACANT LAND

There are no longer any parcels within the City designated as Agriculture on the General Plan Land Use Map. However, through historical use, there are a few vacant and operational agricultural parcels left within the City. A total of approximately 213 acres of undeveloped land currently exists within the City.

The decrease in undeveloped land results in an increased demand for redevelopment of existing properties. This trend is not new in Costa Mesa, and the extent of private redevelopment can be expected to increase. While past redevelopment efforts usually involved replacement of older single-family units with multi-family development, more recent projects have involved demolition of non-residential projects to allow new construction.

EXISTING POLICIES AND REGULATIONS

The following policy documents and ordinances are the primary vehicles, along with the City's General Plan, for guiding and controlling land use in the City of Costa Mesa.

LAND USE ELEMENT

The Land Use Element of the City of Costa Mesa General Plan sets forth objectives and policies for the permitted types, intensities, and locations of land uses in the City and sphere of influence. The Land Use Element contains descriptions of residential, commercial, institutional, commercial, industrial, and open space land use categories which include standards for the minimum and maximum development intensities permitted within each category. The Element includes a Land Use Plan that establishes a planned pattern of land use by designating the types of uses permitted for land in the City and sphere. Policies in the Land Use Element also address City identity, economic development, open space, land use balance, fiscal objectives, and land use compatibility.

ZONING ORDINANCE

The Zoning Ordinance contains regulations for land use and new development, including uses permitted by zone and development standards. The Zoning Ordinance is the City's primary implementing mechanism for the policies of the Land Use Element and, therefore, all zoning regulations must be consistent with the General Plan. All land in the City is divided into zoning districts that correspond to the land use categories of the Land Use Element. Separate land use regulations and development standards are provided in the Zoning Ordinance for each zoning district.

LOCAL COASTAL PLAN

Costa Mesa is a landlocked community with no direct access to the Pacific Ocean. However, portions of the City have been identified as within the California Coastal Zone under the jurisdiction of the Coastal Commission. As such, the City of Costa Mesa in responsible for the development of policies and programs to protect and enhance its coastal resources.

The Coastal Zone in Costa Mesa is confined to a relatively small portion of the City (approximately 125 acres or 1.5 percent of the total planning area). Generally, the Coastal Zone includes the Santa Ana River lowlands south of Victoria Street and extends eastward to include approximately 76 percent of the City's Canyon Park site (refer to Exhibit 4.1-2, *Coastal Zone Boundaries 1972/1976/1979*). These boundaries represent a minor modification of the Coastal Zone established by the Coastal Act of 1976. The 1976 Coastal Zone totaled approximately 138 acres and included all or portions of six single-family units at the western terminus of Gleneagles Terrace (1.86 acres), a retail nursery site at 2100

COASTAL ZONE BOUNDARIES 1972/1976/1979

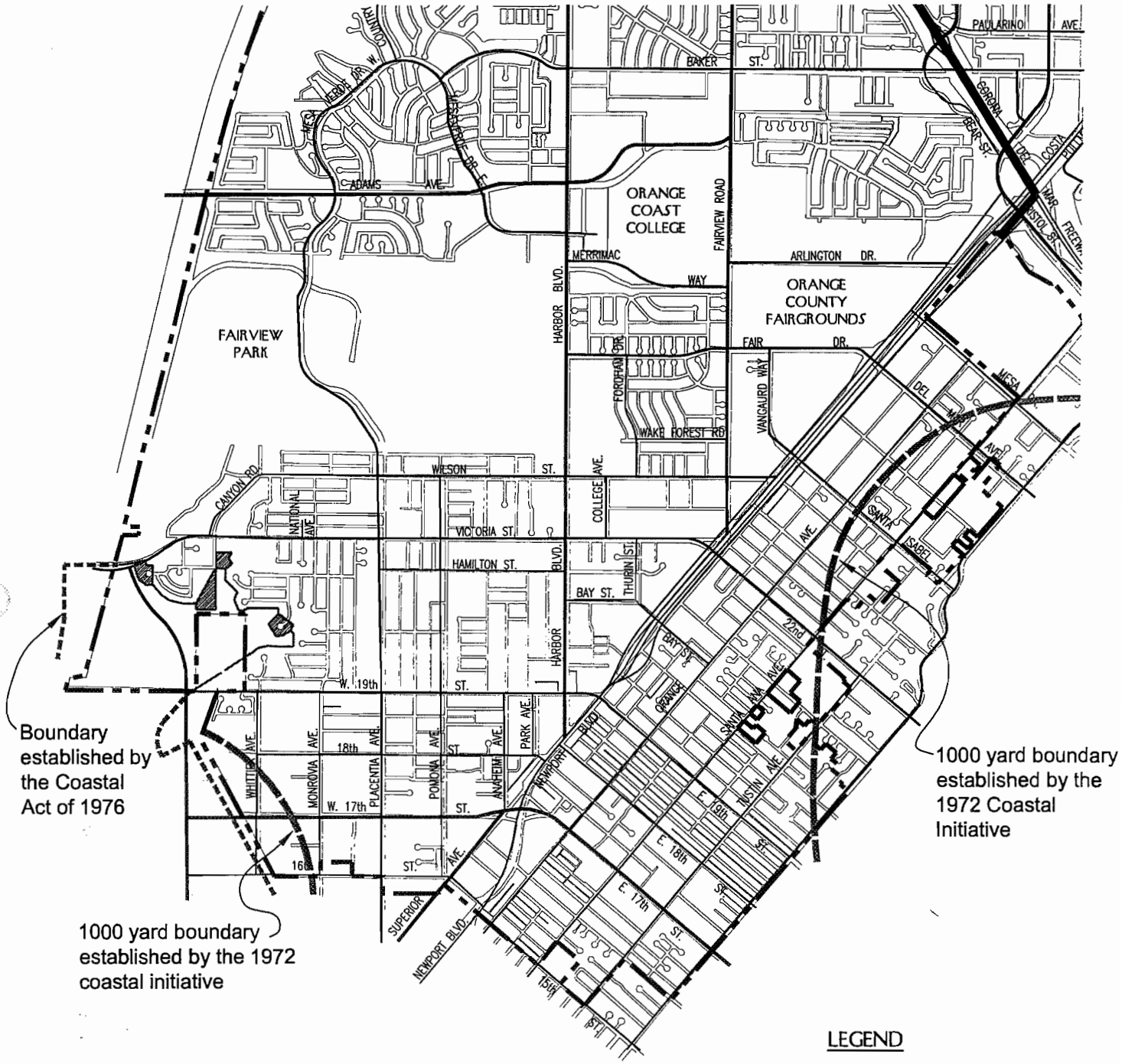

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EXHIBIT 4.1-2

Canyon Drive (2.10 acres), the southeasterly half of the 83-unit Sea Bluff Canyons condominium development (6.62 acres), and nine single-family units (2.66 acres) at the end of Republic Avenue. These four properties were removed under the provisions of Assembly Bill 462 at the request of the City in 1979.

REDEVELOPMENT PLAN

The City adopted a Redevelopment Plan for the Downtown Redevelopment Project (project Area No. 1) on December 21, 1973 (refer to Exhibit 4.1-3, *Redevelopment Plan*). During the first decade of the Redevelopment Plan, activities centered around public improvements within Lions Park, including construction of a fire station and neighborhood community center. Across from the park, a 75-unit privately owned apartment complex for low- and moderate-income senior citizens was built.

Since 1980, street improvements including realignment of 17th Street, widening of 19th Street, and Harbor Boulevard redesign and construction, have been completed. The Pacific Savings Plaza was completed in 1982, and the retail and office complex known as the Costa Mesa Courtyards was constructed in 1985. Façade improvements for 26 store fronts were completed in 1986. In 1989, a 185,000 square foot multi-level center (Triangle Square) was completed.

PARKS, RECREATION AND OPEN SPACE MASTER PLAN

Originally adopted in January 1996 and amended in December 1997 and December 1999, the Parks, Recreation and Open Space Master Plan includes a detailed analysis of the community's current and long-range open space and recreation needs, establishes priorities for meeting needs and identifies a range of implementation measures. The Master Plan is the primary implementation tool for the goals, objectives and policies included within the Open Space and Recreation Element of the 2000 General Plan (refer to Section 4.12, *Parks, Recreation and Trails* of this EIR, for additional information on the Master Plan).

GENERAL PLAN CONSISTENCY WITH RELEVANT PLANS AND POLICIES

The proposed 2000 General Plan for the City of Costa Mesa has refined and supplemented policies regarding future development within the City. The proposed 2000 General Plan, would have a beneficial effect by making the General Plan a more effective planning tool to review future projects and to coordinate with other jurisdictions and regulatory agencies on regional planning and environmental matters.

The proposed 2000 General Plan contains policies and implementing actions that continue to support current procedures followed by the City when development applications are reviewed; including the referral of plans to appropriate federal, state, regional, and adjacent jurisdictions and agencies to assure consistency between City and other agency regulations and requirements. The policies and actions contained in the proposed 2000 General Plan recognize that all communities within the area have an interest in area-wide land use and transportation planning, economic development, environmental protection, and the provision of adequate services and facilities.

Policies and programs in the proposed 2000 General Plan continue to provide for implementation of and participation in area-wide planning efforts. The consistency of the proposed 2000 General Plan with specific federal, state, and regional plans is presented below.

DOWNTOWN REDEVELOPMENT PROJECT AREA

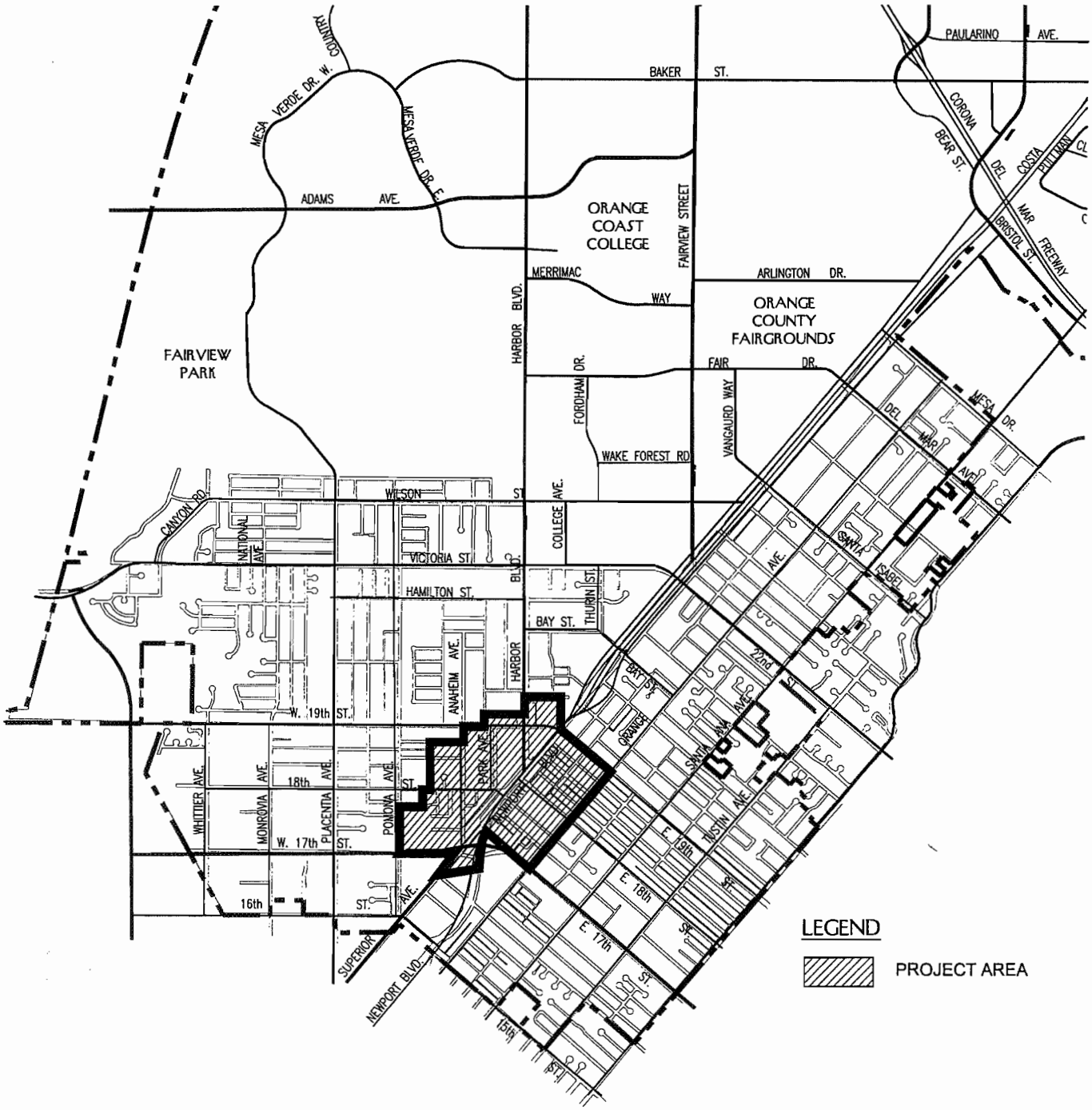

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EXHIBIT 4.I-3

FEDERAL PLANS AND POLICIES

Clean Air Act

The Federal Clean Air Act was enacted to protect and enhance air quality and promote the health and welfare of the public. The U.S. Environmental Protection agency (U.S. EPA) has established ambient air quality standards for certain criteria pollutants, which are generally implemented by state and local agencies.

Consistency. The proposed 2000 General Plan contains goals and policies to protect air quality consistent with the Clean Air Act, including 1) management of local pollutants to meet air quality standards, 2) land use and transportation measures to reduce vehicle trips and congestion, and 3) encouraging alternate modes of transportation (i.e., walking, biking, and public transit use). Therefore, the proposed 2000 General Plan is consistent with the Clean Air Act.

Clean Water Act (Section 404)

Section 404(b) of the Federal Clean Water Act was established to preserve water quality, and discourages the alteration or destruction of wetlands. This act requires that the U.S. Army Corps of Engineers evaluate the impacts of discharge of dredged or fill materials into any water of the United States. The Army Corps Wetlands Policy requires the implementation of mitigation measures for any impacts to designated wetland areas.

Consistency. The proposed 2000 General Plan contains goals and policies designed to protect water resources (including wetlands) and enhance water quality. Additionally, future development allowed through implementation of the proposed 2000 General Plan, which would disturb wetlands, shall be mitigated by the permit requirements of the U.S. Army Corps of Engineers. Therefore, the proposed 2000 General Plan is consistent with the Clean Water Act.

National Pollutant Discharge Elimination System Permit Program

The National Pollutant Discharge Elimination System (NPDES) program requires the owner or operator of any facility, or person responsible for any activity that discharges waste into the surface waters of the U.S. to obtain a NPDES permit from the Regional Water Quality Control Board, as mandated by the National Clean Water Act. The existing NPDES (Phase I) storm water program requires municipalities serving greater than 100,000 persons to obtain a NPDES storm water permit for construction projects greater than five acres. Proposed NPDES storm water regulations (Phase II), expand this existing national program to smaller municipalities with populations of 10,000 or more and construction sites that disturb greater than one acre of land.

Consistency. The proposed 2000 General Plan provides goals and policies designed to protect water quality. Development allowed through implementation of the proposed 2000 General Plan would be required to implement storm water management practices during and after construction in accordance with the NPDES permit. Therefore, the proposed 2000 General Plan is consistent with the NPDES program.

Federal Endangered Species Act

The Federal Endangered Species Act (ESA) was passed in 1973 to provide a process for listing species as endangered or threatened, and establishes requirements for the protection of all listed species. The ESA also identifies candidate species, which may qualify for listing but are not formally incorporated. The ESA is administered by the U.S. Department of Fish and Wildlife Service.

Consistency. The proposed 2000 General Plan provides goals and policies designed to protect plant and animal life in critical wildlife habitat and wetlands. Therefore, the proposed 2000 General Plan is consistent with the Federal Endangered Species Act.

STATE PLANS AND POLICIES

California Wetlands Policy

The State Wetlands Policy protects marshlands and other designated wetland areas, and requires mitigation for disturbance of wetland areas. The wetlands policy is administered by the California Department of Fish and Game (CDFG) under Section 1601-1606.

Consistency. Development affecting marshlands and designated wetlands would be subject to the CDFG streambed alteration agreement requirements. These agreements require the avoidance of wetlands and implementation of mitigation measures for any related wetlands impacts. In addition, the 2000 General Plan contains goals and policies designed to protect wetlands. Therefore, the proposed 2000 General Plan is consistent with this policy.

California Endangered Species Act

The California Endangered Species Act (CESA) was enacted in 1984 to protect rare, threatened, and endangered species in California. The CESA is administered by the CDFG.

Consistency. The proposed 2000 General Plan provides goals and policies designed to protect plant and animal life in critical wildlife habitat and wetlands. Therefore, the proposed 2000 General Plan is consistent with the California Endangered Species Act.

CALIFORNIA COASTAL ACT

The Coastal Act was established to protect and enhance coastal resources. The Act requires each City that contains land within the Coastal Zone must prepare a Local Coastal Program (LCP). Chapter 3 of the Coastal Act contains numerous policies regarding future development in the Coastal Zone which must be addressed in the LCP process.

Consistency. The proposed 2000 General Plan provides goals and policies designed to protect sensitive resources within the Coastal Zone; pursue development which is consistent with the Coastal Act; and coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, State, and Federal agencies. Therefore, the proposed 2000 General Plan is generally consistent with the California Coastal Act.

REGIONAL PLANS AND POLICIES

South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan

The SCAQMD has prepared multiple Air Quality Management Plans (AQMPs) to accomplish the five percent annual reduction goal. The most recent AQMP was published in 1997. To accomplish its task, the AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional and local level. These agencies, which include EPA, California Air Resources Board (CARB), local governments, Southern California Association of Governments (SCAG) and the SCAQMD, are the cornerstones that implement the AQMP programs.

The 1997 AQMP was adopted by the SCAQMD on November 15, 1996, and adopted by CARB on January 23, 1997. The 1997 Plan contains two tiers of control measures: short- and intermediate-term, and long-term. Short- and intermediate-term measures are scheduled to be adopted between 1997 and the year 2005. These measures rely on known technologies and other actions to be taken by several agencies that currently have the statutory authority to implement the measures. They are designed to satisfy the Federal CAA requirement of Reasonably Available Control Technology (RACT) and the CCAA requirement of Best Available Retrofit Control Technology (BARCT). There are 37 stationary source and 24 mobile source control measures in this group.

Consistency. The proposed 2000 General Plan contains goals and policies to protect air quality consistent with the Clean Air Act, including management of local pollutants to meet air quality standards, land use and transportation measures to reduce vehicle trips and congestion, and encouraging alternate modes of transportation (i.e., walking, biking, and public transit use). Therefore, the proposed 2000 General Plan is consistent with the AQMP.

Southern California Association of Governments (SCAG's)
Regional Comprehensive Plan and Guide and Regional Transportation Plan

All applicable SCAG policies are provided in Table 4.1-3, *Costa Mesa 2000 General Plan Consistency with SCAG's Regional Comprehensive Plan and Guide Policies*. These policies were cited by SCAG in its response to the Notice of Preparation as being most applicable and requiring review in this EIR. An analysis of the 2000 General Plan's consistency with these policies is also provided in Table 4.1-3.

Consistency. As described in Table 4.1-3, the proposed 2000 General Plan is generally consistent with SCAG policies.

4.1.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. For the purposes of this project, impacts related to land use are considered significant if one or more of the following conditions would result from implementation of the proposed project:

- Physically divide an established community (refer to Section 7.0, *Effects Found Not to Be Significant*);
- 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, zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan (refer to Section 4.9, *Biological Resources*).

TABLE 4.1-3
COSTA MESA 2000 GENERAL PLAN CONSISTENCY WITH SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES (RCPG)

	SCAG RCPG Policies	Consistency Statement
Growth Management Chapter		
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	Generally Consistent. The projected 2020 population of the 2000 General Plan is 118,764, which exceeds the Regional Comprehensive Plan projections identified by SCAG by 9,364 people. The 2020 population projections in the proposed 2000 General Plan reflect current growth conditions based on existing land use and zoning designations within the City. The City shall supply SCAG with the assumptions and current data to support the 2000 General Plan 2020 projections so that SCAG's projections can be revised to reflect the 2000 General Plan. The proposed 2000 General Plan is generally consistent with this policy.
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent. No specific infrastructure or service improvements projects are identified as part of the proposed 2000 General Plan. However, future development projects as a result of General Plan implementation would require infrastructure and service improvements subject to review by the City and responsible agencies.
1998 Regional Transportation Plan (RTP)		
4.01	Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.	Generally Consistent. The City of Costa Mesa participates in the Orange County COG, which is a stakeholder in the development of SCAG's Regional Transportation Plan and the Regional Performance Indicators. The 2000 General Plan contains policies incorporating the various topics addressing the ease of movement of both people and goods. (Refer to the following 2000 General Plan goals and policies: LU-1E.1, LU-1E.2, LU-1E.3, CIR-1, CIR-2, GM-1A.1, and GM-1A.2.)
4.02	Transportation investments shall mitigate environmental impacts to an acceptable level.	Consistent. The 2000 General Plan contains policies requiring new development to pay its share of costs associated with the mitigation of project generated impacts. (Refer to the following 2000 General Plan goals and policies: CIR-1A.7, CIR-1A.16, CIR-2D.3, CIR-2D.4, CIR-2D.5, and GM-1A.4.)
4.04	Transportation Control Measures shall be a priority.	Consistent. The 2000 General Plan contains policies associated with the implementation of control measures in conformance with the Air Quality Management Plan for the South Coast Air Basin. (Refer to the following 2000 General Plan goals and policies: CON-1E.1 and CON-1E.3)
4.06	Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are Regional Transportation Plan (RTP) priorities.	Consistent. The 2000 General Plan contains policies supporting the establishment of light rail and other advanced transportation technologies. (Refer to the following 2000 General Plan goals and policies: CIR-1A.3, CIR-2B, CIR-2B.1, and CIR-2C.1,)
4.07	Projects proposed for the Regional Transportation Improvement Program (RTIP) that do not indicate a reasonable phasing of construction between segments will not be approved.	Consistent. The 2000 General Plan contains policies aimed at phasing new development to maintain balance between land use and circulation systems. (Refer to the following 2000 General Plan goals and policies: LU-1, LU-1D.2, LU-1E.2, LU-1E.4, CIR-2C, and GM-1A.2.)

TABLE 4.1-3
COSTA MESA 2000 GENERAL PLAN CONSISTENCY WITH SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES – CONTINUED

	SCAG RCPG Policies	Consistency Statement
4.08	All existing and new public transit services, facilities and/or systems shall be fully accessible to persons with disabilities as required by applicable sections of the 1990 Americans with Disabilities Act.	Consistent. No specific infrastructure or service improvements projects are identified as part of the 2000 General Plan. However, future development projects as a resulting from implementation of the proposed 2000 General Plan would be required to conform to applicable sections of the 1990 Americans with Disabilities Act.
1998 Regional Transportation Plan – Continued		
4.10	All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act, prohibiting intentional discrimination and adverse disparate impact with regard to race, ethnicity, or national origin.	Consistent. No specific infrastructure or service improvements projects are identified as part of the 2000 General Plan. However, future development projects as a result of General Plan implementation would be required to conform to Title VI of the 1964 Civil Rights Act.
4.11	All existing and new public transit services, facilities and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement.	Not Applicable. This policy is not pertinent to the City of Costa Mesa. Public transit services and facilities are provided by OCTA.
4.15	Arterial HOV facilities to support transit and rideshare will be supported and encouraged.	Not Applicable. This policy is not pertinent to the City of Costa Mesa. HOV facilities are a regional facility program, which is not implemented by the City. However, the 2000 General Plan contains policies in support of transit and rideshare programs. Refer to consistency analysis for SCAG Policies 4.06 and 4.16.
4.16	Maintaining and operating the existing transportation system will be a priority over expanding capacity.	Consistent. The 2000 General Plan incorporates numerous policies aimed at relieving congestion through ridership programs, operational measures, land use decisions, etc. rather than through expanding capacity. (Refer to the following 2000 General Plan goals and policies: CIR-1A.1, CIR-1A.3, CIR-1A.4, CIR-1A.5, CIR-1A.6, CIR-1A.9, CIR-1A.10, CIR-1A.11, CIR-1A.12, CIR-1A.19, CIR-2A.2, CIR-2A.3, CIR-2A.4, CIR-2B.1, CIR-2C.1, and CON-1E.3.)
4.17	Alternatives to highway expansion must be evaluated before giving regional approval to expand single occupancy lanes.	Consistent. Refer to consistency analysis for SCAG Policy 4.16.
GMC Policies Related to the RCPG Goal to Improve the Regional Standard of Living		
3.04	Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	Consistent. The 2000 General Plan contains policies to consider the effects of new employment in relation to housing demand and to cooperate with large employers to implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities. (Refer to the following 2000 General Plan goals and policies: LU-2A.1, LU-2A.2, LU-2A.5, HOU-3.3, HOU-3.5, and GM-1A.1.)
3.05	Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent. Refer to consistency analysis for SCAG Policy 4.16.

TABLE 4.1-3
COSTA MESA 2000 GENERAL PLAN CONSISTENCY WITH SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES – CONTINUED

	SCAG RCPG Policies	Consistency Statement
3.09	Support local jurisdictions' actions to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Consistent. The 2000 General Plan contains policies to seek private funding sources for the extension of services and facilities where these services are not already part of the City's financial capitol improvement program. (Refer to the following 2000 General Plan goals and policies: LU-1D, LU-3A.3, CIR-1A.6, CIR-1A.7, CIR-2C.2, CIR-2D.3, HOU-1.6, HOU-1.8, GM-1A.4, and GM-1A.5.)
GMC Policies Related to the RCPG Goal to Improve the Regional Standard of Living – Continued		
3.10	Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Consistent. The 2000 General Plan provides policies that allow developers to "piggyback" or file concurrent applications if multiple approvals are required to expedite the permitting process. (Refer to the following 2000 General Plan goals and policies: HOU-2.1 and HOU-2.2.)
GMC Policies Related to the RCPG Goal to Improve the Regional Quality of Life		
3.11	Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.	Consistent. The 2000 General Plan provides policies that provide incentives for both housing and job growth. (Refer to the following 2000 General Plan goals and policies: LU-1A.1, LU-1A.2, LU-1A.4, LU-1A.5, LU-1B.1, LU-2A.8, HOU-1.6, HOU-1.7, HOU-1.10, HOU-2.2, HOU-2.2a, HOU-2.2b, HOU-2.7, HOU-3.1, HOU-3.2, HOU-3.3, HOU-3.4, HOU-3.5, HOU-5.1, and GM-1A.1.)
3.12	Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	Consistent. Refer to consistency analysis for SCAG Policy 4.16.
3.13	Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	Consistent. Costa Mesa is a built out city surrounded by other urbanized areas. Based on these circumstances, new development allowed for under the proposed 2000 General Plan would take the form of redevelopment or infill projects on underutilized lots. In addition, the 2000 General Plan contains policies that encourage the use and redevelopment of existing urbanized areas. (Refer to the following 2000 General Plan goals and policies: LU-2A.8, LU-3A.2, HOU-1.6, HOU-3.1, and CD-9A.2.)
3.14	Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	Consistent. Refer to consistency analysis for SCAG Policies 4.16 and 3.13.
3.15	Support local jurisdiction's strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	Consistent. The 2000 General Plan contains policies to encourage mixed-use, redevelopment, and infill development in urbanized areas accessible to transit. (Refer to the following 2000 General Plan goals and policies: CIR-1A.9, CIR-1A.10, CIR-1A.12, and HOU-3.2.)
3.16	Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Consistent. The 2000 General Plan contains policies that encourage increased development in declining or deteriorating neighborhoods. Also, refer to consistency analysis for SCAG Policies 4.16, 3.13, and 3.15.

TABLE 4.1-3
COSTA MESA 2000 GENERAL PLAN CONSISTENCY WITH SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES – CONTINUED

	SCAG RCPG Policies	Consistency Statement
3.17	Support and encourage settlement patterns, which contain a range of urban densities.	Consistent. The 2000 General Plan Land Use Element and Land Use Map provide a range of residential densities throughout the City.
3.18	Encourage planned development in locations least likely to cause environmental impact.	Consistent. In addition to the mitigation measures proposed in this EIR, the 2000 General Plan contains numerous policies to protect environmental resources and minimize adverse environmental effects. All future development allowed for under the proposed 2000 General Plan would be required to undergo subsequent environmental review by the City.
GMC Policies Related to the RCPG Goal to Improve the Regional Quality of Life – Continued		
3.19	Support policies and actions that preserve open space areas identified in local, state, and federal plans.	Consistent. The 2000 General Plan contains policies to preserve open space areas within the City. (Refer to all 2000 General Plan Open Space and Recreation Element policies.)
3.20	Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	Consistent. In addition, to the mitigation measures proposed in this EIR, the 2000 General Plan contains numerous policies to protect environmental resources and minimize adverse environmental effects for wetlands, groundwater, and wildlife. (Refer to the following 2000 General Plan goals and policies: CON-1A.1, CON-1A.2, CON-1B.1, CON-1B.2, CON-1B.3, CON-1B.4, CON-1D.2, CON-1E.2, and OSR-1A.12.)
3.21	Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Consistent. In addition, to the mitigation measures proposed in this EIR, the 2000 General Plan contains numerous policies to protect environmental resources and minimize adverse environmental effects for cultural and archaeological resources. (Refer to all 2000 General Plan Historic and Cultural Resources Element policies.)
3.22	Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	Consistent. The 2000 General Plan provides policies that protect against flooding, slope, and seismic hazards. (Refer to the following 2000 General Plan goals and policies: SAF-1A.1 to SAF-1A.9.)
3.23	Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Consistent. Refer to the consistency analysis for Policy 3.18.
GMC Policies Related to the RCPG Goal to Provide Social, Political, and Cultural Equity		
3.24	Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	Consistent. The 2000 General Plan contains numerous policies to provide incentives to developers to supply affordable housing and to encourage a strong housing base. (Refer to the following 2000 General Plan goals and policies: HOU-1.7, HOU-1.8, HOU-1.10, HOU-2.2, HOU-2.2b, HOU-2.3, HOU-2.4, HOU-2.5, HOU-2.6, HOU-3.4, HOU-4.1, HOU-4.2, and HOU-4.3.)

TABLE 4.1-3
COSTA MESA 2000 GENERAL PLAN CONSISTENCY WITH SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES – CONTINUED

	SCAG RCPG Policies	Consistency Statement
3.27	Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Consistent. The Costa Mesa General Plan is the primary source of long-range planning and policy direction that will guide growth and preserve the quality of life within the community. The Housing Element encourages the development of housing for all income levels. The Open Space and Recreation Element provides the protection and enhancement of open space and recreational facilities. The Land Use Element promotes harmony between the diverse types of uses within the City in balance with public services and infrastructure. In addition, public service and utility providers were contacted as part of the 2000 General Plan and EIR process; their input on how the 2000 General Plan would impact their services is reflected in the General Plan Elements and EIR.
Air Quality Chapter		
5.11	Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	Consistent. This EIR addresses air quality, land use, and transportation impacts of the proposed 2000 General Plan and provides mitigation measures where feasible to reduce significant environmental impacts to a less than significant level. In addition, all future development allowed for under the General Plan would be required to undergo subsequent environmental review by the City.
Water Quality Chapter		
11.02	Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.	Not Applicable. This SCAG policy is not pertinent to the City of Costa Mesa. The County of Orange oversees "watershed management" programs within the county including Costa Mesa.
11.07	Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	Consistent. The proposed 2000 General Plan contains policies to encourage water reclamation. (Refer the 2000 General Plan Policy CON-1B.2.)
Open Space Chapter		
9.01	Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.	Consistent. The proposed 2000 General Plan contains policies to provide and protect open space uses and to promote public access to coastal resources in the Coastal Zone. (Refer to all the 2000 General Plan Open Space and Recreation Element policies and CON-1D.5.)
9.02	Increase the accessibility to open space lands for outdoor recreation.	Consistent. The 2000 General Plan contains policies to promote increased accessibility of open space for public use. (Refer to the following 2000 General Plan goals and policies: OSR-1A.1, OSR-1A.3, OSR-1A.7, OSR-1A.8, OSR-1A.10, and OSR-1A.15.)
9.03	Promote self-sustaining regional recreation resources and facilities.	Consistent. Refer to the consistency analysis for Policy 9.01.
9.04	Maintain open space for adequate protection of lives and properties against natural and man-made hazards.	Consistent. Refer to the consistency analysis for Policy 9.01.

TABLE 4.1-3
COSTA MESA 2000 GENERAL PLAN CONSISTENCY WITH SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES – CONTINUED

	SCAG RCPG Policies	Consistency Statement
9.05	Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.	Consistent. Refer to the consistency analysis for Policy 3.22.
9.06	Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.	Consistent. Through General Plan goals and policies; Specific Plans; and zoning requirements, the City provides for adequate infrastructure and facilities, as well as ensures the public's health and safety. Public expenditures are determined by the City Council as a part of the City's annual budget process for the Capitol Improvement Program.
9.08	Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	Consistent. Refer to the consistency analysis for Policy 3.20.

As noted in the proposed 2000 General Plan, the intermixing of land uses may result in land use incompatibilities. Land use compatibility impacts associated with land development are a factor of quality of life issues, including, but not limited to traffic, noise, risk, and aesthetics (views/physical scale). While these may generally be perceived as subjective issues, the significance criteria detailed in each of the respective issues sections provides a basis for assessing land use compatibility impacts. Additionally, it should be noted that the proposed 2000 General Plan identifies the following specific types of incompatible land uses:

- Obtrusive industrial uses adjacent to residential;
- Heavy industrial uses adjacent to commercial;
- Commercial uses abutting residential uses without adequate buffers; and
- Noise sensitive uses adjacent to highways or railroads.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.1.3 IMPACTS AND MITIGATION MEASURES

CONSISTENCY WITH RELEVANT PLANS AND POLICIES

❖ **THE PROPOSED 2000 GENERAL PLAN IS CONSISTENT WITH THE RELEVANT PLANS AND POLICIES AS DESCRIBED IN SECTION 4.1.1, *EXISTING SETTING*.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: The "General Plan Consistency with Relevant Plans and Policies" subsection in Section 4.1.1 provides an assessment of the proposed 2000 General Plan

relationship to pertinent Federal, State, and regional plans and policies including the Clean Air Act, Clean Water Act, Endangered Species Act, California Coastal Act, SCAQMD AQMP, and SCAG policies. The analysis contained in Section 4.1.1 concludes that the proposed 2000 General Plan would be generally consistent with these policies. Therefore, implementation of the proposed 2000 General Plan would not result in significant land use impacts related to relevant plans and policies.

Policies in Proposed 2000 General Plan: The policies are identified in Table 4.1-1.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

LAND USE COMPATIBILITY

❖ **THE PROPOSED 2000 GENERAL PLAN WOULD NOT RESULT IN SIGNIFICANT LAND USE DESIGNATIONS OR MAP CHANGES, GIVEN THAT ONLY A 0.34-ACRE PARCEL IS PROPOSED TO CHANGE FROM PUBLIC STREET TO PUBLIC USE-INSTITUTIONAL. THEREFORE, THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN NO DIRECT IMPACTS REGARDING LAND USE COMPATIBILITY.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: The 15 land use designations in the 1990 General Plan, and their associated residential densities or floor area ratios, were not modified in the proposed 2000 General Plan. Nor were any new land use designations (categories) added in the proposed 2000 General Plan. However, the proposed 2000 General Plan does include one land use map modification for a 0.34-acre parcel on the northeast corner of Victoria and Maple Streets. The designation was modified from Public Street to Public Use – Institutional in the proposed 2000 General Plan.

Implementation of the proposed 2000 General Plan would not result in direct impacts regarding land use compatibility within the City, as the proposed 2000 General Plan includes only one minor land use map change and no changes to existing 15 land use designations. The proposed land use map change for the 0.34-acre parcel to Public Use – Institutional is consistent with the surrounding Medium-Density Residential designated parcels. Any other potential incompatibilities of the land use map for the proposed 2000 General Plan were anticipated under the 1990 General Plan and evaluated in the 1990 General Plan EIR. In addition, policies proposed in the Land Use, Conservation, Noise, Safety, and Community Design Elements of the 2000 General Plan protect against the siting hazardous or nuisance land uses and residential or other sensitive land uses in proximity to each other. These policies are listed below. It should also be noted that one purpose of the General Plan and General Plan Land Use Map is to encourage a compatible pattern of development. As a result, the 2000 General Plan would not result in significant land use compatibility impacts.

Policies in Proposed 2000 General Plan:

LU-1A.2 Consider the effects of new employment, particularly in relation to housing impacts, when new commercial or industrial development is proposed.

LU-1A.3 Locate high-intensity developments or high traffic generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses.

LU-1C.1 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.

LU-1C.4 Require building setbacks, structure orientation, and the placement of windows to consider the privacy of adjacent residential structures within the same project or adjacent properties.

LU-1C.6 Provide assistance to neighborhoods with excessive noise impacts such as walls for sound attenuation, development of landscaped greenbelts, etc.

LU-1E.1 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area standards; except for the following conditions:

(a) Limited deviations from the graduated floor area ratio standards depicted in Tables LU-4 and LU-8 for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.

(b) Additions to existing nonconforming non-residential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development, and if the additions do not substantially affect the existing height and bulk of the development. Additions to non-residential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/Motels: increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed; 2) Theaters: increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed.

(c) In the above conditions, the new development shall be compatible with surrounding land uses. Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council.

LU-1F.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.

LU-1F.4 Ensure that residential densities can be supported by the infrastructure and that high-density residential areas are not permitted in areas which cause incompatibility with existing single-family areas.

LU-1F.5 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

LU-3A.1 Pursue annexation of certain areas within the City's Sphere of Influence to control development or uses which may be detrimental to the City.

CON-1A.1 Ensure that all future developments will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and, where feasible and appropriate, incorporate sufficient mitigation measures into the project design to reduce such effects.

CON-1D.4 Require the provision of adequate visitor serving on-site parking facilities that do not impact sensitive resources within the Coastal Zone.

N-1A.7 Discourage sensitive land uses from locating in the 65 CNEL noise contour of the John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

CD-8A.1 New and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character. As a condition of approval, commercial uses should be required to include interesting roof lines, building shapes, and patterns of shade and shadow while demonstrating sensitivity to the contextual influences of the surrounding area and compatibility with surrounding neighborhoods.

CD-8B.1 New commercial development or redevelopment should integrate adequate site planning and design features to optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and non-residential uses can mutually benefit from connection, appropriate linkages (e.g. walkways, common landscape areas, building orientation, and unfenced property lines) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.

- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.

- Building orientation and landscaping of commercial buildings should minimize a direct line of sight into adjacent residential private open space.

CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.1.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of policies proposed in the 2000 General Plan listed above, land use impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable land use impacts.

4.2 POPULATION, HOUSING AND EMPLOYMENT

This section of the EIR addresses the socioeconomic impacts associated with implementation of the proposed 2000 General Plan to the planning horizon year of 2020. The setting discussion presents the baseline information required for establishing changes due to the proposed 2000 General Plan. Impacts related to implementation of the proposed 2000 General Plan are analyzed based on population, employment, and housing changes compared to current (2000) conditions. This section is based on data contained in the Land Use and Housing Elements of the 2000 General Plan. Additional information incorporated into this section was derived from the Orange County Population and Housing Estimates (Report E-5) for January 2000, obtained from the California Department of Finance, Demographic Research Unit and data prepared by the California Employment Development Department (EDD) dated April 2000. Projections were obtained from the Southern California Association of Governments (SCAG) regional projections dated May 1998 (current figures as of June 2000). Population, employment and housing projections for the years 2000 and 2020 for the City of Costa Mesa were derived from the *Orange County Projections – 2000 (OCP-2000 Projections)*, Center for Demographic Research, California State University, Fullerton.

4.2.1 ENVIRONMENTAL SETTING

POPULATION, HOUSING AND EMPLOYMENT TRENDS

POPULATION

Table 4.2-1 *Regional Population Projections*, presents population estimates and projections for the years 1990, 2000, and 2020 for the City of Costa Mesa, Orange County and the six-county Southern California region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties). The data has been obtained from SCAG projections, the OCP-2000 projections, the 1990 Census, the City of Costa Mesa Development Services Department, the California Department of Finance, the United States Bureau of Labor Statistics and the California Employment Development Department.

The OCP-2000 projections estimate that there are approximately 106,237[1] persons residing in Costa Mesa in the year 2000, represents an increase of population of ten percent since 1990.

Within the regional context, Costa Mesa's population of 106,237 residents in 2000 accounted for nearly 3.7 percent of Orange County's approximately 2.8 million residents. The County's share of the region's approximately 17 million residents is 16.8 percent in 2000. It should be noted that, when compared to the rest of the SCAG region, Orange County is relatively developed; thus, this regional percentage may decrease in the future. As such, population increases could be greater outside Orange County than within the County.

Projections also indicate Costa Mesa's relative percentage share of the County's population to decrease slightly, with a population of 118,764 residents in 2020 or 3.6 percent of the County's 2020 population, down from 3.8 percent in 2000. There is less area left for development to occur in Costa Mesa compared to other Orange County cities, particularly those cities in South Orange County. Therefore, Costa Mesa's relative percentage of the County's future population is anticipated to be lower.

[1] 2000 Census data made available in August 2001 references a citywide population of 108,724.

TABLE 4.2-1
REGIONAL POPULATION PROJECTIONS (1990-2020)

	Population, Housing and Employment			Amount of Growth		Percentage of Growth	
	1990	2000	2020	1990-2000	2000-2020	1990-2000	2000-2020
Population							
Costa Mesa	94,900[1]	106,237[3]	118,764[3]	11,337	12,527	10.7	10.5
Orange County	2,410,556[1]	2,853,757[3]	3,343,829[3]	443,201	490,072	15.5	14.6
Region	14,640,832[2]	16,999,453[2]	22,352,394[2]	2,358,621	5,352,941	13.9	23.9
Housing Units							
Costa Mesa	39,000[1]	40,577[3]	42,469[3]	1,577	1,892	3.8	4.5
Orange County	868,419[4]	978,004[3]	1,096,824[3]	109,585	118,820	11.2	10.8
Region	5,180,240[4]	5,706,096[4]	7,686,300[4]	525,856	1,980,204	9.2	25.8
Employment							
Costa Mesa	87,553[1]	88,294[3]	106,708[3]	741	18,414	0.8	17.3
Orange County	1,179,200[6]	1,502,434[3]	1,975,074[3]	323,234	472,640	21.5	23.9
Region	7,064,508[2]	7,441,154[2]	10,573,759[2]	376,646	3,132,605	5.1	29.6

[1] 1990 United States Census
[2] Southern California Association of Governments (SCAG) Regional Projections, May 1998.
[3] *Orange County Projections – 2000* (OCP-2000 Projections), Center for Demographic Research, California State University, Fullerton.
[4] Based on SCAG calculation of number of households + 5% = housing units as stated in telephone conversation with Jacob Lieb of SCAG on Friday June 23, 2000 at 11:30 am.
[5] California Department of Finance, Table 2: City/County Population and Housing Estimates, January 1, 2000.
[6] California Employment Development Department.

HOUSING

Costa Mesa's share of County housing units also decreases slightly; this can be attributed to the significant amounts of growth in other areas of the County, when compared to the predominantly built out nature of Costa Mesa. The City's 4.1 percent share (40,577[2] of 978,004 housing units) of County housing units in 2000 is projected to slightly decrease to nearly 3.9 percent (42,469 of 1,096,824 housing units) by year 2020.

EMPLOYMENT PROFILE

At the present time (2000), approximately 88,294 persons are employed within the City of Costa Mesa, which is a 5.9 percent share of the County's employment base of 1,502,434 jobs. By 2020 an anticipated 106,708 persons would be employed within the City of Costa Mesa, representing a 0.5 percent decrease or a 5.4 percent share of the County's employment base. Table 4.2-2, *Orange County Employment Profile*, indicates that services were the largest source of jobs in Orange County. Retail trades appear to be the second largest job category with durable manufacturing being the third largest.

[2] 2000 Census data made available in August 2001 identifies a total of 37,467 occupied housing units.

TABLE 4.2-2
ORANGE COUNTY EMPLOYMENT PROFILE

Type of Industries	1990		1999	
	Number	Percent	Number	Percent
Total Farm	6,600	0.6%	6,200	0.5%
Mining	1,200	0.1%	800	0.1%
Construction	57,200	4.9%	71,700	5.3%
Manufacturing (durable)	174,700	14.8%	164,200	12.2%
Manufacturing (non-durable)	69,300	5.9%	76,100	5.7%
Transportation, Communication, and Utilities	36,400	3.1%	49,400	3.7%
Wholesale Trade	81,400	6.9%	101,600	7.6%
Retail Trade	217,600	18.5%	224,300	16.7%
Finance, Insurance & Real Estate	96,000	8.1%	102,500	7.6%
Services	312,600	26.5%	413,700	30.8%
Federal Government	15,900	1.3%	13,100	1.0%
State & Local Government	110,300	9.4%	118,800	8.8%
TOTAL	**1,179,200**	**100.0%**	**1,342,400**	**100.0%**

Source: Employment Development Department: November 1999.

DEMOGRAPHIC PROFILE

In 1990, the U.S. Census reported that the population of the City of Costa Mesa is predominantly white. Accordingly, Table 4.2-3, *Costa Mesa/Orange County Race Characteristics*, cites the racial mix within the City and County. The approximately 69,493 white persons residing within Costa Mesa in 1990 constituted 72 percent of the entire City population and four percent of the County's white population (approximately 1,554,501 persons). The Hispanic populace constituted 20 percent of the entire City population and three percent of the County Hispanic populace (approximately 564,828 persons). Black persons residing within Costa Mesa constituted approximately one percent of the entire City population and three percent of the County black populace (approximately 39,159 persons). The Asian/Pacific Islander populace was the third largest race within the City, constituting approximately six percent of the entire populace. Races specified as "other" constituted approximately seven percent of the entire City population. The remaining race categories constituted less than one percent of the entire City population per respective racial category.

According to the 2000 Census, the City population is comprised of white (56.8 percent), Hispanic or Latino (31.8 percent), Asian (6.8 percent), black or African-American (1.2 percent), American Indian and Alaska Native (0.3 percent), or other race. In addition, the 2000 census reports that 51 percent of the population is male and 49 percent is female.

Housing Stock Characteristics

Based on the figures cited by the OCP-2000 Projections, in 2000 the City of Costa Mesa had approximately 40,577 housing units with a higher concentration of renters than owners. Of the approximately 40,577 housing units, approximately 40 percent were owned and the remaining 60 percent were rentals units. In 1990, the vacancy rate was approximately 5.7 percent. The California Department of Finance (DOF) Population Research Unit estimates

that during 1999 the vacancy rate fell to approximately 5.4 percent Citywide[3]. According to the 2000 U.S. Census, the homeowner vacancy rate is 1.3 percent and the rental vacancy rate is 6.3 percent. The median gross rent amount for the rental units is $810[4].

TABLE 4.2-3
COSTA MESA/ORANGE COUNTY RACE CHARACTERISTICS

Race	City of Costa Mesa		County of Orange	
	Population	Percent of Total	Population	Percent of Total
White	69,493	72	1,554,501	64
Hispanic	19,319	20	564,828	23
Black	1,140	1	39,159	2
American Indian	331	<1	8,353	<1
Eskimo	7	<1	108	<1
Aleut	2	<1	123	<1
Asian or Pacific Islander	5,998	6	240,756	10
Other Race	67	<1	2,728	<1
Total	**96,357**		**2,410,556**	

Source: 1990 Census.

4.2.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Population, Housing and Employment impacts resulting from implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- Induce substantial population growth in an area, either directly (for example, proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure);
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere;

[3] Costa Mesa 2000 General Plan, Housing Element, 2000.

[4] Census 1990.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

The characteristics of a project that can trigger population, employment or housing changes are one, actual development of residential or commercial industrial space, or two, changes in land use development intensity standards.

4.2.3 IMPACTS AND MITIGATION MEASURES

POPULATION GROWTH

❖ **POPULATION GROWTH ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN IS ANTICIPATED TO RESULT IN AN INCREASE IN POPULATION GROWTH WITHIN THE CITY OF COSTA MESA IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: According to the OCP-2000 Projections, the City of Costa Mesa has a 2000 population of 106,237 persons. The City of Costa Mesa Development Services Department's projections anticipate that the City growth rate would be 6.7 percent between years 2000 and 2020. The City's growth rate over the next 20 years is estimated to decrease. The behavior of the City's growth rate appears largely dependant on two factors: 1) the City is relatively developed and will have increasingly less space in which to develop new properties and 2) the southern portion of Orange County offers more development opportunity.

Approximately 213 acres within the City are currently vacant and available for development to accommodate the growth projected in the proposed 2000 General Plan. These locations are either infill lots or lands located near existing infrastructure. These factors along with the City's requirement for project sponsors to pay a fair share of circulation related expenses may indicate that most development within the City would require minimal alteration of existing infrastructure; and thus, minimal over-utilization of City utilities and systems. Costa Mesa's population growth is anticipated to yield only 12,527 persons over the next 20 years, which would contribute 2.6 percent of the overall growth projected for Orange County. Therefore, population growth within the City is not expected to create any significant impacts.

Policies in Proposed 2000 General Plan:

LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

LU-1A.4 Strongly encourage the development of low-density residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities.

GM-1A.1 Recognizing the constraints of existing physical development conditions, the City shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.

GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

HOU-3.1 Encourage the conversion of existing marginal or vacant commercial and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development. This does not preclude the initiation of such actions by the City.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

EMPLOYMENT GROWTH

❖ **EMPLOYMENT GROWTH ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN IS ANTICIPATED TO RESULT IN AN INCREASE IN EMPLOYMENT GROWTH WITHIN THE CITY OF COSTA MESA IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: Based on Table LU-3 of the Land Use Element in the proposed 2000 General Plan, there were approximately 88,294 jobs in 2000 in the City of Costa Mesa. In addition, Table LU-3 cites the anticipated existence of 106,708 jobs in the City in 2020, representing a 17.2 percent increase in jobs. Projected employment growth within the Costa Mesa is consistent with the projected growth within the County and the Region. Based on the amount of anticipated jobs in Costa Mesa, demand for buildable space to contain the future business could be considered an impact. However, the City currently has 126 available acres to accommodate business-related development. Thus, the impacts related to employment growth would be less than significant.

Policies in Proposed 2000 General Plan:

HOU-3.2 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

HOU-3.3 Cooperate with large employers, the Chamber of Commerce, and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities.

HOU-3.5 Consider the effects of new employment, particularly in relation to housing demands, when new commercial or industrial development is proposed.

GM-1A.1 Recognizing the constraints of existing physical development conditions, the City shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.

GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

DISPLACEMENT OF HOUSING AND PEOPLE

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT RESULT IN THE DISPLACEMENT OF SUBSTANTIAL NUMBERS OF EXISTING HOUSING OR PEOPLE.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: By 2020, the total number of dwelling units in the City is expected to be 42,469. This figure represents an increase of approximately 1,892 units over that of the 40,577 housing units in the City of Costa Mesa in 2000. A breakdown by housing density type is provided in Table 4.1-1 of the Land Use Section of this EIR.

Based on the anticipated 12,527 person increase in the City population over the next 20 years, the increase of 1,892 dwelling units is expected to sufficiently provide housing for the expected increase in population. This factor coupled with City's ongoing efforts to provide affordable housing to all social and economic segments of the community and remove constraints to impede future development within the City indicate that the displacement of housing and people would be minimal. Therefore, less than significant displacement impacts would result from implementation of the proposed 2000 General Plan.

Policies in Proposed 2000 General Plan:

LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

LU-1A.4 Strongly encourage the development of low-density residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities.

LU-1A.5 Provide a balance of housing and employment opportunities within planned development areas to the extent feasible.

HOU-2.2 Provide incentives (i.e., density bonus units, fee reductions, exemption from development or processing fees, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to Very-low and/or Low income households.

HOU-2.2a Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multi-family residential land use designations. The density incentive shall be limited to an increase of 25% above Medium Density or an increase of 50% above High Density. In no case shall the resulting number of units exceed the existing number of units on each site.

HOU-2.2b Consider financial incentives in lieu of density bonus units if the proposed affordable, non-senior density exceeds that allowed by the General Plan designation of the property. Require the review of such projects by Planning Commission and City Council.

HOU-2.3 Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply.

HOU-2.4 Continue to allocate Home and Redevelopment Agency Low to Moderate funds to direct housing-related programs.

HOU-2.5 Support the continuation and expansion of federal housing assistance programs for Very-low, Low and Moderate-income households.

HOU-2.7 Recognizing the effect of supply and demand on prices for housing and other commodities and encourage development of residential uses on vacant parcels where appropriate.

HOU-2.8 Investigate the effectiveness of the accessory apartment and granny unit development standards within the Zoning Code to ensure housing opportunities and appropriate mitigation of government constraints.

HOU-3.1 Encourage the conversion of existing marginal or vacant commercial and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development. This does not preclude the initiation of such actions by the City.

HOU-3.2 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

HOU-3.4 Continue to allocate portions of the City's Community Development Block Grant funds for the acquisition and write-down of land costs to increase the supply of Low and Moderate income housing opportunities.

HOU-3.7 Continue to allocate portions of the City's CDBG funds to sub-recipients who provide shelter for the homeless.

HOU-3.8 Identify potential sites for residential development and emergency shelters for the homeless.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.2.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of policies proposed in the 2000 General Plan, population, housing and employment impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable population, housing and employment impacts.

4.3 AESTHETICS

This section evaluates the visual quality of Costa Mesa and assesses the potential for visual impacts with implementation of the proposed 2000 General Plan. Where significant impacts are identified, mitigation measures are provided to reduce these impacts to a less than significant level.

Difficulties arise when evaluating visual quality and the degree of impact resulting from visual change. This is because few objectives or quantitative standards exist to analyze visual quality and individuals respond differently to changes in the visual environment. What may be considered to be an adverse visual condition to one person may represent an improved visual scene to another.

4.3.1 ENVIRONMENTAL SETTING

To help understand existing conditions in Costa Mesa, it is necessary to first understand the components of the City's urban design framework. The following is a discussion of the elements that contribute to the City of Costa Mesa's urban form and character. These elements are: paths, districts, nodes, landmarks, and edges.

PATHS

A path can be defined as those corridors (streets, sidewalks, etc.) along which people move to get from one place to another. A "path" provides the means of vehicular and pedestrian movement within the community. There are two types of paths: "Primary Corridors" are the principal corridors carrying larger volumes of traffic and typically crossing through community boundaries, and "Secondary Corridors" carrying less traffic and often originating or terminating within the City's boundaries. Primary and Secondary Corridors in the City are illustrated on Exhibit 4.3-1, *Urban Paths*.

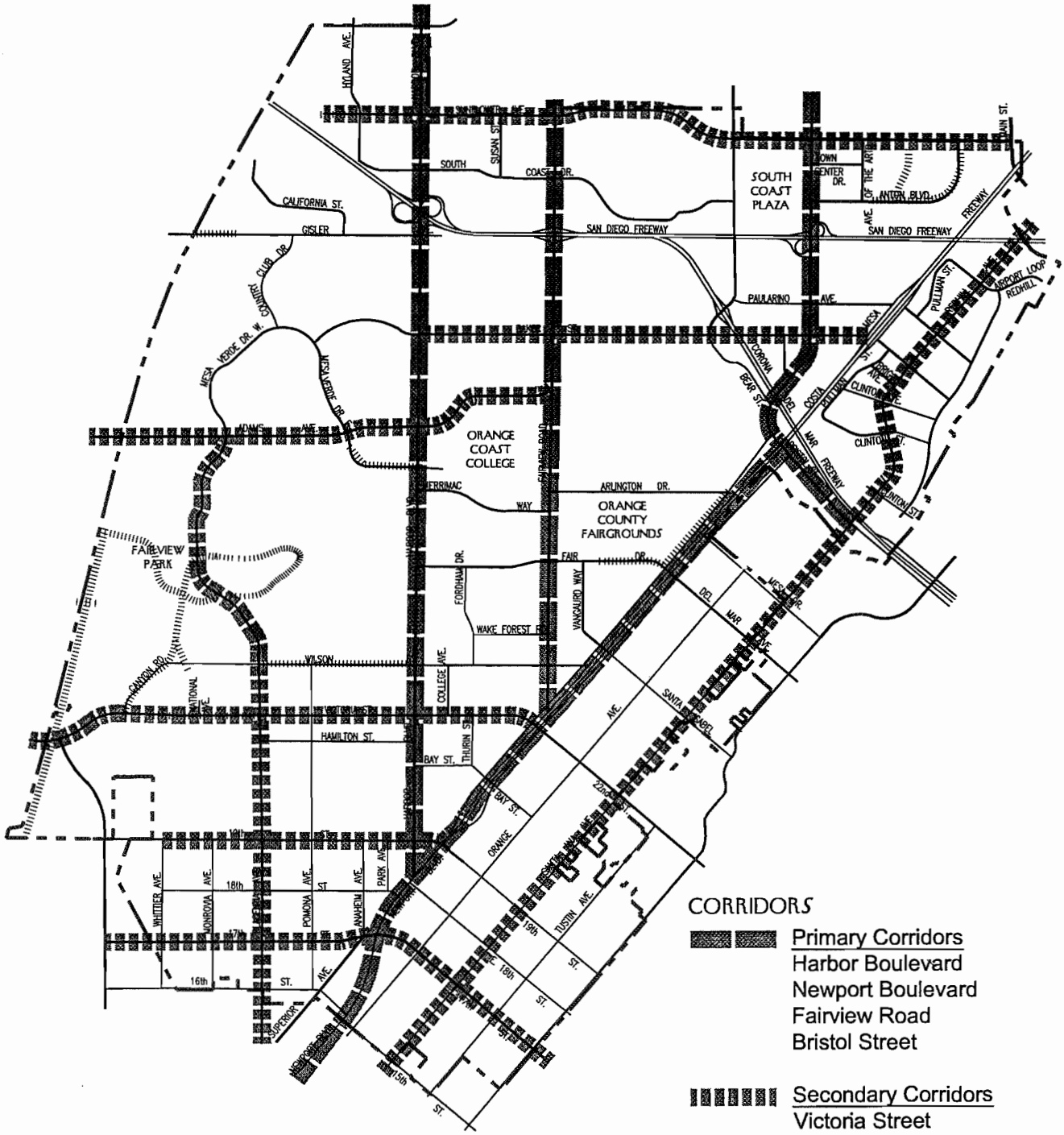
<u>Primary Corridors</u>
Harbor Boulevard
Newport Boulevard
Fairview Street
Bristol Street

<u>Secondary Corridors</u>
Victoria Street
Adams Avenue
Placentia Avenue
Sunflower Avenue
Santa Ana/Red Hill Avenue
Baker Street
19th Street
17th Street
Class 1 Bikeways

DISTRICTS

Districts are those sections of the City that have a certain identifiable character due to building architecture, neighborhood design, streetscape, land use, etc. A "district" is defined

URBAN PATHS



CORRIDORS

Primary Corridors
- Harbor Boulevard
- Newport Boulevard
- Fairview Road
- Bristol Street

Secondary Corridors
- Victoria Street
- Adams Avenue
- Placentia Avenue
- Sunflower Avenue
- Santa Ana/Redhill Avenue
- Baker Street
- 19th Street
- 17th Street

Class 1 Bikeways

SCALE: 1"=4500'

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EXHIBIT 4.3-1

as an integral part of a larger urban area, with common characteristics that make it unique from other areas of the community. Distinguishing features may include building type, use, activity, inhabitants, and/or topography. The City's principal districts include commercial, industrial, open space/recreation, and residential districts, and are shown on Exhibit 4.3-2, *Urban Districts*.

RESIDENTIAL DISTRICTS

The following describes the primary residential districts within Costa Mesa:

Eastside Residential District. This district contains a mix of single-family and multi-family homes on large lots. In recent years, many of the older, smaller homes have been replaced by larger Mediterranean style homes and town homes. The Land Use Element discusses issues associated with this district related to narrow deep lots and lot consolidation.

Westside Residential District. The area is characterized by a mix of residential densities and architectural types that include, single family homes, townhomes, and apartments. In addition, this district encompasses the Costa Mesa Golf Course.

Mesa Verde Residential District. This district is made up of a mix of various residential densities. Homes closer to the Mesa Verde Golf Course are much larger and at lower residential densities compared to those closer to Harbor Boulevard and the I-405.

College Park Residential District. The homes within this district are characterized as a mix of residential densities and architectural types. The majority of the units are higher residential density homes located along Newport Boulevard, Wilson Street, and Victoria Street. This district also includes College Park, a major, older single-family residential tract.

North Costa Mesa/Mesa del Mar/Halecrest Hall of Fame Residential District. This district contains mostly single-family residential tracts with higher residential densities near arterials. This district also contains pockets of commercial uses along Baker Street.

Bristol/Paularino Residential District. This district is bordered between the San Diego Freeway (405), Corona Del Mar Freeway (73), and the Costa Mesa Freeway (55). The homes are comprised of higher residential densities mixed with commercial uses along Bristol Street.

South Coast/Wimbledon Village Residential District. This district contains mostly single-family residential tracts with town homes and apartments.

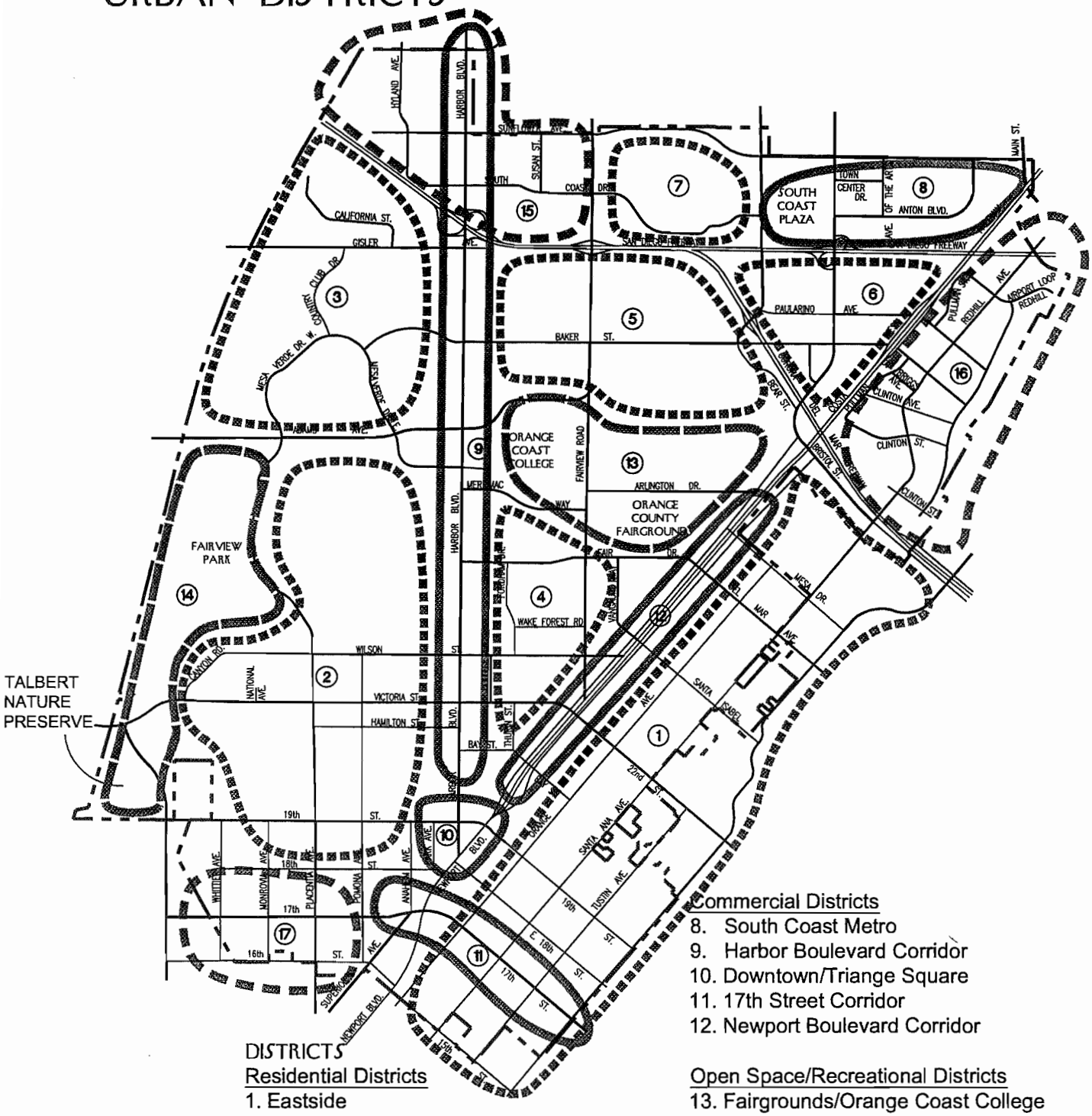
COMMERCIAL DISTRICTS

Costa Mesa's main commercial districts include:

South Coast Metro District. This district is the economic heart of the City where South Coast Plaza and other vital commercial and office establishments are located. The district is characterized by commercial centers, entertainment, hotel, and high rise office buildings, which include Plaza Tower, Center Tower, South Coast Metro Center, and the Orange County Performing Arts Center. This district is the primary commercial and cultural center of the City.

Harbor Boulevard Corridor. Harbor Boulevard begins in the City at Newport Boulevard. The corridor represents the primary commercial corridor of the City, with a mix of vehicle-oriented uses, auto dealerships, neighborhood commercial centers, entertainment uses, and residential uses.

URBAN DISTRICTS



DISTRICTS

Residential Districts

1. Eastside
2. Westside
3. Mesa Verde
4. College Park
5. North Costa Mesa/ Mesa del Mar/Halecrest Hall of Fame
6. Bristol/Paularino
7. South Coast/ Wimbledon Village

Commercial Districts

8. South Coast Metro
9. Harbor Boulevard Corridor
10. Downtown/Triange Square
11. 17th Street Corridor
12. Newport Boulevard Corridor

Open Space/Recreational Districts

13. Fairgrounds/Orange Coast College
14. Fairview Regional Park/Talbert Nature Preserve

Industrial/Business Park Districts

15. North Industrial/Business Park
16. Airport/Business Park
17. Southwest Industrial/Business Park

SCALE: 1"=4500'

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EXHIBIT 4.3-2

Downtown/Triangle Square. Triangle Square is located at one of the busiest intersections in Costa Mesa where the Costa Mesa Freeway (Newport Boulevard), and Harbor Boulevard intersect. The area within and surrounding Triangle Square is one of the busiest activity hubs of the community. Across Triangle Square is the Costa Mesa Courtyards, a busy commercial center within walking distance to the square.

17th Street Corridor. This corridor is characterized by multi-tenant retail centers, restaurants, and offices. A wide variety of goods and services are available along this vital retail corridor.

Newport Boulevard Corridor. Newport Boulevard parallels the Costa Mesa (55) freeway from the San Diego Freeway south to where the SR-55 freeway ends at 19th Street. Newport Boulevard then continues south to 15th Street and into the City of Newport Beach. The corridor is characterized with a mix of uses that include neighborhood commercial uses, hotels, and restaurants.

INDUSTRIAL/BUSINESS PARK DISTRICTS

The City of Costa Mesa contains three distinct industrial districts, as described below:

North Industrial/Business Park District. This district is characterized by large-sized industrial and office buildings, including the Automobile Club, Times Orange County, and Whittier Law School. This district includes a number of vacant parcels located between South Coast Drive and the San Diego Freeway.

Airport Industrial/Business Park District. This area is bordered by John Wayne Airport to the east, the Corona Del Mar Freeway to the south, the Costa Mesa Freeway to the west, and the San Diego Freeway to the north. The area contains a concentration of industrial, office, and commercial uses found in one- to two-story buildings.

Southwest Industrial/Business Park District. This district is characterized by industrial plant facilities, but also includes auto-related uses, manufacturing, and public storage.

OPEN SPACE/RECREATIONAL DISTRICTS

Major open space districts in the City include the following:

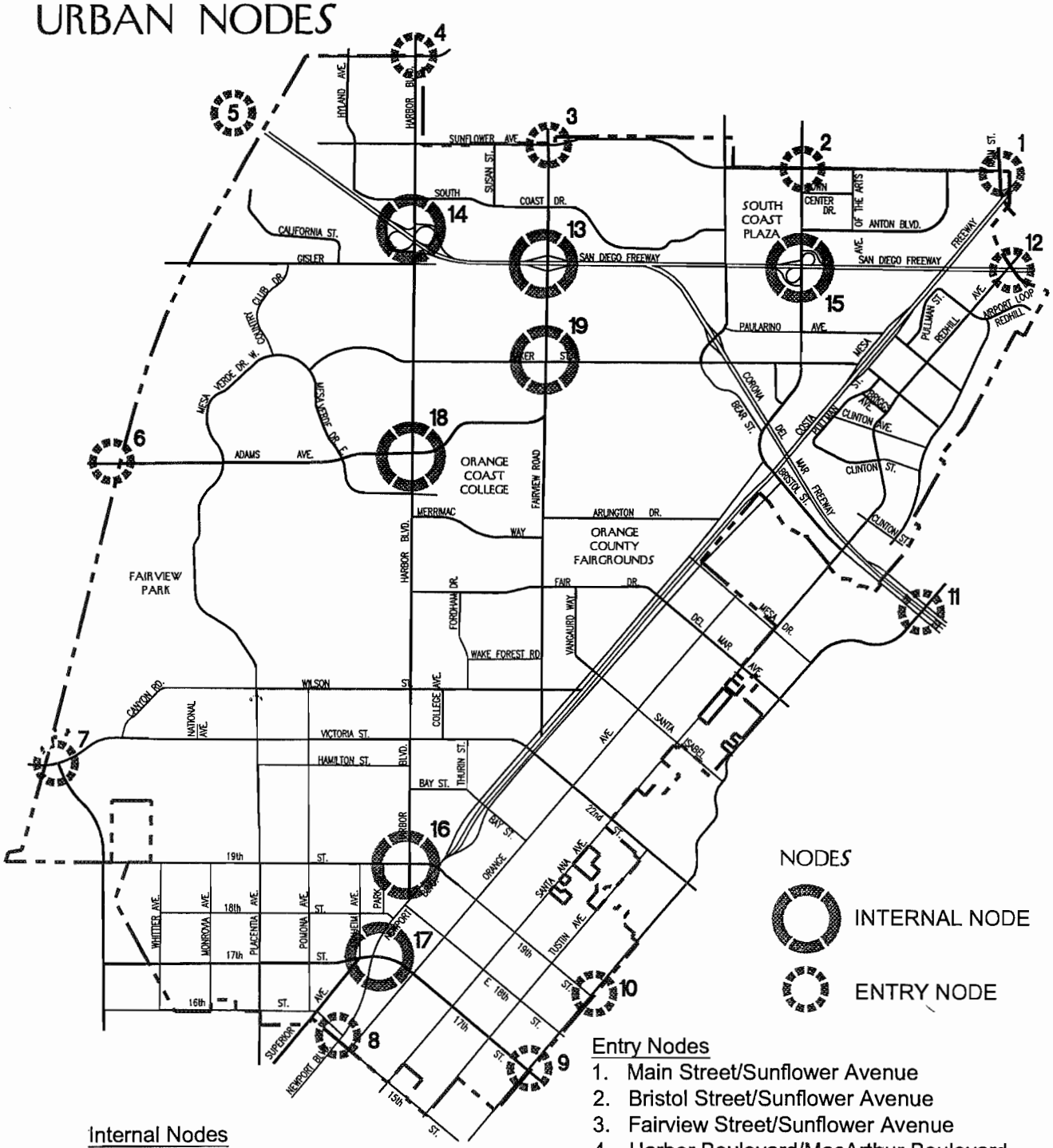
Fairgrounds/Orange Coast College District. This area is the primary cultural, educational and civic center district of the city. The Orange County Fairgrounds and Orange Coast College, and Civic Center make up this district.

Fairview/Regional Park/Talbert Nature Preserve District. The Fairview Park/Talbert Nature Preserve District is bounded by the Santa Ana River to the west, Adams Avenue to the north, 19th Street to the south, and the Victoria-Placentia Quadrant residential district to the east. The District provides a regional park and a wildlife refuge for all residents to enjoy. Additionally the proposed Orange Coast River Park will strengthen the linkage between Costa Mesa and the Coast.

NODES

A "node" is defined as an important point where people gather or where paths converge, thus providing higher-than-typical levels of activity. There are two classifications of nodes: "Entry Nodes" function as focal points of identity between Costa Mesa and adjacent cities; and "Internal Nodes" which function as focal points of high activity within the community (refer to Exhibit 4.3-3, *Urban Nodes*). Key nodes within the City of Costa Mesa include the following:

URBAN NODES



Entry Nodes

1. Main Street/Sunflower Avenue
2. Bristol Street/Sunflower Avenue
3. Fairview Street/Sunflower Avenue
4. Harbor Boulevard/MacArthur Boulevard
5. San Diego Freeway (I-405)/Santa Ana River
6. Adams Avenue/Santa Ana River
7. Victoria Street/Santa Ana River
8. Newport Boulevard/E15th Street
9. Irvine Avenue/E17th Street
10. Irvine Avenue/E19th Street
11. Corona Del Mar Freeway (I-73)/Bristol Street
12. San Diego Freeway (I-405)/Redhill Avenue

Internal Nodes

13. San Diego Freeway (I-405)/Fairview Street
14. San Diego Freeway (I-405)/Harbor Boulevard
15. San Diego Freeway (I-405)/Bristol Street
16. Newport Boulevard/Harbor Boulevard/19th Street intersection
17. Newport Boulevard/17th Street
18. Harbor Boulevard/Adams Avenue
19. Fairview Street/Baker Street

SCALE: 1"=4500'

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EXHIBIT 4.3-3

Entry Nodes
Main Street/Sunflower Avenue
Bristol Street/Sunflower Avenue
Fairview Street/Sunflower Avenue
Harbor Boulevard/MacArthur Boulevard
Adams Avenue/Santa Ana River
Victoria Street/Santa Ana River
San Diego Freeway (I-405)/Santa Ana River
Newport Boulevard/15th Street
Irvine Avenue/17th Street
Irvine Avenue/19th Street
Corona Del Mar Freeway (SR-73)/Bristol Street
San Diego Freeway (I-405)/Red Hill Avenue

Internal Nodes
San Diego Freeway (I-405)/Fairview Street
San Diego Freeway (I-405)/Harbor Boulevard
San Diego Freeway (I-405)/Bristol Street
Newport Boulevard/Harbor Boulevard/19th Street intersection
Newport Boulevard/17th Street
Harbor Boulevard/Adams Avenue
Fairview Street/Baker Street

LANDMARKS

A "landmark" is defined as those physical elements that provide a point of reference or serve as a community identity marker. A landmark can be either a structure, space, or a natural feature, which helps identify a particular area in the City. Important landmarks in Costa Mesa include:

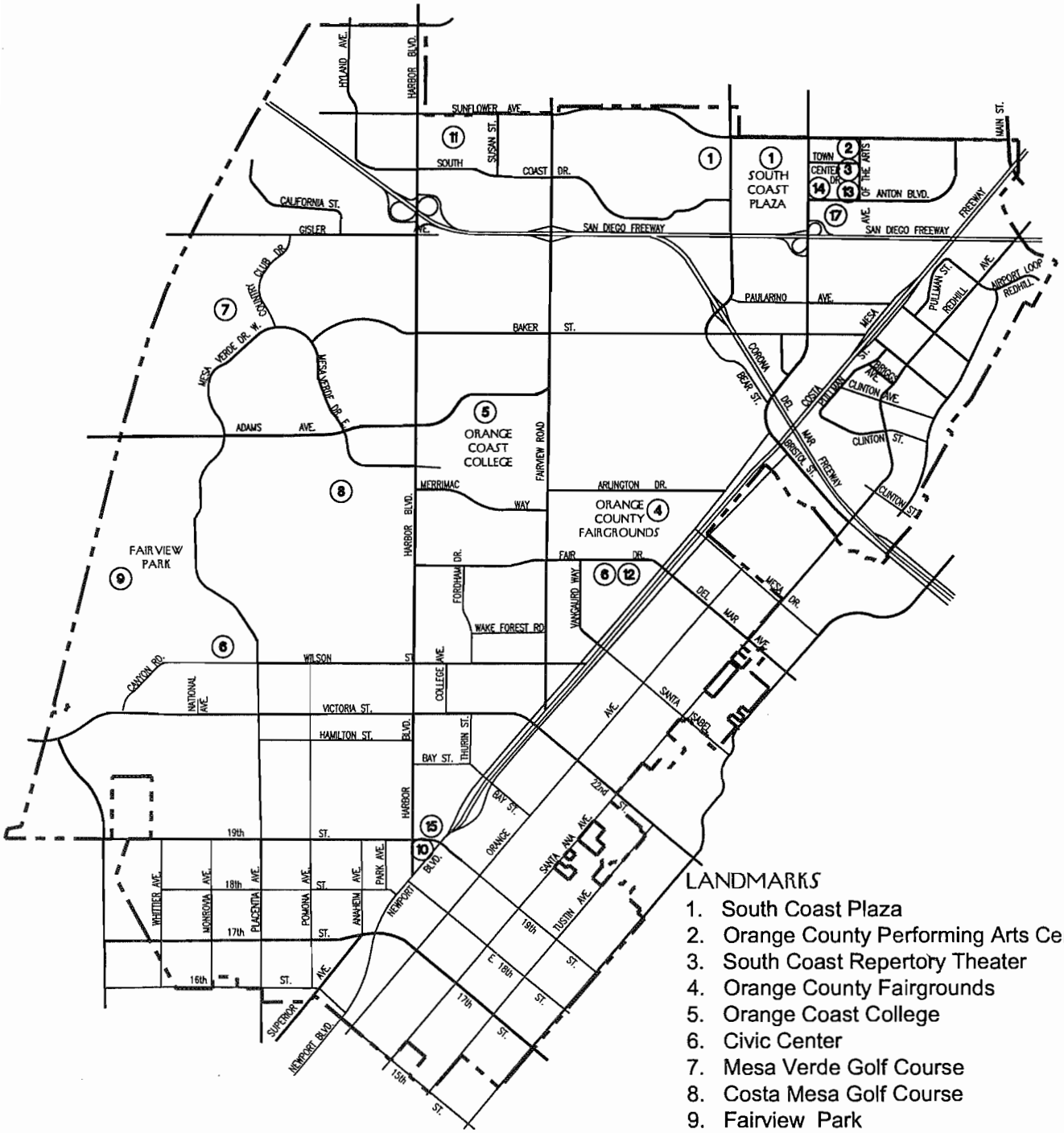
- South Coast Plaza;
- Orange County Performing Arts Center;
- South Coast Repertory Theater;
- Orange County Fairgrounds;
- Orange Coast College;
- Civic Center;
- Mesa Verde Golf Course;
- Costa Mesa Golf Course;
- Fairview Park;
- Triangle Square;
- Times Orange County;
- Vanguard University;
- Estancia;
- Plaza Tower;
- Center Tower;
- Methodist Church;
- Estancia Adobe; and
- California Scenario Garden.

Landmarks within the City are shown on Exhibit 4.3-4, *Urban Landmarks*.

EDGES

Edges are linear elements that serve as a visual or physical boundary, barrier, or transition between districts defining the boundaries of a place. Elements such as freeways, flood channels, and natural features may be considered edges. Edges within Costa Mesa include the following.

URBAN LANDMARKS



LANDMARKS

1. South Coast Plaza
2. Orange County Performing Arts Center
3. South Coast Repertory Theater
4. Orange County Fairgrounds
5. Orange Coast College
6. Civic Center
7. Mesa Verde Golf Course
8. Costa Mesa Golf Course
9. Fairview Park
10. Triangle Square
11. Times Orange County
12. Vanguard University
13. Plaza Tower
14. Center Tower
15. Methodist Church
16. Estancia
17. California Scenario Garden

SCALE: 1"=4500'

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EXHIBIT 4.3-4

- Santa Ana River;
- San Diego Freeway (I-405);
- Corona Del Mar Freeway (SR-73);
- Costa Mesa Freeway (SR-55);
- Upper Newport Bay Ecological Preserve; and
- John Wayne Airport.

4.3.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Aesthetic impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (refer to Section 7.0, *Effects Found Not To Be Significant*);
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.3.3 IMPACTS AND MITIGATION MEASURES

VISUAL QUALITY

❖ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY DEGRADE THE VISUAL QUALITY OF IMPORTANT VIEWSHEDS AND/OR STREETSCAPES WITHIN THE CITY.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: There are no officially designated scenic vistas or scenic highways within Costa Mesa. However, the 2000 General Plan identifies the coastal bluffs, Talbert Nature Preserve, and Fairview Regional Park as important viewsheds or visual strengths within the City. New development projects may obstruct views of these viewsheds.

In addition to the City's important viewsheds, physical elements such as landscaping, architecture, signs, streets, open space, etc., collectively form Costa Mesa's visual environment and character. New projects may create development that is out of scale or character with the surrounding urban environment.

However, development projects would under go environmental and design review on a site-specific basis to ensure visual compatibility and enhancement with the surrounding environment. Also, through the implementation of the 2000 General Plan's Community Design Element goals, objectives, and policies, the visual environment and character of Costa Mesa would obtain the high level of quality desired by the City. Therefore, the policies proposed in the 2000 General Plan listed below, along with project-specific environmental and design review by the City, would reduce visual quality impacts to a less than significant level.

Policies in Proposed 2000 General Plan:

CD-1A.1 Implement the City of Costa Mesa Streetscape and Median Development Standards in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to applicable public rights-of-way to integrate landscape features and design elements consistent with the streetscape standards and recommendations.

CD-1A.2 Encourage the consolidation of compatible street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the placement of street furniture elements within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Standards.

CD-1A.3 Walls and fences should contribute to an attractive street and sidewalk environment and compliment the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways should not run in a continuous plane, should incorporate architectural treatments, such as masonry or wrought iron, and integrate tiered plantings to soften their appearance.

CD-1A.4 Require a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians identified in Exhibit CD-5. Support the implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Standards.

CD-1A.5 Electric and communication lines should be placed underground, and electrical substations and telephone facilities should be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts.

CD-1B.1 Promote linkages between separate districts through bike trails, pedestrian paths, common medians or parkway landscaping in connecting streets, and other physical improvements as necessary. Through conditions of project approval, public improvement projects, and other measures, support the development of new connections and the enhancement of existing connections between districts.

CD-2.1 Future development and redevelopment should improve the environment for the public; it should support the distinctiveness of each district as well as the special characteristics of the existing fabric of its local context. Adopt urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable.

CD-3.1 Introduce entry monument signs and entry pole signs at key gateway locations (*i.e.* nodes) in the City, as identified in Exhibit CD-3. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Standards and as illustrated in Exhibit CD-6.

CD-3.2 Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each key node within Costa Mesa.

CD-4.1 Support efforts to preserve, maintain, and improve the condition of Costa Mesa landmarks.

CD-5.1 Preserve and optimize natural views and open spaces in Costa Mesa.

CD-5.2 Control the visual impacts of new development on natural views of the coast and the wetlands.

CD-5.3 Develop open space corridors and trails along the edges of Costa Mesa where feasible.

CD-5.4 Continue to preserve natural open space, including restoration of the natural area of Talbert Nature Reserve.

CD-5.5 Continue protection of Fairview Park as an open space and recreation area.

CD-5.6 Work with Caltrans to improve the design quality of freeways.

CD-6.1 Encourage the inclusion of art and aesthetically pleasing architecture into new development and redevelopment that will have the effect of perpetuating the image of the "City of the Arts". Adopt an incentive-based design assistance program which allows business and property owners to enhance the design quality of their property while satisfying City image objectives.

CD-6.2 Encourage the use of creative and well designed signs, which establish a distinctive image for the City. Consider amending existing sign regulations to include an incentive-based program to encourage quality signage.

CD-6.3 Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards.

CD-7A.1 Ensure that new and remodeled structures are designed in architectural styles which reflect the City's diversity, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Develop and adopt design guidelines for residential development.

CD-7A.2 Preserve the character and scale of Costa Mesa's established residential neighborhoods; where residential development or redevelopment is proposed, require as a condition of approval that it is consistent with the prevailing

character of existing development in the immediate vicinity, and that it does not have a substantial adverse impact on adjacent areas.

CD-8A.1 New and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character. As a condition of approval, commercial uses should be required to include interesting roof lines, building shapes, and patterns of shade and shadow while demonstrating sensitivity to the contextual influences of the surrounding area and compatibility with surrounding neighborhoods.

CD-8A.2 High quality commercial architectural style in Costa Mesa is meant to reinforce a positive sense of place and to respond to the geographical location and climate of the area. Commercial architectural design elements and materials that establish high quality style, and should be integrated in new commercial development, include the following:

Design Elements

- Simple, multi-planed pitched roofs
- Open rafters/tails with large overhangs
- The appearance of "thick" walls
- Courtyards, arcades, intimate spaces
- Tile details
- Deep-set window and door openings
- Offset wall planes
- Fountains and other unique details
- Building masses with the incorporation of one and two story architecture
- Sequencing of enclosed space/arches

Design Materials

- Stucco, smooth, sand or light lace finish
- Wood, as an exposed structural material
- Clay or concrete roof tiles
- Native fieldstone
- Wood window casements
- Wood, as an accent material
- Brick, as an accent material
- Wrought iron (rust proof; anodized aluminum)
- Tile, as an accent material
- Slumpstone garden walls

CD-8A.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Pursue incentives for promoting pedestrian amenities and significant design features in new and redevelopment projects.

CD-8A.4 All areas not covered by structures, service yards, walkways, driveways, and parking spaces shall be landscaped consistent with City's Landscaping Standards contained in the Costa Mesa Zoning Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas should generally incorporate planting utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.

CD-8A.6 Locate areas for outside equipment, trash receptacles, storage, and loading areas in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view of public streets, neighborhood properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project; landscaping should be incorporated into the design of trash enclosures to deter graffiti.

CD-8A.7 Decorative paving treatments are encouraged to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g. stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should compliment the architectural style of the primary buildings and should make a positive contribution to the aesthetic and function of the site.

CD-8A.8 All exterior lighting on commercial properties should be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall mounted lights should be utilized to the greatest extent possible.

CD-8B.1 New commercial development or redevelopment should integrate adequate site planning and design features to optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and non-residential uses can mutually benefit from connection, appropriate linkages (e.g. walkways, common landscape areas, building orientation, and unfenced property lines) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.

- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.

- Building orientation and landscaping of commercial buildings should minimize a direct line of sight into adjacent residential private open space.

CD-9A.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.

CD-9A.2 Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Site and design parking and other areas to acknowledge different users (i.e. residents versus shoppers) and to be compatible with the architectural character of the building(s).

CD-10A.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements for industrial uses that are encouraged in Costa Mesa are:

- Building modulation indentations and architectural details;
- Building entry accentuation;
- Screening of equipment and storage areas; and
- Landscaping to soften building exteriors and buffer between uses.

CD-10A.2 The design of industrial buildings should consider the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged.

CD-10A.3 Materials and colors should be used to produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e. masonry, concrete texturing, cement or plaster) can produce effects of texture and relief that provide architectural interest.

CD-10A.4 Consistent with the Zoning Code, landscaping should be used to define areas such as entrances to industrial buildings and parking lots, define the edges of developments, provide transition between neighboring properties, and provide screening for outdoor storage, loading and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.

CD-10A.5 The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.

CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses.

CD-10.B2 Protect transitional areas between industrial and other uses. Storage yards, parking areas, and service areas should be screened from public view.

CD-13.2 Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators.

CD-13.3 Consider developing citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

LIGHT AND GLARE

❖ **LIGHT AND GLARE FROM NEW DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY ADVERSELY AFFECT SENSITIVE RECEPTORS SUCH AS RESIDENTIAL USES AND NATURE PRESERVES.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: During evening hours, street lights, security lighting, recreational lighting and lighting from multi-story structures, if not adequately focused or screened, may cause spill-over lighting and glare that may present a nuisance to residential uses. During daylight hours, glare from materials used in new buildings may also present a nuisance or a potential safety hazard by distracting motorists. It should be noted that the City of Costa Mesa is primarily built out, therefore existing light and glare sources are currently in place. New development would incrementally contribute to the existing built environment. Development projects would under go environmental and design review on a site-specific basis to ensure that glare impacts would not substantially impact adjacent uses. Therefore, the policies proposed in the 2000 General Plan listed below, along with project-specific environmental and design review by the City, would reduce lighting and glare impacts to a less than significant level.

Policies in Proposed 2000 General Plan:

CD-8A.8 All exterior lighting on commercial properties should be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall mounted lights should be utilized to the greatest extent possible.

CD-9A.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.

CD-10A.5 The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.

CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.3.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of policies proposed in the 2000 General Plan, along with project-specific environmental and design review by the City, aesthetic impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable aesthetic impacts.

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4.4 TRANSPORTATION AND CIRCULATION

The City of Costa Mesa Circulation Element is the primary resource for circulation decisions. In addition to the City's Circulation Element, the County of Orange Master Plan of Arterial Highways (MPAH) impacts the City's circulation system. Costa Mesa's circulation system includes a hierarchy of local streets and major regional highways and, therefore, must coordinate with other transportation agencies such as the Orange County Transportation Authority (OCTA) and Caltrans. This section is based upon the 2000 General Plan Traffic Analysis prepared by Austin-Foust Associates, Inc., May 2001, and included as Appendix C of this document. In addition, this section is based upon the City's Master Plan of Highways (MPH) and the City's Master Plan of Bikeways, which was revised in 1992 and has periodically been updated since 1992.

4.4.1 ENVIRONMENTAL SETTING

The existing roadway system within the City, together with the number of lanes (mid-block) on individual segments of the circulation system are illustrated in Exhibit 4.4-1, *Existing Roadway Systems*.

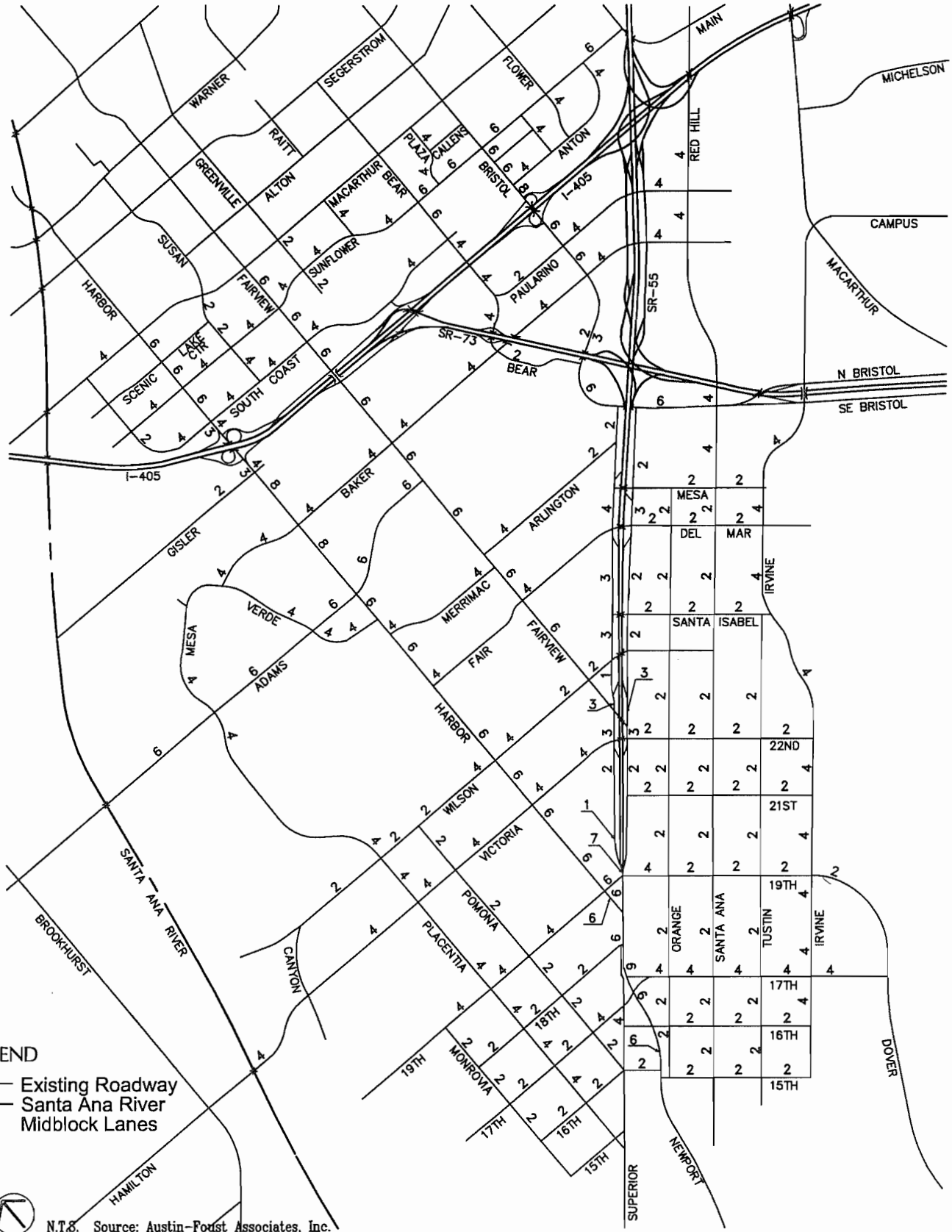
REGIONAL CIRCULATION

Regional circulation facilities serving the City include the San Diego Freeway (I-405), which traverses east-west across the northern portion of the City, the Corona del Mar Freeway (SR-73), which begins at the San Diego Freeway between Fairview Road and Bear Street and extends southeast where it becomes the San Joaquin Hills Transportation Corridor, and the Costa Mesa Freeway (SR-55), which enters at the northeast corner of the City and extends southwest transitioning into Newport Boulevard south of Victoria Street.

The City's circulation system is greatly affected by the three freeways mentioned above. The San Diego Freeway carries the largest volume of traffic, which in 1999 varied from approximately 260,000 vehicles per day just west of Bristol Avenue to over 300,000 vehicles per day between Harbor Boulevard and Fairview Road. The Costa Mesa Freeway carries approximately 135,000 vehicles per day on the segment between the San Diego Freeway and the Corona del Mar Freeway and about 80,000 vehicles per day at its terminus just north of 19th Street. The Corona del Mar Freeway differs from the other two freeways in the City because it becomes a toll facility just east of the City limits. Because of this, it carries lower volumes of regional traffic than do the other, toll-free highways. Traffic volumes on the Corona del Mar Freeway in 1998 were approximately 80,000 vehicles per day.

The most significant addition to a regional facility within the City would be the extension of the Costa Mesa Freeway from its current termination north of 19th Street to 16th Street in the southern part of the City. This extension is outlined within the City's Master Plan of Highways. Completion of the San Diego Freeway improvements developed in the north Costa Mesa/I-405 Access Study is also assumed. Other regional improvements include the Gisler Avenue and 19th Street crossings of the Santa Ana River, Bluff Road between Victoria Avenue and Pacific Coast Highway, and completion of the SR-55/SR-73 interchange (addition of the SR-73 northbound to SR-55 southbound ramps).

EXISTING ROADWAY SYSTEM



N.T.S. Source: Austin-Foust Associates, Inc.

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EXHIBIT 4.4-1

LOCAL CIRCULATION

CITY ROADWAY CLASIFICATIONS AND CAPACITIES

The City's Master Plan of Highways (MPH) documents the ultimate arterial roadway system for the City (refer to Exhibit 4.4-2, *City of Costa Mesa Master Plan of Highways*). Each arterial roadway within the City is depicted on the plan, along with an identification of its classification. In addition, the MPH provides the capacities for each type of City arterial. A summary of the arterial capacities is provided in Table 4.4-1, *Master Plan of Highways Arterial Capacities*.

To recognize that some arterials require additional improvements, such as additional turn lanes at intersections, beyond what is associated with the above classification, an additional designation is necessary. This is achieved by designating certain arterial segments as "Augmented". Augmented segments may include any combination of capacity enhancements, such as additional lanes at intersections, special traffic signal coordination or other types of intelligent transportation system (ITS) enhancements.

Exhibit 4.4-3, *Augmented Roadway Cross-Sections*, provides typical cross-sections of augmented roadways, as well as augmented roadways with an additional right-turn lane. While the additional right-turn lane is a type of augmentation, it generally requires additional right-of-way, and hence its need is specifically designated on the MPH.

MAJOR CITY ARTERIALS

North/south arterial facilities serving the central part of the City include Harbor Boulevard, Fairview Road, and Bristol Street. Each is a six-lane facility for the most part, currently carrying volumes up to 30,000 to 72,000 vehicles per day. Other four-lane north/south facilities include Placentia Avenue in the west, Bear Street in the north, and Irvine Avenue to the east, each currently carrying volumes up to 12,000 to 33,000 vehicles per day.

Six-lane facilities serving east/west travel through the City include Sunflower Avenue east of Bear Street and Adams Avenue west of Fairview Road, currently carrying volumes ranging from 27,000 to 43,000 vehicles per day, respectively. Several four-lane arterials also serve east/west traffic, including Baker Street, Fair Drive, Wilson Street, Victoria Street, west 19th Street, east 17th Street, South Coast Drive, and Sunflower Avenue east of Baker Street, each currently carrying a maximum daily volume in the range of 15,000 to 39,000 vehicles per day.

The City is bordered on the east and west by topographical features that limit the number of access points to areas outside the City. Running along the western City boundary is the Santa Ana River. Within the City of Costa Mesa, the Santa Ana River currently has crossings only at Adams Avenue and Victoria Street. Besides the San Diego Freeway, these two roadways represent the only locations where Costa Mesa vehicles can access the Cities of Huntington Beach and Fountain Valley to the west using City streets. Just east of the City is the Upper Newport Bay Ecological Preserve that limits travel to the east. Vehicles traveling from Costa Mesa and the eastern portion of the City of Newport Beach must use either Pacific Coast Highway to the south or Bristol Street to the north to bypass the bay.

CITY OF COSTA MESA MASTER PLAN OF HIGHWAYS

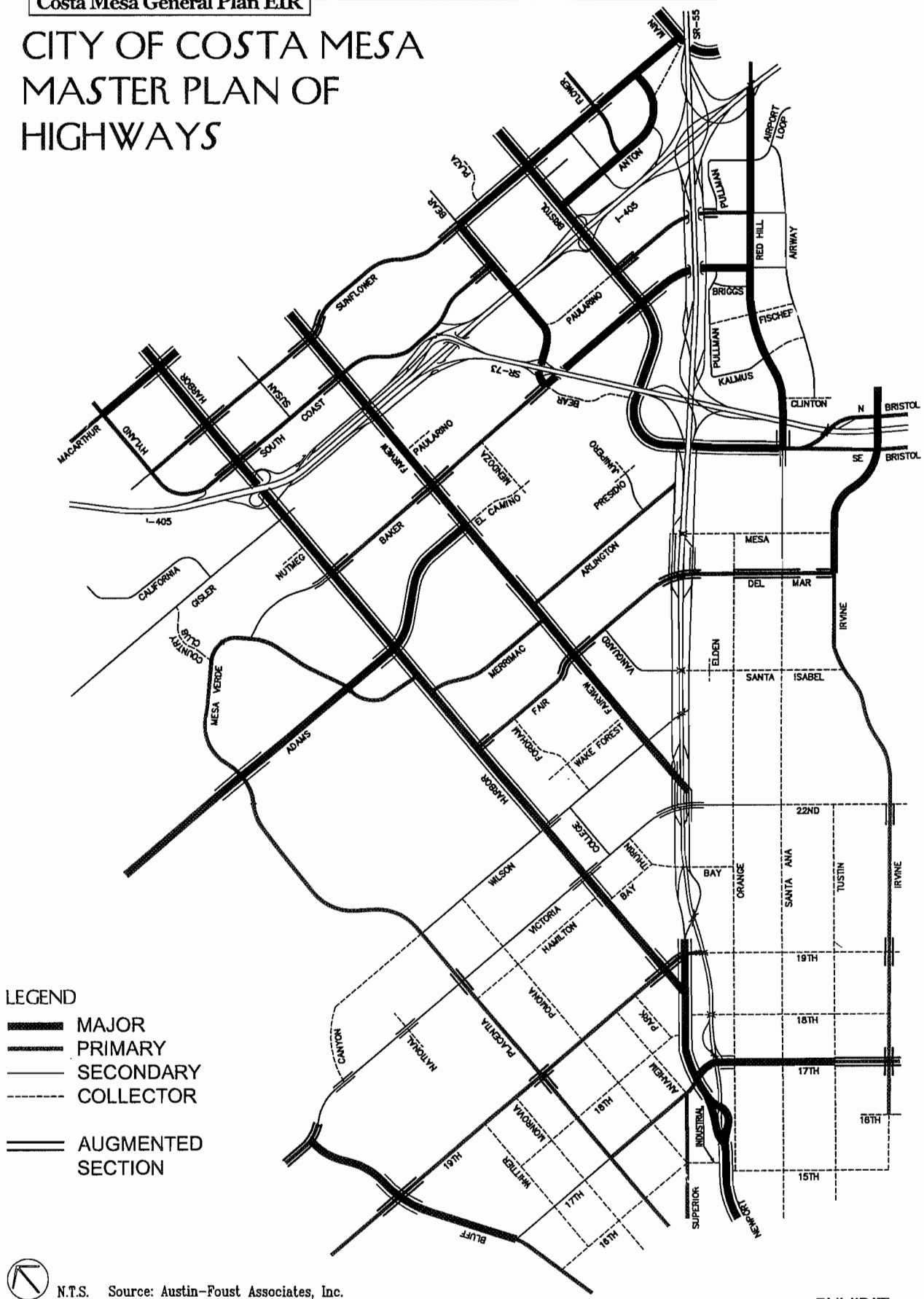

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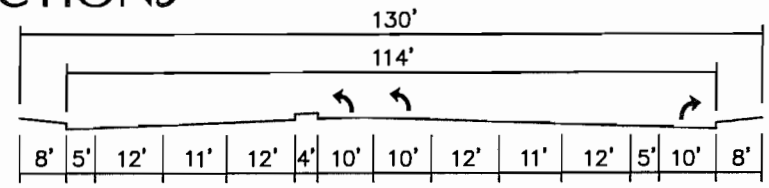
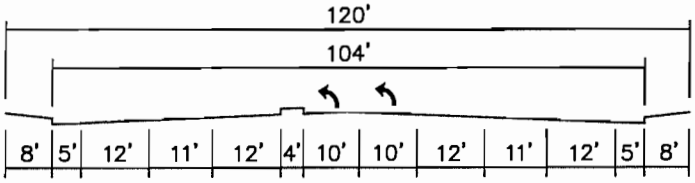
EXHIBIT 4.4-2

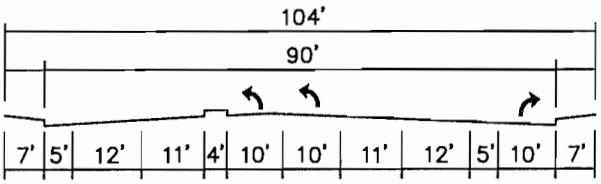
AUGMENTED ROADWAY CROSS-SECTIONS



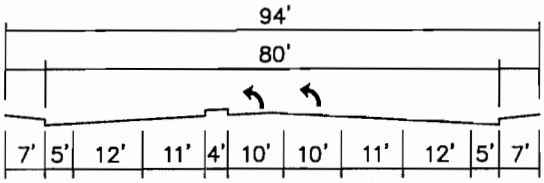
AUGMENTED MAJOR WITH RIGHT-TURN LANE



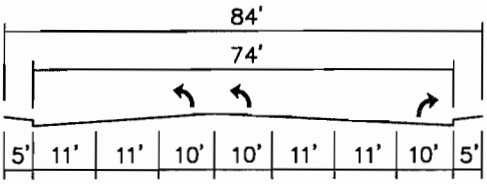
AUGMENTED MAJOR



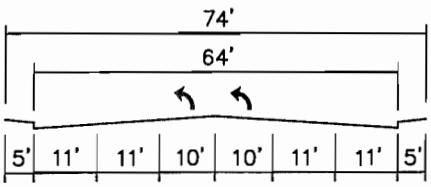
AUGMENTED PRIMARY WITH RIGHT-TURN LANE



AUGMENTED PRIMARY



AUGMENTED SECONDARY WITH RIGHT-TURN LANE



AUGMENTED SECONDARY

N.T.S. Source: Austin-Foust Associates, Inc.

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EXHIBIT 4.4-3

TABLE 4.4-1
MASTER PLAN OF HIGHWAYS ARTERIAL CAPACITIES

Classification	Augmented	Standard
Major (8 lane divided)	90,000	75,000
Major (6 lane divided)	68,000	56,000
Primary (4 lane divided)	45,000	38,000
Secondary (4 land undivided)	30,000	25,000
Collector (2 lane undivided)		12,500
One-Way Newport Boulevard (4 lanes)	45,000	38,000
One-Way Newport Boulevard (3 lanes)	34,000	28,000
One-Way Newport Boulevard (2 lanes)	23,000	19,000

NOTES:

Augmented Major (MA):	Typically 6 lane Divided Roadway with 120' Right-of-Way at Intersections, Right-Turn Lanes at Intersections (if required).
Standard Major (MS):	Typically 6 Lane Divided Roadway with 106' Right-of-Way at Intersections, Right-Turn Lanes at Intersections (if required).
Augmented Primary (PA):	Typically 4 Lane Divided Roadway with 94' Right-of-Way plus Additional Turn Lanes at Intersections.
Standard Primary (PS):	Typically 4 Lane Divided Roadway with 84' Right-of-Way, Right-Turn Lanes at Intersections (if required).
Augmented Secondary (SA):	Typically 4 Lane Undivided Roadway with 74' Right-of-Way plus Additional Turn Lanes at Intersections.
Standard Secondary (SS):	Typically 4 Lane Undivided Roadway with 64' Right-of-Way, Right-Turn Lanes at Intersections (if required).
Standard Collector (CS):	Typically 2 Lane Undivided Roadway with 60' Right-of-Way for Entire Segment.

Source: City of Costa Mesa, Master Plan of Highways.

The layout of the City's circulation system is most notable for its two differing grid patterns. Streets east of and including Newport Boulevard were constructed at approximately 45 degree angles from the traditional north/south streets in north Orange County. This results in odd-angled intersections along Newport Boulevard, as well as high traffic volumes where north/south streets like Harbor Boulevard intersect with Newport Boulevard.

Several major east/west arterials are interrupted by obstacles which prevent a continuous roadway from one end of the City to the other. Many streets east of Newport Boulevard do not align with their westerly extensions. For example, west 18th Street becomes Rochester Street upon crossing Newport Boulevard. Continuous east/west circulation is disrupted where Rochester Street cul-de-sacs just east of Orange Avenue. East 18th Street, which extends uninterrupted to Irvine Avenue, is located one block north of west 18th Street/Rochester Street.

Adams Avenue and Baker Street provide another example of the discontinuity in east/west travel. Adams Avenue transitions into a residential neighborhood east of Fairview Road and Baker Street similarly terminates into the Mesa Verde residential area west of Harbor Boulevard. This results in high turning movement volumes between Baker Street and Adams Avenue on Harbor Boulevard and Fairview Road. Similarly, Fair Drive terminates at Harbor Boulevard resulting in westbound traffic being forced to turn to access Adams Avenue, Wilson Street or Victoria Street in order to continue traveling westbound.

For northbound/southbound traffic in the northern portion of the City, the San Diego Freeway is an obstruction with only four crossings between the Santa Ana River and the Costa Mesa Freeway. These crossings are at Harbor Boulevard, Fairview Road, Bear Street, and Bristol Street. The north/south arterials within the City are also used by regional traffic traveling between Newport Beach to the south and northern cities, such as Santa Ana.

EXISTING TRAFFIC VOLUMES

Existing (2000) average daily traffic (ADT) volumes on the circulation system are illustrated in Exhibit 4.4-4, *Existing (2000) ADT Volumes*. The traffic volume counts for the arterial system were collected during 2000 by the City and the freeway counts were collected by Caltrans in 1999.

ADT and volume-to-capacity ratios (V/C) for existing traffic on all arterials in Costa Mesa's circulation system are provided in Table 4.4-2, *2000 ADT Volumes and Capacity Analysis*. The table shows how one roadway segment is forecast to exceed the theoretical maximum capacity of that segment as established by the City's MPH arterial capacities (see Table 4.4-1). The V/C ratio is a percentage of capacity utilized by existing or projected traffic on a segment of arterial or an intersection turn movement. All road segments with a V/C ratio greater than one contain traffic volumes that exceed the capacity of the roadway. As shown in Table 4.4-2, four (4) roadway segments within Costa Mesa have traffic volumes that exceed the capacity of the roadway. These road segments include: 1) Victoria Street west of Placentia Avenue, 2) Newport Boulevard north of 17th Street, 3) Newport Boulevard south of 17th Street, and 4) Newport Boulevard south of Harbor Boulevard.

ORANGE COUNTY CONGESTION MANAGEMENT PROGRAM

Assembly Bill (AB) 471 (Proposition 111), as subsequently modified by AB 1791, requires every urbanized county with a population of 50,000 or more to adopt a Congestion Management Program (CMP) in order to be eligible for gasoline tax revenues. The City of Costa Mesa must comply with the Orange County CMP requirements in order to receive its allocated portion of Measure M funds.

The CMP has an established Highway System (CMPHS), which consists of principle local arterials, Super Streets and State Highways. In the City of Costa Mesa, Adams Avenue (west of Harbor Drive), Harbor Drive, and Newport Avenue (south of SR-55) are on the County CMPHS. A minimum operating Level of Service (LOS) of "E" is required on CMP facilities, unless the facility was operating at a worse level when the baseline counts were conducted in 1991. Cities will be required to maintain LOS "E" or better (or baseline levels, if worse than "E") on the CMPHS.

The CMPHS is monitored through CMP requirements and minimum LOS standards must be maintained in order to remain eligible for the gas tax revenues. One alternative to physical mitigation (widening streets, adding lanes at intersections, etc.) is to develop a deficiency plan, whereby the CMPHS system as a whole is improved and air quality benefits are provided.

An important aspect of the CMP regulations is the requirement that new developments mitigate any significant traffic impacts to the CMPHS. This means that cities need to develop a review process whereby the traffic impacts of new projects are evaluated and impacts mitigated. This serves to ensure that the LOS standards on the CMPHS are maintained. In addition, the CMP contains requirements such as a Capitol Improvement Program (CIP) submittal, a trip reduction program (TDM), and the need for inter-jurisdictional coordination.

EXISTING (2000) ADT VOLUMES

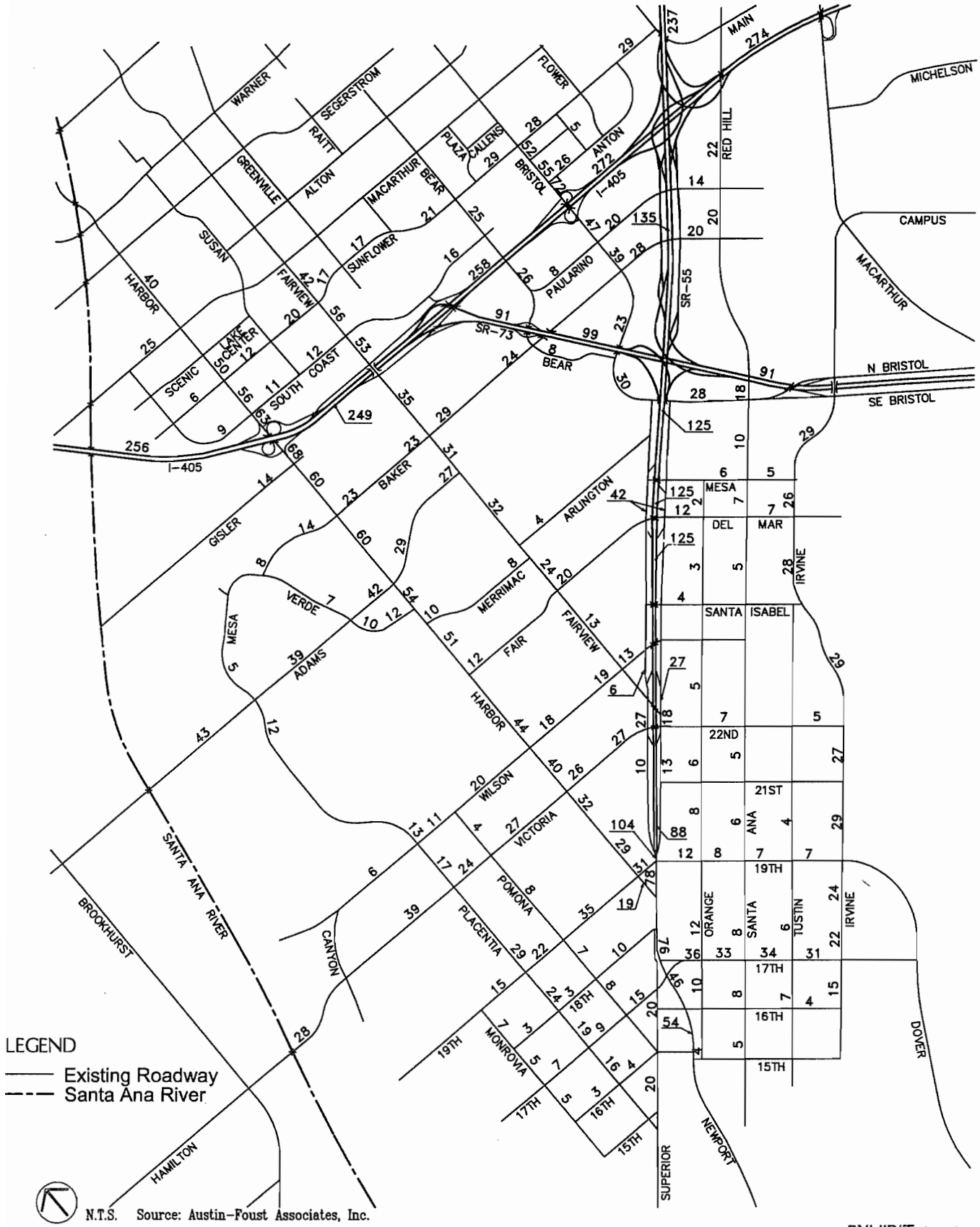

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EXHIBIT 4.4-4

TABLE 4.4-2
2000 ADT VOLUMES AND CAPACITY ANALYSIS

Location	Lanes	Capacity	Volume	V/C
1. MacArthur w/o Harbor	4	38,000	25,000	.66
2. Sunflower w/o Harbor	4	38,000	6,000	.16
3. Sunflower e/o Harbor	4	38,000	12,000	.32
4. Sunflower w/o Fairview	4	38,000	20,000	.53
5. Sunflower e/o Fairview	4	38,000	17,000	.45
6. Sunflower w/o Bear	4	38,000	21,000	.55
7. Sunflower w/o Bristol	6	56,000	29,000	.52
8. Sunflower e/o Bristol	6	56,000	28,000	.50
11. Sunflower w/o Main	6	56,000	29,000	.52
12. South Coast w/o Harbor	4	38,000	9,000	.24
13. South Coast e/o Harbor	4	38,000	11,000	.29
14. South Coast w/o Fairview	4	38,000	12,000	.32
16. South Coast w/o Bear	4	38,000	16,000	.42
17. Anton e/o Bristol	4	38,000	26,000	.68
21. Gisler w/o Harbor	2D	20,000	14,000	.70
22. Paularino e/o Bear	2	12,500	8,000	.64
23. Paularino e/o Bristol	4	38,000	20,000	.53
24. Paularino w/o Red Hill	4	38,000	14,000	.37
25. Baker e/o Mesa Verde	4	25,000	8,000	.32
26. Baker w/o Harbor	4	25,000	14,000	.56
27. Baker e/o Harbor	4	38,000	23,000	.61
28. Baker w/o Fairview	4	38,000	23,000	.61
29. Baker e/o Fairview	4	38,000	29,000	.76
30. Baker w/o Bear	4	38,000	24,000	.63
34. Baker e/o Bristol	4	38,000	28,000	.74
35. Baker w/o Red Hill	4	38,000	20,000	.53
36. W. Mesa Verde n/o Adams	4	38,000	5,000	.13
37. E. Mesa Verde n/o Adams	4	38,000	7,000	.18
38. Adams w/o Mesa Verde	6	56,000	43,000	.77
39. Adams btn Mesa Verdes	6	56,000	39,000	.70
40. Adams w/o Harbor	6	56,000	42,000	.75
41. Mesa Verde s/o Adams	4	38,000	10,000	.26
42. Mesa Verde w/o Harbor	4	38,000	12,000	.32
43. Adams e/o Harbor	6	56,000	29,000	.52
44. Adams w/o Fairview	6	56,000	27,000	.48
45. Merrimac e/o Harbor	2	12,500	10,000	.80
46. Merrimac w/o Fairview	2	12,500	8,000	.64
47. Arlington e/o Fairview	4	38,000	4,000	.11
49. Fair e/o Harbor	4	38,000	12,000	.32
51. Fair e/o Fairview	4	38,000	20,000	.53
53. Del Mar e/o Newport	2	12,500	12,000	.96

TABLE 4.4-2
2000 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Lanes	Capacity	Volume	V/C
55. Del Mar w/o Irvine	2	12,500	7,000	.56
56. Wilson w/o Placentia	2	12,500	6,000	.48
57. Wilson e/o Placentia	2	12,500	11,000	.88
58. Wilson w/o Harbor	4	25,000	20,000	.80
59. Wilson e/o Harbor	4	25,000	18,000	.72
60. Wilson w/o Fairview	2D	20,000	19,000	.95
61. Wilson e/o Fairview	2D	20,000	13,000	.65
62. Santa Isabel e/o Newport	2	12,500	4,000	.32
65. Victoria e/o S.A. River	4	38,000	28,000	.74
66. Victoria w/o Placentia	4	38,000	39,000	**1.03**
67. Victoria e/o Placentia	4	38,000	24,000	.63
68. Victoria w/o Harbor	4	38,000	27,000	.71
69. Victoria e/o Harbor	4	38,000	26,000	.68
70. Victoria w/o Newport	4	38,000	27,000	.71
72. 22nd w/o Santa Ana	2	12,500	7,000	.56
74. 22nd w/o Irvine	2	12,500	5,000	.40
80. 19th w/o Placentia	4	38,000	15,000	.39
81. 19th e/o Placentia	4	38,000	22,000	.58
82. 19th w/o Harbor	4	38,000	35,000	.92
83. 19th e/o Harbor	4	38,000	31,000	.82
84. 19th e/o Newport	4	25,000	12,000	.48
85. 19th w/o Santa Ana	2	12,500	8,000	.64
86. 19th w/o Tustin	2	12,500	7,000	.56
87. 19th w/o Irvine	2	12,500	7,000	.56
89. 18th w/o Placentia	2	12,500	3,000	.24
90. 18th e/o Placentia	2	12,500	3,000	.24
91. 18th w/o Newport	2	12,500	10,000	.80
92. 17th w/o Placentia	2	12,500	7,000	.56
93. 17th e/o Placentia	2	12,500	9,000	.72
94. 17th w/o Superior	4	38,000	15,000	.39
95. 17th w/o Orange	4	38,000	36,000	.95
96. 17th w/o Santa Ana	4	38,000	33,000	.87
97. 17th w/o Tustin	4	38,000	34,000	.89
98. 17th w/o Irvine	4	38,000	31,000	.82
100. 16th w/o Placentia	2	12,500	3,000	.24
101. 16th e/o Placentia	2	12,500	4,000	.32
105. 16th w/o Irvine	2	12,500	4,000	.32
109. Monrovia s/o 19th	2	12,500	7,000	.56
110. Monrovia s/o 18th	2	12,500	5,000	.40
111. Monrovia s/o 17th	2	12,500	5,000	.40
112. Placentia s/o Adams	4	38,000	12,000	.32

TABLE 4.4-2
2000 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Lanes	Capacity	Volume	V/C
113. Placentia n/o Wilson	4	38,000	13,000	.34
114. Placentia n/o Victoria	4	38,000	17,000	.45
116. Placentia n/o 19th	4	38,000	29,000	.76
117. Placentia s/o 19th	4	38,000	24,000	.63
118. Placentia s/o 18th	4	38,000	19,000	.50
119. Placentia s/o 17th	4	38,000	16,000	.42
120. Pomona s/o Wilson	2	12,500	4,000	.32
121. Pomona s/o Victoria	2	12,500	8,000	.64
122. Pomona s/o 19th	2	12,500	7,000	.56
123. Pomona s/o 18th	2	12,500	8,000	.64
125. Harbor n/o Sunflower	6A	68,000	50,000	.74
126. Harbor s/o Sunflower	6A	68,000	56,000	.82
127. Harbor n/o I-405	7A	79,000	63,000	.80
128. Harbor s/o I-405	7A	79,000	68,000	.86
129. Harbor n/o Baker	8A	90,000	60,000	.67
130. Harbor n/o Adams	8A	90,000	60,000	.67
131. Harbor s/o Adams	6A	68,000	54,000	.79
132. Harbor n/o Fair	6A	68,000	51,000	.75
133. Harbor n/o Wilson	6	56,000	44,000	.79
134. Harbor n/o Victoria	6	56,000	40,000	.71
135. Harbor s/o Victoria	6	56,000	32,000	.57
136. Harbor n/o 19th	6	56,000	29,000	.52
137. Harbor s/o 19th	6	56,000	19,000	.34
138. Fairview n/o I-405	7	66,000	53,000	.80
139. Fairview s/o I-405	6	56,000	35,000	.63
140. Fairview n/o Adams	6	56,000	31,000	.55
141. Fairview s/o Adams	6	56,000	32,000	.57
142. Fairview n/o Fair	6	56,000	24,000	.43
143. Fairview n/o Wilson	4	38,000	13,000	.34
144. Bear s/o Sunflower	6	56,000	25,000	.45
145. Bear n/o Paularino	4	38,000	26,000	.68
146. Bristol n/o Anton	7	66,000	55,000	.83
147. Bristol s/o Sunflower	7	66,000	52,000	.79
148. Bristol n/o I-405	8A	90,000	72,000	.80
149. Bristol s/o I-405	6	56,000	47,000	.84
150. Bristol n/o Baker	6	56,000	39,000	.70
151. Bristol s/o Baker	5	47,000	23,000	.49
152. Bristol w/o SR-55	6	56,000	30,000	.54
153. Bristol e/o SR-55	6	56,000	28,000	.50
154. Newport n/o Fair & Del Mar	7	66,000	42,000	.64
156. Newport SB s/o Fairview	3	28,000	27,000	.96
157. Newport n/o 19th	6 (Fwy)	120,000	104,000	.87
158. Newport n/o 17th	6A	68,000	76,000	**1.12**

TABLE 4.4-2
2000 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Lanes	Capacity	Volume	V/C
159. Newport s/o 17th	6	56,000	46,000	.82
160. Superior s/o 17th	4	38,000	20,000	.53
161. Orange n/o Del Mar	2	12,500	2,000	.16
162. Orange n/o Santa Isabel	2	12,500	3,000	.24
163. Orange n/o 22nd	2	12,500	5,000	.40
164. Orange n/o 21ST	2	12,500	6,000	.48
165. Orange n/o 19th	2	12,500	8,000	.64
166. Orange n/o 17th	2	12,500	12,000	.96
167. Orange n/o 16th	2	12,500	10,000	.80
168. Orange n/o 15th	2	12,500	4,000	.32
169. Red Hill n/o Paularino	4	38,000	22,000	.58
170. Red Hill n/o Baker	4	38,000	20,000	.53
172. Red Hill n/o Bristol	4	38,000	18,000	.47
173. Santa Ana s/o Bristol	4	25,000	10,000	.40
174. Santa Ana n/o Del Mar	2	12,500	7,000	.56
175. Santa Ana n/o Santa Isabel	2	12,500	5,000	.40
177. Santa Ana n/o 21st	2	12,500	5,000	.40
178. Santa Ana n/o 19th	2	12,500	6,000	.48
179. Santa Ana n/o 17th	2	12,500	8,000	.64
180. Santa Ana n/o 16th	2	12,500	8,000	.64
181. Santa Ana n/o 15th	2	12,500	5,000	.40
182. Irvine s/o Bristol	4	38,000	29,000	.76
183. Irvine n/o Del Mar	4	38,000	26,000	.68
184. Irvine s/o Del Mar	4	38,000	28,000	.74
187. Tustin n/o 19th	2	12,500	4,000	.32
188. Tustin n/o 17th	2	12,500	6,000	.48
189. Tustin n/o 16th	2	12,500	7,000	.56
191. Irvine n/o 22nd	4	38,000	29,000	.76
192. Irvine n/o 21st	4	38,000	27,000	.71
193. Irvine n/o 19th	4	38,000	29,000	.76
194. Irvine s/o 19th	4	38,000	24,000	.63
195. Irvine n/o 17th	4	38,000	22,000	.58
196. Irvine n/o 16th	4	38,000	15,000	.39
198. Mesa e/o Orange	2	12,500	6,000	.48
199. Mesa e/o Santa Ana	2	12,500	5,000	.40
202. Ave Of The Arts n/o Anton	4	25,000	5,000	.20
203. Newport SB s/o Wilson	3	28,000	6,000	.21
204. Newport SB s/o 22nd	2	19,000	10,000	.53
226. Newport s/o 19th	6A	68,000	78,000	**1.15**
227. 18th e/o Newport	2	12,500	2,000	.16
228. 18th w/o Irvine	2	12,500	2,000	.16
288. Sunflower w/o Raitt	4	38,000	17,000	.45

TABLE 4.4-2
2000 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Lanes	Capacity	Volume	V/C
289. Harbor n/o MacArthur	6	56,000	40,000	.71
298. Fairview n/o Sunflower	6	56,000	42,000	.75
315. Bear s/o Baker	2	12,500	8,000	.64
317. Fairview s/o Sunflower	6A	68,000	56,000	.82
339. Superior s/o 16th	4	38,000	20,000	.53
350. Newport NB n/o Fairview	3	28,000	27,000	.96
351. Newport NB s/o Fairview	3	28,000	18,000	.64
352. Newport NB s/o 22nd	3	28,000	13,000	.46
353. Newport s/o Harbor	6	56,000	86,000	**1.54**
354. Newport s/o 16th	6A	68,000	54,000	.79

Source: *City of Costa Mesa General Plan Traffic Analysis*, Austin-Foust Associates, December 2000.

CITY'S ALTERNATIVE TRANSPORTATION SYSTEMS

CITY BIKEWAYS

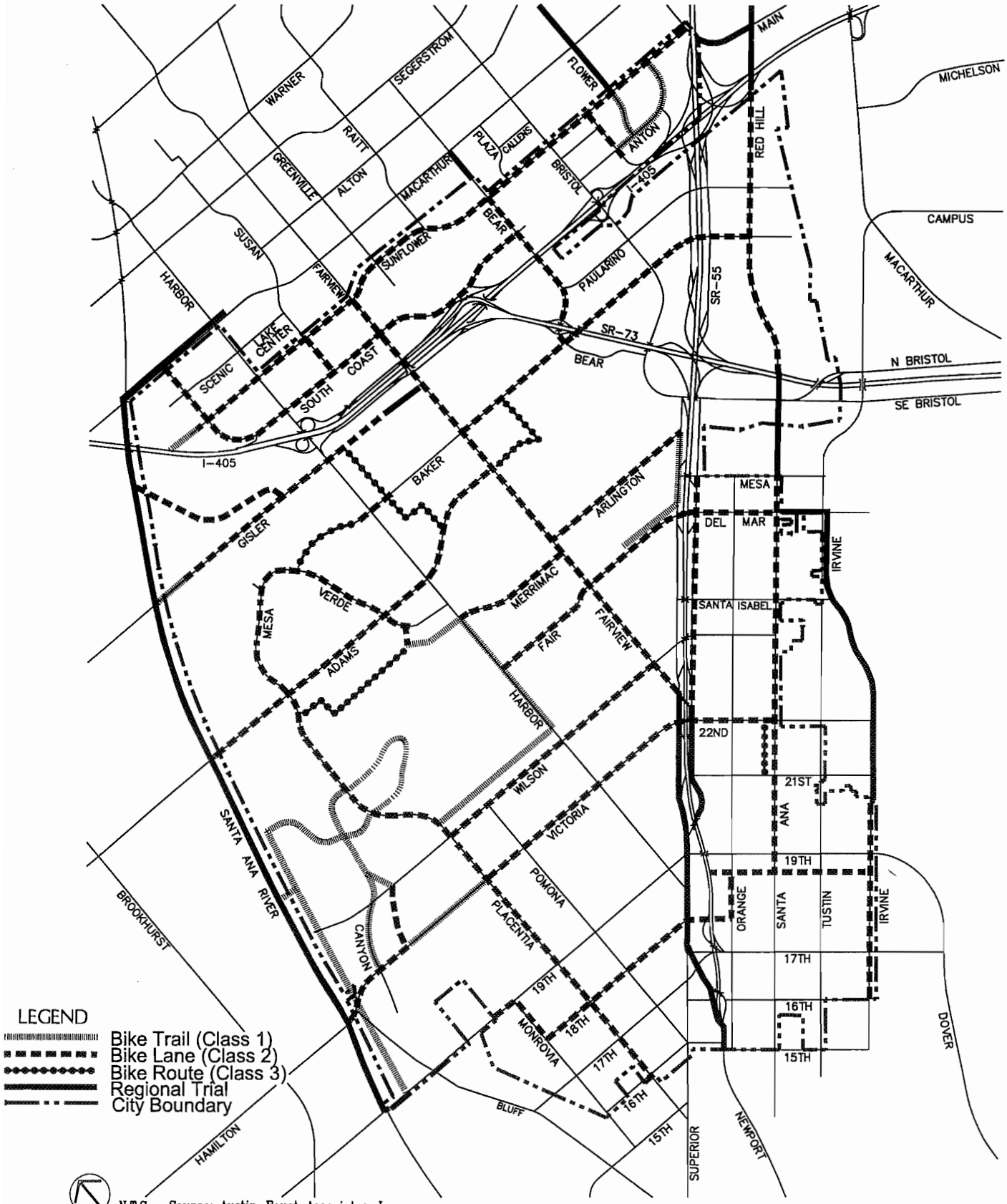
The City of Costa Mesa first adopted an official Master Plan of Bikeways in 1974. With the adoption of the 1990 General Plan in 1992, a revised Master Plan of Bikeways was adopted and has been periodically updated. Exhibit 4.4-5, *Master Plan of Bikeways*, identifies the City's Master Plan of Bikeways. Bicycle facilities within the City are given one of the following classifications:

- Bike Trail (Class 1)
- Bike Lane (Class 2)
- Bike Route (Class 3)
- Regional Trail

Bike Trails are facilities at least eight-feet in width that are physically separated from vehicular roadways and are reserved exclusively for bicycle use and pedestrians. Bike Trails are most effective in long, uninterrupted stretches, such as along the Santa Ana River and along the Upper Newport Bay Ecological Reserve on the east side of Irvine Avenue. Bike Lanes consist of a painted stripe reserving at least five feet nearest the curb for bicycle use. Bike Lanes are the most common classification within the City due to generally being able to implement them within existing right-of-ways.

Bike Routes are designated only with signs and are mainly useful only to bridge short distances between other, more established Bike Lanes or Trails and are typically only used on low volume, residential streets.

MASTER PLAN OF BIKEWAYS



N.T.S. Source: Austin-Foust Associates, Inc.

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EXHIBIT 4.4-5

PUBLIC BUS TRANSPORTATION

The primary provider of public transportation in Orange County is the Orange County Transportation Authority (OCTA), with over ten separate bus routes serving Costa Mesa. In 2000, the OCTA served approximately 57 million passenger boardings countywide. OCTA bus ridership increased by approximately 31 percent during the period between 1990 and 2000 and the bus fleet grew from 668 vehicles to 757 vehicles during that same time period.

A recently approved plan changed the way bus routes have traditionally been configured within the City in September 2000. This plan, which went into effect in September 2000, realigned most routes to travel either east/west or north/south instead of traveling in all four directions as many routes now do. New routes are proposed to serve most of the areas affected by the restructuring. Exhibit 4.4-6, *Streets with Bus Transit Service*, illustrates roadways with bus transit service in the City.

URBAN RAIL TRANSPORTATION

No urban rail facilities currently exist within the City, but the OCTA has in the planning stages a light rail system that is proposed to pass through the northeast portion of the City, including a line connecting the South Coast Plaza Town Center area to the system. This project, currently referred to as The CenterLine rail system, is envisioned to ultimately consist of 28 miles of rail line connecting Fullerton to Irvine, via Anaheim, Santa Ana and Costa Mesa.

Due to the preliminary nature of the urban rail line proposals, potential long-range impacts to the City's public transportation system can not be identified with this information. Further review of final route alignments and station locations will be required as the planning for the urban rail line progresses.

4.4.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

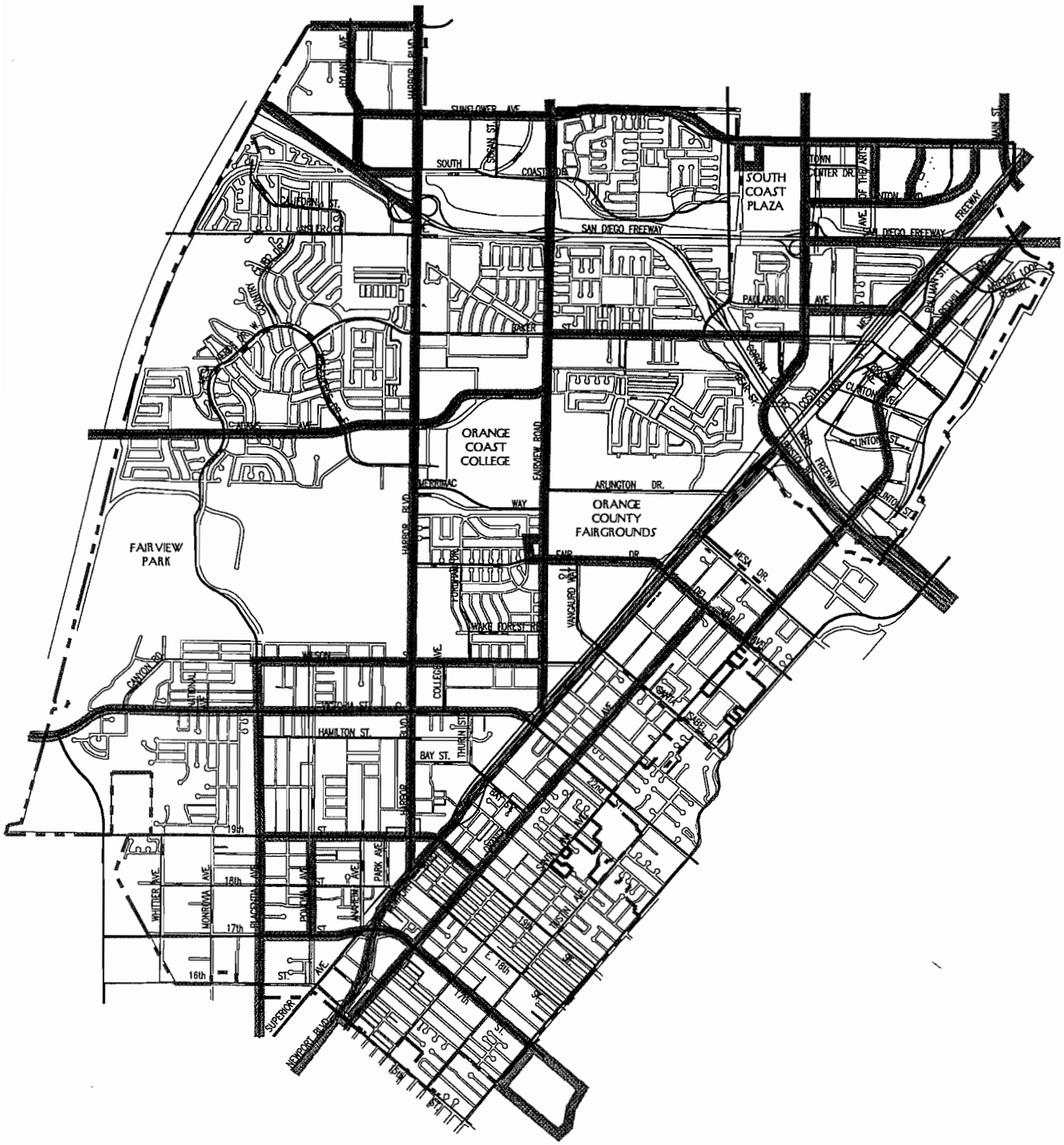
In accordance with CEQA, the effects of a proposed project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Transportation/Traffic impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);

- Exceed, either individually or cumulatively, a level of service standard established by the City and the county congestion management agency for designated roads or highways;

- 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 (refer to Section 7.0, *Effects Found Not To Be Significant*);

STREETS WITH BUS TRANSIT SERVICE



LEGEND

BUS ROUTES

SCALE: 1"=4500'

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EXHIBIT 4.4-6

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Section 7.0, *Effects Found Not To Be Significant*);

- Result in inadequate emergency access (refer to Section 7.0, *Effects Found Not To Be Significant*);

- Result in adequate parking capacity (refer to Section 7.0, *Effects Found Not To Be Significant*); and/or

- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impacts. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.4.3 IMPACTS AND MITIGATION MEASURES

2020 TRAFFIC VOLUMES/ROADWAY CAPACITIES

❖ **IMPLEMENTATION OF THE 2000 GENERAL PLAN WOULD RESULT IN AN INCREASE IN TRAFFIC VOLUMES FOR THE PLANNING HORIZON YEAR OF 2020, WHICH IN TURN WOULD IMPACT THE CAPACITIES OF ROADWAYS WITHIN THE CITY OF COSTA MESA.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis:

2020 Traffic Volumes

New development within the City of Costa Mesa, along with regional traffic growth, would result in an increase in traffic volumes within the City for the planning horizon year of 2020. In order to estimate the effect of future traffic on the City's arterial roadway system, the City's traffic model was updated with the 2000 General Plan land uses and the most recent data for long-range regional transportation patterns.

The traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the area under consideration. The Costa Mesa Traffic Model (CMTM) uses a set of such trip generation rates to calculate both peak hour and ADT trips by land use. For the traffic modeling purposes, the traffic analysis study area is divided into traffic analysis zones (TAZs), and the application of the trip generation rates to the land use in each zone results in zonal estimates of daily and peak hour trips. For traffic forecast purposes, land use data was collected for 176 TAZs within the CMTM analysis area.

The existing land use for the Costa Mesa portion of the analysis area was prepared as part of the traffic study. Additional information was then obtained from the Cities of Santa Ana and Newport Beach, and from the County of Orange for the remainder of the analysis area. For

comparison purposes, the different land uses within the City were aggregated into the following four land use categories:

- Residential
- Commercial (Retail) & Office
- Industrial/R&D
- Other

These combined categories enable the land use trip generation to be easily summarized on an aggregate basis. A comparison of the land use and trip generation estimates within the City for existing (2000) development and 2020 buildout is summarized Table 4.4-3, *Trip Generation by Land Use.*

TABLE 4.4-3
TRIP GENERATION BY LAND USE

			Existing (2000)		General Plan 2020		Increase	
	Land Use Category	Units	Amount	ADT	Amount	ADT	Amount	ADT
TOTAL	1. Residential	DU	40,330.00	316,499	42,469.00	339,093	2,139.00	22,594
	2. Comm (Retail) & Office	TSF	17,397.42	530,029	23,579.30	700,146	6,181.88	161,117
	3. Industrial & R&D	TSF	14,416.19	124,432	17,550.51	151,931	3,134.32	27,499
	4. Other	--	--	81,725	--	86,513	--	4,788
	TOTAL			**1,061,685**		**1,277,683**		**215,998**

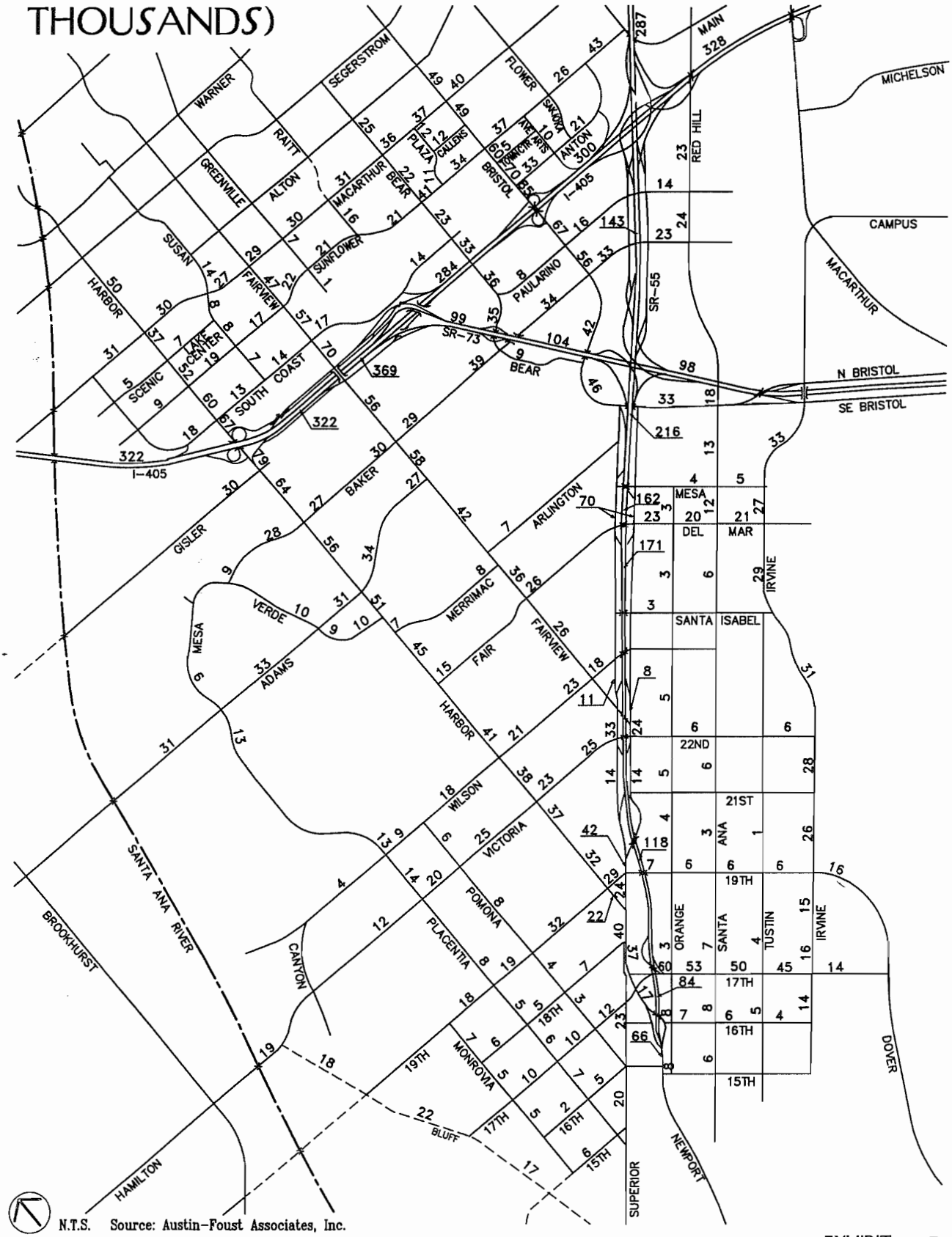
Source: *City of Costa Mesa General Plan Traffic Analysis*, Austin-Foust Associates, May 2001.

Existing (2000) development within the City is comprised of 40,330 residential dwelling units, 17,397,000 square feet of commercial and office use, and 14,416,000 square feet of industrial use. The "other" category includes uses such as colleges, schools, parks, agriculture, and uses quantified in units other than dwelling units and square footage. The total average daily vehicle trips generated by existing (2000) uses within the city is estimated at 1,062,000 ADT, 30 percent of which is attributed to residential uses, and the remaining 70 percent to non-residential uses, primarily office and commercial.

The proposed 2000 General Plan increases the number of dwelling units to 42,469 and industrial/office/commercial uses to just over 41 million square feet. This increase in land use increases the total trip generation within the City to an estimated 1,278,000 ADT, an increase of 20 percent over the existing ADT estimate. At the regional level, 20-year traffic volume forecasts for the portion of Orange County within the vicinity of Costa Mesa area are also anticipated to increase by approximately 20 percent over existing traffic conditions. It should be noted that this 20 percent increase in traffic conditions is estimated to be a one percent increase per year over the next 20 years. Historically, both the County and the City of Costa Mesa have averaged at least a two percent growth trend in terms of traffic conditions. This indicates that future traffic in Costa Mesa would increase at a slower pace than what has occurred during past years.

The trip generation rates of the proposed 2000 General Plan land uses were used to project Year 2020 traffic volumes per road segment. The 2020 circulation system assumed for the forecasts is based on the City's Master Plan of Highways (MPH) and the Orange County Master Plan of Arterial Highways (MPAH). Exhibit 4.4-7, *2020 ADT Volumes*, illustrates the projected 2020 traffic volumes.

2020 AVERAGE DAILY TRAFFIC VOLUMES (IN THOUSANDS)



N.T.S. Source: Austin-Foust Associates, Inc.

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EXHIBIT 4.4-7

Roadway Capacities

ADT and volume-to-capacity ratios (V/C) for the proposed 2000 General Plan traffic on all arterials in Costa Mesa's circulation system are provided in Table 4.4-4, *2020 ADT Volumes and Capacity Analysis*. As stated previously, all road segments with a V/C ratio greater than one contain traffic volumes that exceed the capacity of the roadway. As shown in Table 4.4-5, *2020 ADT Volumes and Capacity Analysis*, only the roadway segment of Gisler west of Harbor contains 2020 traffic volumes that exceed the roadway capacity.

Gisler Avenue, west of Harbor Boulevard is forecast to exceed capacity, with a volume of 30,000 ADT on a segment with a capacity of 25,000 ADT. This forecast includes the proposed Gisler Bridge over the Santa Ana River, which adds approximately 8,000 ADT to Gisler Avenue and is a major contributing factor to the exceedance of Gisler Avenue's capacity in the future. The City of Costa Mesa is opposed to the construction of the Gisler Avenue and 19th Street bridges over the Santa Ana River and would like to have these segments of roadway removed from the OCTA MPAH and the City's MPH. In order to accomplish this, a multi-jurisdictional study, the Santa Ana River Crossing Study (SARX), is currently evaluating the impacts of these bridge deletions from the OCTA MPAH. When the SARX study is completed and approved, appropriate updates would be made to the City's MPH in accordance with the OCTA MPAH.

If the proposed bridge is deleted from the Master Plan of Highways, the deficiency shown above would likely not occur. Without construction of the proposed bridge, Gisler Avenue, west of Harbor Boulevard would operate at approximately 21,000 ADT in 2020, which is under the capacity of 25,000 ADT.

It is noted that since the fate of the proposed Gisler bridge is unknown, this impact would remain significant and unavoidable until the proposed bridge is omitted from the County's MPAH and the City's MPH. Once the proposed Gisler bridge is omitted from the County's MPAH and the City's MPH, traffic volume/capacity impacts would be less than significant. The traffic volume/capacity impacts on all other major roadway segments within the City (as provided in Table 4.4-4) would be less than significant.

Policies in Proposed 2000 General Plan:

CIR-1A.5 Investigate all available operational measures, including the use of one-way streets, to improve traffic circulation and minimize delay and congestion on arterials.

CIR-1A.7 Implement citywide and/or areawide transportation system improvement programs on new development and fee programs for new development.

CIR-1A.8 Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

CIR-1A.9 Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay.

CIR-1A.10 Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips in order to achieve consistency with allocated trip budgets.

TABLE 4.4-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS

Location	Classification[1]	Capacity	Volume	V/C
1. MacArthur w/o Harbor	6MA	68,000	31,000	.46
2. Sunflower w/o Harbor	4PA	45,000	9,000	.20
3. Sunflower e/o Harbor	4PA	45,000	19,000	.42
4. Sunflower w/o Fairview	4PA	45,000	17,000	.38
5. Sunflower e/o Fairview	4PA	45,000	22,000	.49
6. Sunflower w/o Bear	4PA	45,000	21,000	.47
7. Sunflower w/o Bristol	6MA	68,000	34,000	.50
8. Sunflower e/o Bristol	6MA	68,000	37,000	.54
10. Sunflower e/o Flower	6MS	56,000	26,000	.46
11. Sunflower w/o Main	6MS	56,000	43,000	.77
12. South Coast w/o Harbor	4PA	45,000	18,000	.40
13. South Coast e/o Harbor	4PA	45,000	13,000	.29
14. South Coast w/o Fairview	4PA	45,000	14,000	.31
15. South Coast e/o Fairview	4PS	38,000	17,000	.45
16. South Coast w/o Bear	4PA	45,000	14,000	.31
17. Anton e/o Bristol	6MS	56,000	33,000	.59
19. Anton s/o Sunflower	6MS	56,000	21,000	.38
21. Gisler w/o Harbor	4SS	25,000	30,000	**1.20**
22. Paularino e/o Bear	2CS	12,500	8,000	.64
23. Paularino e/o Bristol	4PA	45,000	16,000	.36
24. Paularino w/o Red Hill	4PS	38,000	14,000	.37
25. Baker e/o Mesa Verde	4SS	25,000	9,000	.36
26. Baker w/o Harbor	4SA	30,000	28,000	.93
27. Baker e/o Harbor	4PA	45,000	27,000	.60
28. Baker w/o Fairview	4PA	45,000	30,000	.67
29. Baker e/o Fairview	4PA	45,000	29,000	.64
30. Baker w/o Bear	4PA	45,000	39,000	.87
33. Baker w/o Bristol	6MA	68,000	34,000	.50
34. Baker e/o Bristol	6MA	68,000	33,000	.49
35. Baker w/o Red Hill	6MS	56,000	23,000	.41
36. W. Mesa Verde n/o Adams	4PS	38,000	6,000	.16
37. E. Mesa Verde n/o Adams	4PS	38,000	10,000	.26
38. Adams w/o Mesa Verde	6MA	68,000	31,000	.46
39. Adams btn Mesa Verdes	6MA	68,000	33,000	.49
40. Adams w/o Harbor	6MA	68,000	31,000	.46
41. Mesa Verde s/o Adams	4PS	38,000	9,000	.24
42. Mesa Verde w/o Harbor	4PS	38,000	10,000	.26
43. Adams e/o Harbor	6MA	68,000	34,000	.50
44. Adams w/o Fairview	6MA	68,000	27,000	.40
45. Merrimac e/o Harbor	4PS	38,000	7,000	.18
46. Merrimac w/o Fairview	4PS	38,000	8,000	.21
47. Arlington e/o Fairview	4PS	38,000	7,000	.18
49. Fair e/o Harbor	4PA	45,000	15,000	.33

TABLE 4.4-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Classification[1]	Capacity	Volume	V/C
51. Fair e/o Fairview	4PA	45,000	26,000	.58
53. Del Mar e/o Newport	4PA	45,000	23,000	.51
54. Del Mar w/o Santa Ana	4PA	45,000	20,000	.44
55. Del Mar w/o Irvine	4PA	45,000	21,000	.47
56. Wilson w/o Placentia	2CS	12,500	4,000	.32
57. Wilson e/o Placentia	4SS	25,000	9,000	.36
58. Wilson w/o Harbor	4SS	25,000	18,000	.72
59. Wilson e/o Harbor	4SA	30,000	21,000	.70
60. Wilson w/o Fairview	4SS	25,000	23,000	.92
61. Wilson e/o Fairview	4SS	25,000	18,000	.72
62. Santa Isabel e/o Newport	2CS	12,500	3,000	.24
65. Victoria e/o S.A. River	4PA	45,000	19,000	.42
66. Victoria w/o Placentia	4PS	38,000	12,000	.32
67. Victoria e/o Placentia	4PS	38,000	20,000	.53
68. Victoria w/o Harbor	4PS	38,000	25,000	.66
69. Victoria e/o Harbor	4PS	38,000	23,000	.61
70. Victoria w/o Newport	4PS	38,000	25,000	.66
72. 22nd w/o Santa Ana	4SS	25,000	6,000	.24
74. 22nd w/o Irvine	4CS	12,500	6,000	.48
80. 19th w/o Placentia	4PA	45,000	18,000	.40
81. 19th e/o Placentia	4PA	45,000	19,000	.42
82. 19th w/o Harbor	4PA	45,000	32,000	.71
83. 19th e/o Harbor	4PA	45,000	29,000	.64
84. 19th e/o Newport	4SS	25,000	7,000	.28
85. 19th w/o Santa Ana	2CS	12,500	6,000	.48
86. 19th w/o Tustin	2CS	12,500	6,000	.48
87. 19th w/o Irvine	2CS	12,500	6,000	.48
89. 18th w/o Placentia	2CS	12,500	6,000	.48
90. 18th e/o Placentia	2CS	12,500	5,000	.40
91. 18th w/o Newport	2CS	12,500	7,000	.56
92. 17th w/o Placentia	4SS	25,000	10,000	.40
93. 17th e/o Placentia	4PS	38,000	10,000	.26
94. 17th w/o Superior	4PS	38,000	12,000	.32
95. 17th w/o Orange	6MA	68,000	60,000	.88
96. 17th w/o Santa Ana	6MS	56,000	53,000	.95
97. 17th w/o Tustin	6MS	56,000	50,000	.89
98. 17th w/o Irvine	4PA	45,000	45,000	1.00
100. 16th w/o Placentia	2CS	12,500	2,000	.16
101. 16th e/o Placentia	2CS	12,500	5,000	.40
103. 16th w/o Santa Ana	2CS	12,500	7,000	.56
104. 16th w/o Tustin	2CS	12,500	6,000	.48
105. 16th w/o Irvine	2CS	12,500	4,000	.32
109. Monrovia s/o 19th	2CS	12,500	7,000	.56

TABLE 4.4-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Classification[1]	Capacity	Volume	V/C
110. Monrovia s/o 18th	2CS	12,500	5,000	.40
111. Monrovia s/o 17th	2CS	12,500	5,000	.40
112. Placentia s/o Adams	4PS	38,000	13,000	.34
113. Placentia n/o Wilson	4PS	38,000	13,000	.34
114. Placentia n/o Victoria	4PA	45,000	14,000	.31
116. Placentia n/o 19th	4PS	38,000	8,000	.21
117. Placentia s/o 19th	4PA	45,000	5,000	.11
118. Placentia s/o 18th	4PS	38,000	6,000	.16
119. Placentia s/o 17th	4PS	38,000	7,000	.18
120. Pomona s/o Wilson	2CS	12,500	6,000	.48
121. Pomona s/o Victoria	2CS	12,500	8,000	.64
122. Pomona s/o 19th	2CS	12,500	4,000	.32
123. Pomona s/o 18th	2CS	12,500	3,000	.24
125. Harbor n/o Sunflower	6MA	68,000	52,000	.76
126. Harbor s/o Sunflower	6MA	68,000	60,000	.88
127. Harbor n/o I-405	8MA	90,000	67,000	.74
128. Harbor s/o I-405	8MA	90,000	79,000	.88
129. Harbor n/o Baker	8MA	90,000	64,000	.71
130. Harbor n/o Adams	8MA	90,000	56,000	.62
131. Harbor s/o Adams	6MA	68,000	51,000	.75
132. Harbor n/o Fair	6MA	68,000	45,000	.66
133. Harbor n/o Wilson	6MA	68,000	41,000	.60
134. Harbor n/o Victoria	6MS	56,000	38,000	.68
135. Harbor s/o Victoria	6MA	68,000	37,000	.54
136. Harbor n/o 19th	6MA	68,000	32,000	.47
137. Harbor s/o 19th	6MS	56,000	22,000	.39
138. Fairview n/o I-405	7MA	79,000	70,000	.89
139. Fairview s/o I-405	6MA	68,000	56,000	.82
140. Fairview n/o Adams	6MA	68,000	58,000	.85
141. Fairview s/o Adams	6MA	68,000	42,000	.62
142. Fairview n/o Fair	6MA	68,000	36,000	.53
143. Fairview n/o Wilson	6MS	56,000	26,000	.46
144. Bear s/o Sunflower	6MA	68,000	23,000	.34
145. Bear n/o Paularino	6MS	56,000	36,000	.64
146. Bristol n/o Anton	7MA	79,000	70,000	.89
147. Bristol s/o Sunflower	7MA	79,000	60,000	.76
148. Bristol n/o I-405	8MA	90,000	85,000	.94
149. Bristol s/o I-405	8MA	90,000	67,000	.74
150. Bristol n/o Baker	6MA	68,000	56,000	.82
151. Bristol s/o Baker	6MA	68,000	42,000	.62
152. Bristol w/o SR-55	6MA	68,000	46,000	.68
153. Bristol e/o SR-55	6MA	68,000	33,000	.49
154. Newport n/o Fair & Del Mar	VAR[2]	79,000	70,000	.89

TABLE 4.4-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Classification[1]	Capacity	Volume	V/C
156. Newport SB s/o Fairview	3SA[3]	34,000	33,000	.97
157. Newport n/o 19th	6MA	68,000	42,000	.62
158. Newport n/o 17th	6MA	68,000	37,000	.54
159. Newport s/o 17th	6MA	68,000	17,000	.25
160. Superior s/o 17th	4PS	38,000	23,000	.61
161. Orange n/o Del Mar	2CS	12,500	3,000	.24
162. Orange n/o Santa Isabel	2CS	12,500	3,000	.24
163. Orange n/o 22nd	2CS	12,500	5,000	.40
164. Orange n/o 21ST	2CS	12,500	5,000	.40
165. Orange n/o 19th	2CS	12,500	4,000	.32
166. Orange n/o 17th	2CS	12,500	3,000	.24
167. Orange n/o 16th	2CS	12,500	8,000	.64
168. Orange n/o 15th	2CS	12,500	8,000	.64
169. Red Hill n/o Paularino	6MS	56,000	23,000	.41
170. Red Hill n/o Baker	6MS	56,000	24,000	.43
172. Red Hill n/o Bristol	6MA	68,000	18,000	.26
173. Santa Ana s/o Bristol	4SA	30,000	13,000	.43
174. Santa Ana n/o Del Mar	4SS	25,000	12,000	.48
175. Santa Ana n/o Santa Isabel	2CS	12,500	6,000	.48
177. Santa Ana n/o 21st	2CS	12,500	6,000	.48
178. Santa Ana n/o 19th	2CS	12,500	3,000	.24
179. Santa Ana n/o 17th	2CS	12,500	7,000	.56
180. Santa Ana n/o 16th	2CS	12,500	8,000	.64
181. Santa Ana n/o 15th	2CS	12,500	6,000	.48
182. Irvine s/o Bristol	6MS	56,000	33,000	.59
183. Irvine n/o Del Mar	6MS	56,000	27,000	.48
184. Irvine s/o Del Mar	4PS	38,000	29,000	.76
187. Tustin n/o 19th	2CS	12,500	1,000	.08
188. Tustin n/o 17th	2CS	12,500	4,000	.32
189. Tustin n/o 16th	2CS	12,500	5,000	.40
191. Irvine n/o 22nd	4PS	38,000	31,000	.82
192. Irvine n/o 21st	4PA	45,000	28,000	.62
193. Irvine n/o 19th	4PA	45,000	26,000	.58
194. Irvine s/o 19th	4PA	45,000	15,000	.33
195. Irvine n/o 17th	4PA	45,000	16,000	.36
196. Irvine n/o 16th	4PS	38,000	14,000	.37
198. Mesa e/o Orange	2CS	12,500	4,000	.32
199. Mesa e/o Santa Ana	2CS	12,500	5,000	.40
200 Town Center w/o Ave of The Arts	4SS	25,000	5,000	.20
202. Ave Of The Arts n/o Anton	4SS	25,000	10,000	.40
203. Newport SB s/o Wilson	3SS[3]	28,000	11,000	.39
204. Newport SB s/o 22nd	2SS[3]	1[illegible],000	14,000	.74
226. Newport s/o 19th	6MA	68,000	24,000	.35

TABLE 4.4-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Classification[1]	Capacity	Volume	V/C
227. 18th e/o Newport	2CS	12,500	1,000	.08
228. 18th w/o Irvine	2CS	12,500	1,000	.08
277. MacArthur e/o Harbor	6MA	68,000	30,000	.44
288. Sunflower w/o Raitt	4PA	45,000	21,000	.47
289. Harbor n/o MacArthur	6MA	68,000	50,000	.74
290. Harbor s/o MacArthur	6MA	68,000	37,000	.54
294. Susan n/o Sunflower	4SS	25,000	8,000	.32
295. Susan s/o Sunflower	4SS	25,000	7,000	.28
298. Fairview n/o Sunflower	6MA	68,000	47,000	.69
307. Bear n/o Sunflower	4SS	25,000	22,000	.88
313. Bear s/o South Coast	6MA	68,000	33,000	.49
314. Bear s/o Paularino	6MS	56,000	35,000	.63
315. Bear s/o Baker	2CS	12,500	9,000	.72
316. Sunflower e/o Bear	6MA	68,000	41,000	.60
317. Fairview s/o Sunflower	6MA	68,000	57,000	.84
329. Canyon Bluff n/o 19th	6MA	68,000	18,000	.26
333. Canyon Bluff n/o 17th	6MS	56,000	22,000	.39
335. Canyon Bluff s/o 17th	4PS	38,000	17,000	.45
339. Superior s/o 16th	4PS	38,000	20,000	.53
350. Newport NB n/o Fairview	3SS[3]	28,000	8,000	.29
351. Newport NB s/o Fairview	3SA[3]	34,000	24,000	.71
352. Newport NB s/o 22nd	2SS[3]	19,000	14,000	.74
353. Newport s/o Harbor	6MA	68,000	40,000	.59
354. Newport s/o 16th	6MA	68,000	66,000	.97

NOTES:

[1] Roadway classification in the form XYZ where X = number of mid-block lanes, Y = roadway classification (major, primary, etc), and Z = roadway designation (augmented, standard or constrained). See Table 4-1 for definitions

[2] NB is a 3 lane augmented one-way segment, SB is a 4 lane augmented on-way segment

[3] One-way segments

Source: *City of Costa Mesa General Plan Traffic Analysis*, Austin-Foust Associates, December 2000.

CIR-1A.13 While the Gisler Road segment, west of Harbor, will exceed its theoretical maximum capacity, the City shall work to ensure that the future volume to capacity ratios do not exceed those identified in Table CIR-3 of the General Plan.

CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.

CIR-1A.16 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

CIR-1A.17 Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).

CIR-2A.2 Coordinate with the Orange County Transportation Authority and with adjacent jurisdictions to improve signal timing and coordination along major arterials.

CIR-2A.3 Continue to work with Caltrans to synchronize and coordinate traffic signals on arterials at intersections controlled by Caltrans.

CIR-2D.2 Construction of circulation improvements for phased development projects may be constructed commensurate with the project construction based upon the findings of a traffic study approved by the City of Costa Mesa.

CIR-2D.5 Require discussion of transportation system management (TSM) and transportation demand management (TDM) measures in all EIRs prepared for major projects.

GM-1A.1 Recognizing the constraints of existing physical development conditions, the city shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.

GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

GM-1A.4 Every new development project shall pay its share of costs associated with the mitigation of project generated impacts.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact for one roadway segment: Gisler Avenue west of Harbor Boulevard.

CMP LOS STANDARDS

❖ **IMPLEMENTATION OF THE 2000 GENERAL PLAN WOULD NOT RESULT IN THE EXCEEDANCE OF LOS STANDARDS ESTABLISHED BY THE CMP FOR DESIGNATED COSTA MESA ROADWAY SEGMENTS.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: As described earlier in the Environmental Setting, in order for the City of Costa Mesa to comply with the County CMP, all CMP roadways with Costa Mesa must operate at a LOS of "E" or better. In the City of Costa Mesa, Adams Avenue (west of Harbor Boulevard), Harbor Boulevard, and Newport Boulevard (south of SR-55) are on the County CMPHS. These road segments are provided in Table 4.4-4 at locations 38-40, 125-137, 157-159, 226, 289-290, and 353-354. As shown on Table 4.4-4, all of the CMP designated roadway segments are operating at a LOS "E" or better (V/C ratio <1.00). Therefore, implementation of the proposed 2000 General Plan would not result in an exceedance of CMP standards on roadway segments in the City in 2020.

Policies in Proposed 2000 General Plan:

CIR-1A.11 Attempt to maintain or improve mobility within the City to achieve a standard level of service not worse than Level of Service "D" at all intersections under the sole control of the City. Intersection level of service analyses for General Plan conditions shall be updated periodically and presented to City Council.

CIR-1A.12 Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard level of service no worse than "D" at all intersections under State or joint control. Intersection level of service analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council.

CIR-2C.2 Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on 1) correcting identified hazards; 2) improving/maintaining peak hour traffic volumes; 3) improving efficiency of existing infrastructure utilization; and 4) intergovernmental coordination.

GM-1A.3 The established level of service standard shall not apply to intersections under the jurisdiction of another city, the County of Orange or the State of California or to intersections included on the Deficient Intersection List as established by Congestion Management Program (CMP) and/or the City.

GM-1A.6 The City's seven year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining the established level of service standard.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

CONSISTENCY WITH OCTA MASTER PLAN OF ARTERIAL HIGHWAYS

❖ **ADOPTION OF THE 2000 GENERAL PLAN INCLUDES RECLASSIFICATION OF THE CITY'S MASTER PLAN OF HIGHWAYS (MPH) TO BE CONSISTENT WITH THE OCTA MASTER PLAN OF ARTERIAL HIGHWAYS. ALTHOUGH, THERE ARE SEVERAL ARTERIALS AND BRIDGES ON THE MPH THAT THE CITY WOULD LIKE TO AMEND AND/OR DELETE AT A FUTURE DATE.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Modifications to the roadway classifications in the current City of Costa Mesa Master Plan of Highways (MPH) are necessary to make the City's MPH consistent with OCTA's Master Plan of Arterial Highways (MPAH). The change in classification would not

result in any changes to the physical characteristics of the roadway. Table 4.4-5, *City and County Arterial Designations*, summarizes how the City currently designates arterials and how the County MPAH designates arterials.

TABLE 4.4-5
CITY AND COUNTY ARTERIAL DESIGNATIONS

Classification	Current City Designations	County MPAH Designations
Major Arterial	6 lanes – 2 left turn lanes – median	6 lane divided roadway
Primary Arterial	6 lanes – 1 left turn lane – median	4 lane divided roadway
Secondary Arterial	4 lanes – median optional	4 lane undivided roadway
Collector Arterial	2 lanes – no median – no parking	2 lane undivided roadway
Source: *Costa Mesa General Plan Traffic Analysis*, Austin-Foust Associates, Inc., March 2000.		

For the City's MPH to correspond with the County's MPAH designations, the following changes to the 2000 General Plan were made:

- Combine the current Major and Primary Arterials into the Major Arterial Category; and
- Divide the current Secondary Arterial into the Primary and Secondary Arterial Categories.

No changes were made to the Collector Arterial category.

The Master Plan of Highways (MPH), shown previously in Exhibit 4.4-2, documents the ultimate arterial roadway system for the City, taking into consideration the above recommendations.

Changes to the Master Plan of Arterial Highways

As previously stated, the City of Costa Mesa is opposed to the construction of the Gisler Avenue and 19th Street bridges over the Santa Ana River and would like to have these segments of roadway removed from the MPAH and the City's MPH. In order to accomplish this, a multi-jurisdictional study, the Santa Ana River Crossing Study (SARX), is currently evaluating the impacts of these bridge deletions from the MPAH. When the SARX study is completed and approved, appropriate updates would be made to the City's MPH in accordance with the MPAH.

The segment of east 17th Street from Tustin Avenue to Irvine Avenue has been downgraded to a primary arterial to be consistent with the MPAH. Changing the City's MPH in this regard has no impacts as a result of the downgrade.

Three arterials have been identified with a potential to downgrade to a lower classification. Arlington Drive between Fairview Road and Newport Boulevard could be downgraded from a four-lane primary arterial to a collector. Baker Street between Bear Street and Red Hill Avenue could be downgraded from a six-lane major arterial to a four-lane primary arterial. Red Hill Avenue between Bristol Street and the northern City limits could be downgraded from a six-lane major arterial to a four-lane primary arterial. Table 4.4-6, *Master Plan of Highways Arterial Downgrade Recommendations*, below provides a capacity analysis of the potential downgrades. The 2000 General Plan includes recommendations to commence the process to downgrade the arterials shown in Table 4.4-6.

TABLE 4.4-6
MASTER PLAN OF HIGHWAYS ARTERIAL DOWNGRADE RECOMMENDATIONS

Location		Classification	Capacity	Volume	V/C
Current MPH					
33.	Baker w/o Bristol	6MA	68,000	33,000	0.49
34.	Baker e/o Bristol	6MA	68,000	32,000	0.47
35.	Baker w/o Red Hill	6MC	50,000	22,000	0.44
47.	Arlington e/o Fairview	4PS	38,000	6,000	0.16
169.	Red Hill n/o Paularino	6MS	56,000	23,000	0.41
170.	Red Hill n/o Baker	6MS	56,000	23,000	0.41
172.	Red Hill n/o Bristol	6MA	68,000	18,000	0.26
With Downgrade					
33.	Baker w/o Bristol	4 PA	45,000	33,000	0.73
34.	Baker e/o Bristol	4PA	45,000	32,000	0.71
35.	Baker w/o Red Hill	4PS	38,000	22,000	0.58
47.	Arlington e/o Fairview	2CS	12,500	6,000	0.48
169.	Red Hill n/o Paularino	4PS	38,000	23,000	0.61
170.	Red Hill n/o Baker	4PS	38,000	23,000	0.61
172.	Red Hill n/o Bristol	4PS	38,000	18,000	0.47

Policies in Proposed 2000 General Plan:

CIR-1A.18 Council shall review the results and findings of the (SARX) study to delete the Gisler Avenue and 19th Street bridges over the Santa Ana River as needed. Upon completion of the study and approval of the changes to the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways by the OCTA Board, the City shall process a General Plan Amendment to delete the bridges from the City's Master Plan of Highways. All future development applications submitted to the City shall be reviewed in such a way that the 19th Street and Gisler Avenue bridges will not be included as mitigation measures.

CIR-1A.20 Encourage Orange County Transportation Authority to downgrade Mesa Verde Drive, Baker Street west of Harbor Boulevard, and Gisler Avenue to a designation less than a Collector Street in the Master Plan of Arterial Highways.

CIR-1A.21 Encourage Orange County Transportation Authority to downgrade Arlington Avenue between Fairview Road and Newport Boulevard to a "Collector" Street.

CIR-1A.22 Encourage Orange County Transportation Authority to downgrade Baker Street between Red Hill Avenue and Bristol Street, and Red Hill Avenue between I-405 and Bristol Street to Primary Arterial from current Major Arterial designation.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

CITY'S MASTER PLAN OF HIGHWAYS

- **THE 2000 GENERAL PLAN ASSUMES IMPLEMENTATION OF THE CITY'S MASTER PLAN OF HIGHWAYS (MPH) AND ONE MINOR CHANGE WHEN COMPARED TO THE 1990 MPH. IMPLEMENTATION OF THE CITY'S MASTER PLAN OF HIGHWAYS WOULD RESULT IN PHYSICAL IMPACTS TO THE ENVIRONMENT, INCLUDING LAND AND STRUCTURE ACQUISITION TO ACCOMMODATE THE IMPROVEMENTS IDENTIFIED IN THE MPH.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the City's Master Plan of Highways has the potential to result in land use impacts associated with road widenings, the addition of on-street parking, the acquisition of land for road widenings. The physical land use impacts associated with implementation of the MPH are shown in Table 4.4-7, *Master Plan of Highways Land Use Impacts for Arterial Improvements*. There is the potential for the arterial improvements highlighted in Table 4.4-7 to result in significant physical land use impacts. Additional detailed environmental analysis and documentation would be required for the individual arterial improvement projects.

TABLE 4.4-7
MASTER PLAN OF HIGHWAYS LAND USE IMPACTS FOR ARTERIAL IMPROVEMENTS

Location	Arterial Improvements	Impact
17th Street – Superior Avenue to E/O Santa Ana Avenue	Existing MPH: Widen to major highway standards	Widen by 10-12 feet on each curb. Right-of-way is 95% dedicated. 5% to be acquired. No business or structures impact.
17th Street – E/O Pomona Avenue to Placentia Avenue	Existing MPH: Widen to secondary highway standards	Widen by 12 feet on each curb. 25% of right-of-way is dedicated. Impact to one business on northeast corner of 17th Street/Placentia Avenue.
17th Street – Placentia Avenue to Bluff Road	Existing MPH: Widen to secondary highway standards	Widen by 10-12 feet on each curb. Ten businesses and 3 residential structures are impacted. Relocate 8 mobile homes. Many resultant landscape setbacks less than 10 feet.
19th Street – Whittier Avenue to 750' E/O Monrovia Avenue	Existing MPH: Widen to secondary highway standards	Widen by 12 feet on north curb. Acquire portions of 19 residential properties. No impacts to structures. Results in reduced setbacks to the impacted residential structures. Restripe from Whittier Avenue to West City Limit.
Anton Boulevard – Sunflower to Sakioka	Existing MPH: Widen to major highway standards	Restripe to six lanes. No land use impacts.
Arlington Drive – Fairview Road to Newport Boulevard	Existing MPH: Widen to secondary highway standards	School parking lot impacted and will need to be relocated. Tewinkle Park impacted.
Baker Street – Bear Street to Red Hill Avenue	Existing MPH: Widen to major highway standards	On-street parking impacted east of Bristol Street. Two business structures are impacted west of Bristol Street Intersection widening at Bristol/Baker will impact landscape area.
Bristol Street – Bear Street to Randolph Avenue	Existing MPH: Widen to major highway standards	Reconstruct SB Bristol Street to provide superelevation. Restripe. No land use impacts.

TABLE 4.4-7
MASTER PLAN OF HIGHWAYS LAND USE IMPACTS FOR ARTERIAL IMPROVEMENTS – CONTINUED

Location	Arterial Improvements	Impact
Del Mar Avenue – Elden Avenue to Santa Ana Avenue	Existing MPH: Widen to secondary highway standards	Widen by 24 feet on the north curb. Must acquire 19 residences for right-of-way.
Fairview Road – Wilson Street to Avocado Street (500' S/O Wilson Street)	Existing MPH: Widen to major highway standards	Widen by 10 feet along the west curb. Commercial and high density residential area. Right-of-way is 75% dedicated. No construction impact to structures. Landscape area impacted.
Hyland Avenue – South Coast to Sunflower Avenue	Existing MPH: Widen to secondary highway standards	Restripe to four lanes. Removal of on-street parking required.
Red Hill Avenue – I-405 to Bristol Street	Existing MPH: Widen to major highway standards	Right-of-way available. Landscape area impacted.
Santa Ana Avenue – Del Mar Avenue to Mesa Drive	Existing MPH: Widen to secondary highway standards	Acquire 12 feet of right-of-way intermittently for the project length. Approximately 50% already dedicated. Four homes are impacted and will need to be acquired. A reduction in landscape setback and driveways will occur.
Wilson Street – Placentia Avenue to Harbor Boulevard	Existing MPH: widen to secondary highway standards	Widen by 12 feet on each curb. 20% of right-of-way is dedicated mostly on north curb. Acquire 34 houses and 2 apartment buildings.
Wilson Street – College to Fairview Road	Existing MPH: Widen to secondary highway standards	Need to acquire 4 houses and 1 apartment building. 20% of right-of-way is dedicated.
Wilson Street – Fairview Road to Newport Boulevard	Existing MPH: Widen to secondary highway standards	Widen by 10-12 feet on both curbs. 80% of right-of-way is dedicated. No structures affected.
Route 55 Freeway from 15th Street to 20th Street	Existing MPH: Construct 6-8 lane freeway, including two interchanges and 8 bridges	Developed commercial and residential areas. Must acquire approximately 15 single-family residences, 37 multi-family structures, 122 mobile homes, and 83 business structures. 140' to 200' of clear right-of-way required between Newport Boulevard and Fullerton Avenue from 17th Street to 20th Street.

Policies in Proposed 2000 General Plan:

CIR-1A.7 Implement citywide and/or areawide transportation system improvement programs on new development and fee programs for new development.

CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.

CIR-1A.18 Council shall review the results and findings of the (SARX) study to delete the Gisler Avenue and 19th Street bridges over the Santa Ana River as needed. Upon completion of the study and approval of the changes to the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways by the OCTA Board, the City shall process a General Plan Amendment to delete the bridges from the City's Master Plan of Highways. All future development applications

submitted to the City shall be reviewed in such a way that the 19th Street and Gisler Avenue bridges will not be included as mitigation measures.

CIR-1A.19 Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.

CIR-1A.20 Encourage Orange County Transportation Authority to downgrade Mesa Verde Drive, Baker Street west of Harbor Boulevard, and Gisler Avenue to a designation less than a Collector Street in the Master Plan of Arterial Highways.

CIR-1A.21 Encourage Orange County Transportation Authority to downgrade Arlington Avenue between Fairview Road and Newport Boulevard to a Collector Street.

CIR-1A.22 Encourage Orange County Transportation Authority to downgrade Baker Street between Redhill Avenue and Bristol Street, and Redhill Avenue between I-405 and Bristol Street to Primary Arterial from current Major Arterial designation.

CIR-2A.1 Coordinate with Caltrans for future consideration of the extension of Route 55 (the Costa Mesa Freeway) from 19th Street to the southern City boundary.

CIR-2A.4 Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

MASTER PLAN OF BIKEWAYS

❖ **THE 2000 GENERAL PLAN ASSUMES IMPLEMENTATION OF THE CITY'S MASTER PLAN OF BIKEWAYS (MPB) AND SOME MINOR CHANGES WHEN COMPARED TO THE 1990 MPB. IMPLEMENTATION OF THE CITY'S MASTER PLAN OF BIKEWAYS WOULD NOT RESULT IN SIGNIFICANT PHYSICAL IMPACTS TO THE ENVIRONMENT.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: The 2000 General Plan proposes the following changes to the 1990 General Plan Master Plan of Bikeways (MPB):

- Modifications to the Fairview Regional Park bicycle trails were made as directed by City Council (see bullet points below):
  - Delete the bike trail north of Banning Place and Joann Street between Pacific Avenue and Placentia Avenue;
  - Delete the bike trail between Canary Drive and the north entrance to Fairview Park south of the Fairview Channel;
  - Terminate the north-south bike trail through Fairview Park originating at Pacific Avenue at the north parking lot (delete the north connection to Placentia Avenue); and

- Add a loop trail in Fairview Park east of Placentia Avenue connecting to the bicycle trails on the west.

- Deletion of bicycle lanes along Harla Avenue since it is not continuous.

The changes to the Master Plan of Bikeways, discussed above, are intended to recognize changing circulation patterns and improvements within the City. Implementation of the Master Plan of Bikeways is intended to accommodate growth associated with the 2000 General Plan and would complete the City's bicycle circulation network, and allow for connections with the County's regional trail system. The 2000 General Plan includes goals, objectives and policies to ensure that an adequate bicycle circulation system is provided within the City. No significant physical land use impacts are anticipated to result from implementation of the 2000 General Plan or the City's Master Plan of Bikeways.

Policies in Proposed 2000 General Plan:

CIR-1A.1 Develop the Master Plan of Bikeways by pursuing all funding mechanisms and incorporating bikeways into roadway and bridge widening projects. Incorporate bicycle facilities (circulation and storage) into the design and development of all new commercial and industrial projects and public facilities.

CIR-1A.2 Require dedication of right-of-way in an equitable manner for completion of adopted bikeway system as condition of development of adjacent properties.

CIR-1A.3 Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.

CIR-1A.4 Include bicycle lanes on all new bridges along Master Plan of Bikeway designated arterials within or adjacent to the City. In cases where bridges are not located within the City, the City should exert its influence on responsible agencies to include such bicycle lanes. If provision of bicycle lanes is not feasible, measures should be taken to prohibit bicycle riding on bridge walkways.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

ALTERNATIVE TRANSPORTATION

❖ **IMPLEMENTATION OF THE 2000 GENERAL PLAN WOULD RESULT IN AN INCREMENTAL INCREASE IN DEMAND FOR TRANSIT SERVICE FOR THE PLANNING HORIZON YEAR OF 2020 AND WOULD ENHANCE POLICIES SUPPORTING ALTERNATIVE TRANSPORTATION.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: As previously stated, OCTA bus ridership increased by approximately 31 percent during the period between 1990 and 2000 and the bus fleet grew from 668 vehicles to 757 vehicles during that same time period. Over time, as future development occurs and the population and employment of the City increases, there is expected to be an increase in public transit ridership and a resulting increase in the demand for transit service. Transit service is viewed as a supplement to automobile transportation in Costa Mesa and is expected to become an increasingly important alternative mode of transportation as the City continues to grow. The OCTA expects to expand bus service by another 49 percent by 2010,

therefore, the proposed 2000 General Plan would not result in significant impacts to the transit system within the City. In addition, policies proposed in the 2000 General Plan would enhance the support for alternative transportation.

Policies in Proposed 2000 General Plan:

CIR-2B.1 Coordinate with OCTA to construct bus turnouts at appropriate locations with attractive shelters designed for safe and comfortable use.

CIR-2E.4 Require discussion of transit service needs and site design amenities for transit ridership in EIRs for major projects.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.4.4 UNAVOIDABLE SIGNIFICANT IMPACTS

Two significant and unavoidable impacts are associated with implementation of the proposed 2000 General Plan with respect to traffic and circulation.

One, all traffic impacts resulting from the proposed 2000 General Plan would be less than significant except for a traffic volume/capacity impact along Gisler Avenue west of Harbor Drive. The traffic impact along this Gisler Avenue roadway segment would be significant and unavoidable in the short-term, until the proposed Gisler bridge is omitted from the OCTA MPAH and the City's MPH.

Two, implementation of the City's Master Plan of Highways would result in significant and unavoidable land use impacts related to land and structure acquisition to accommodate the improvements identified in the MPH.

4.5 AIR QUALITY

This section evaluates air quality associated with short- and long-term impacts resulting from the 2020 development associated with implementation of the proposed 2000 General Plan. Information in this section is based primarily on the CEQA Air Quality Handbook, prepared by the South Coast Air Quality Management District (SCAQMD), April 1993 (as revised through November 1993), Air Quality Data (SCAQMD 1996 through 2000); and the SCAQMD Final Air Quality Management Plan (January 1997).

The air quality projections for the planning horizon year of 2020 are based upon vehicular traffic projections contained in the *Costa Mesa General Plan Traffic Analysis*, dated December 2000. The traffic analysis was updated in May 2001 and reported less than a one percent increase in the total average daily trips than those reported in the December 2000 traffic analysis. Given the small difference between the December 2000 and May 2000 traffic analyses, the air quality model runs were not rerun. Thus, the air quality projections in this section are based upon the traffic numbers reported in the December 2000 traffic analysis. The December 2000 traffic analysis is on file at the City of Costa Mesa Development Services Department.

4.5.1 ENVIRONMENTAL SETTING

SOUTH COAST AIR BASIN

The City of Costa Mesa is located in the South Coast Air Basin (Basin), characterized as having a "Mediterranean" climate (a semi-arid environment with mild winters, warm summers and moderate rainfall). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The distinctive climate of the Basin is determined by terrain and geographical location, as the Basin is a coastal plain with connecting broad valleys and low hills. The general region lies in a semi-permanent high pressure zone on the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

WIND

One of the most important climatic factors is the direction and intensity of the prevailing winds. With very light average wind speeds (five to seven miles per hour), the Basin has a limited capability to disperse air contaminants horizontally. Typically, the net transport of air on-shore is greater in the summer, while the net off-shore transport is greater in the winter. Whether there is air movement or stagnation during the morning and evening hours (before these dominant patterns take effect) is one of the critical factors in determining the smog situation on any given day.

Costa Mesa's location with respect to these flow patterns and the Pacific Ocean results in relatively good air quality. For the most part, the on-shore winds transport pollutants farther inland, away from Costa Mesa. Since the night drainage winds are less intense, only a limited amount of this pollution is returned during the summer. Because of the similar intensity of on- and off-shore winds in the winter, pollution levels are somewhat higher on winter nights. The highest pollution levels in Costa Mesa are often associated with these conditions and Santa Ana wind conditions, which reverse the dominant wind patterns.

SUNLIGHT

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain original, or "primary" pollutants (mainly reactive hydrocarbons and oxides of nitrogen) react to form "secondary" pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind from the emission sources.

Because of the prevailing daytime winds and time delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California. However, Costa Mesa and other coastal cities are not exempt on those days with early morning easterly winds.

TEMPERATURE INVERSIONS

A temperature inversion is a reversal in the normal decrease of temperature as altitude increases. In most parts of the country, air near ground level is warmer than the air above it. However, Southern California's daily summertime sunshine and high barometric pressure reverse that pattern, creating warmer air at high elevations which trap pollutants by preventing cooler air from rising to the upper atmosphere. The height of the base of the inversion is known as the "mixing height" and controls the volume of air available for the mixing and dispersion of air pollutants.

The interrelationship of air pollutants and climatic factors are most critical on days of greatly reduced atmospheric ventilation. On days such as these, air pollutants accumulate because of the simultaneous occurrence of three unfavorable factors: low inversions, low maximum mixing heights and low wind speeds. Although these conditions may occur throughout the year, the months of July, August, and September generally account for more than 40 percent of these occurrences.

The potential for high contaminant levels varies seasonally for many contaminants. During late spring, summer and early fall, light winds, low mixing heights and brilliant sunshine combine to produce conditions favorable for the maximum production of oxidants, mainly ozone. When fairly deep marine layers frequent the Air Basin during spring and summer, sulfate concentrations achieve yearly peak concentrations. When strong surface inversions are formed on winter nights, especially during the hours before sunrise, coupled with near-calm winds, carbon monoxide from automobile exhausts becomes highly concentrated. The highest yearly concentrations of carbon monoxide, oxides of nitrogen and nitrates are measured during November, December and January.

RAINFALL

Winter storms that bring rainfall benefit air quality, since they tend to “scrub” gaseous or particulate pollutants from the air.

AMBIENT AIR QUALITY STANDARDS

AIR QUALITY STANDARDS

Ambient air quality is described in terms of compliance with Federal and State standards. Ambient air quality standards are the levels of air pollutant concentration considered safe to protect the public health and welfare. They are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. National Ambient Air Quality Standards (NAAQS) were established by the United States (U.S.) Environmental Protection Agency (EPA) in 1971 for six air pollutants. States have the option of adding other pollutants, to require more stringent compliance, or to include different exposure periods. California Ambient Air Quality Standards (CAAAQS) for these pollutants and NAAQS are included in Table 4.5-1, *Local Air Quality Levels for Source Receptor Area 18.* Source Receptor Area 18 encompasses the Cities of Seal Beach, Huntington Beach, Costa Mesa, Newport Beach and Laguna Beach.

The California Air Resource Board (CARB) is required to designate areas of the State as attainment, non-attainment, or unclassified for any State standard. An "attainment" designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An "unclassified" designation signifies that the data does not support either an attainment or non-attainment status.

State and Federal ambient air quality standards have been established for the following pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), fine particulate matter (PM_{10}) and lead. For some of these pollutants, notably O_3 and PM_{10}, the State standards are more stringent than the Federal standards. The State has also established ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. The above-mentioned pollutants are generally known are "criteria pollutants."

The U.S. EPA in 1997 announced new ambient air quality standards for O_3 and PM_{10}. The new standards were intended to provide greater protection of public health. EPA proposed to phase out the 1-hour O_3 standard and replace it with an 8-hour standard. There are two new Federal $PM_{2.5}$ (particulates less than 2.5 microns in diameter) standards; a 24-hour limit set at 65 micrograms per cubic meter (mg/m^3) of ambient air and an annual average limit set at 15 mg/m^3. The current PM_{10} standards will be retained. Areas will be considered in attainment for the annual $PM_{2.5}$ standard when the three-year average of the annual arithmetic mean is equal to or less than 15 mg/m^3. For the new 24-hour standard, attainment will be based on the 98th percentile of $PM_{2.5}$ concentrations for each year, averaged over three years, to help compensate for any high concentrations that may be due to unusual meteorological conditions. Following announcement of the new national standards, the SCAQMD began collecting monitoring data to determine the region's attainment status with respect to the new standards. Industry groups have challenged the new standards in court.[1]

ATTAINMENT STATUS

The South Coast Air Basin (Basin) has the worst air quality problem in the State. Despite implementing many strict controls, the SCAQMD portion of the Basin still fails to meet the Federal air quality standards for three of the six criteria pollutants: ozone (O_3), carbon

[1] *Assessing the Air Quality Impacts of Projects and Plans,* Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, prepared by BAAQMD, December 1999.

monoxide (CO) and fine particulate matter (PM_{10}). Because Federal pollution standards have not been achieved, the Basin is considered a non-attainment area for Federal standards for these pollutants. For State standards, the Orange County portion of the Basin is designated as non-attainment for O_3 and PM_{10}.[2]

LOCAL AMBIENT AIR QUALITY

The SCAQMD operates several air quality monitoring stations within the South Coast Air Basin. Costa Mesa is located within Source Receptor Area (SRA) 18, with a monitoring station located within the City limits on Mesa Verde Drive. Air Quality data from 1996 to 2000 for the Mesa Verde Drive station is provided in Table 4.5-1. The only pollutant measured at this monitoring station that exceeded the State standards was ozone. For all five years all of the other pollutants which were measured at this monitoring stations were recorded under both the State and Federal standards.

TABLE 4.5-1
LOCAL AIR QUALITY LEVELS FOR SOURCE RECEPTOR AREA 18

Pollutant	California Standard	Federal Primary Standard	Year	Maximum[1] Concentration	Days (Samples) State/Federal Std. Exceeded
Carbon Monoxide	9.0 ppm for 8 hour	9.0 ppm for 8 hour	1996	7.20	0/0
			1997	5.90	0/0
			1998	7.09	0/0
			1999	6.41	0/0
			2000	6.29	0/0
Ozone	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1996	0.104	1/0
			1997	0.087	0/0
			1998	0.123	5/0
			1999	0.98	1/0
			2000	0.102	1/0
Nitrogen Dioxide	0.25 ppm for 1 hour	0.053 ppm annual average	1996	0.132	0/0
			1997	0.119	0/0
			1998	0.122	0/0
			1999	0.123	0/0
			2000	0.102	0/NM
Sulfur Dioxide	0.25 ppm for 1 hour	0.14 ppm for 24 hours or 0.03 ppm annual arithmetic mean	1996	.004	0/0
			1997	.015	0/0
			1998	.007	0/0
			1999	.005	0/0
			2000	.006	0/0
Fine Particulate Matter	50 ug/m^3 for 24 hours	150 ug/m^3 for 24 hours	1996	N/M	N/M
			1997	N/M	N/M
			1998	N/M	N/M
			1999	N/M	N/M
			2000	N/M	N/M

Sources: Data obtained from the South Coast Air Quality Management District, 1996 to 2000.

ppm = parts per million
ug/m^3 = micrograms per cubic meter
N/M = not measured

NOTES: 1. Maximum concentration is measured over the same period as the California Standard.

[2] *Proposed Amendment to the Area Designations for State Ambient Air Quality Standards and Proposed Maps of the Area Designations for the State and National Air Quality Standards*, prepared by the California Environmental Protection Agency, Air Resources Board, October 1, 1999.

Ozone. Ground-level ozone, often referred to as smog, is not emitted directly, but is formed in the atmosphere through complex chemical reactions between NO_x and reactive organic gases (ROG) in the presence of sunlight. The principal sources of NO_x and ROG, often termed ozone precursors, are combustion processes (including motor vehicle engines) and evaporation of solvents, paints and fuels. Motor vehicles are the single largest source of O_3 precursor emissions in the Basin. Exposure to O_3 can cause eye irritation, aggravate respiratory diseases and damage lung tissue, as well as damage vegetation and reduce visibility. The entire Basin is designated as a non-attainment area for State and Federal O_3 standards.

Carbon Monoxide. CO is an odorless, colorless toxic gas that is formed by the incomplete combustion of fuels. Motor vehicles are by far the largest source of CO in the Basin. At high concentrations, CO can reduce the oxygen-carrying capacity of the blood and cause headaches, dizziness, unconsciousness, and even death. CO also and aggravate cardiovascular disease. The Orange County portion of the Basin is designated an attainment area for State CO standards and non-attainment for Federal CO standards.

Nitrogen Dioxide. NO_2, often used interchangeably with NO_x, is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations) in the vicinity. The entire Basin is designated as an attainment area for State NO_2 standards and Unclassified/Attainment for Federal standards (redesignated from non-attainment on July 24, 1998).

Fine Particulate Matter. Fine particulate matter (PM_{10}, or particulate matter less than 10 microns in diameter) includes a wide range of solid or liquid particulates, including smoke, dust, aerosols and metallic oxides. There are many sources of PM_{10} emissions, including combustion, industrial processes, grading and construction, and motor vehicles. Of the PM_{10} emissions associated with motor vehicle use, some are tailpipe and tire wear emissions, but greater quantities are generated by resuspended road dust. Consequently, improvements in motor vehicle engines and fuels have not reduced PM_{10} emissions as significantly as they have reduced emissions of other pollutants. Reductions in motor vehicle *use* are needed to significantly reduce PM_{10} emissions from resuspended road dust. Research has also shown that wood burning in fireplaces and stoves is a significant source of PM_{10}, particularly during episodes when PM_{10} levels are at their highest.

Fine particulate matter is of concern because it can bypass the body's natural filtration system more easily than larger particles, and can lodge deeply into the lungs. Health effects of PM_{10} carry depending on a variety of factors, including the type and size of particle. Elevated PM_{10} concentrations can also aggravate chronic respiratory illness such as bronchitis and asthma. The SCAB is designated as non-attainment for State and Federal PM_{10} standards.

Sulfur Dioxide and Lead. Sulfur dioxide (SO_2), often used interchangeably with sulfur oxides (SO_x), and lead (Pb) levels in all areas of the Basin do not exceed Federal or State standards. The Basin is designated as attainment for both State and Federal SO_2 standards. There is no NAAQS for lead.

REGULATORY FRAMEWORK

FEDERAL CLEAN AIR ACT

The 1970 Clean Air Act (CAA) authorized the establishment of the NAAQS, and set deadlines for their attainment. The Federal Clean Air Act Amendments of 1990 made major changes in deadlines for attaining NAAQS and in the actions required of areas of the nation that exceeded these standards.

CALIFORNIA CLEAN AIR ACT

The 1988 California Clean Air Act (CCAA) requires that all air districts in the State endeavor to achieve and maintain CAAQS for O_3, CO, SO_2, and NO_2 by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources. The Act also gives districts new authority to regulate indirect sources. Each district plan is to achieve a five percent annual reduction (averaged over consecutive three-year periods) in district-wide emissions of each non-attainment pollutant or its precursors. Any additional development within the region would impede the "no net" increase prohibition, in that further emissions reductions must be affected from all other airshed sources to accommodate any project development mobile source emissions increase.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)

The SCAQMD has prepared multiple Air Quality Management Plans (AQMPs) to accomplish the five percent annual reduction goal. The most recent AQMP was published in 1997. To accomplish this task, the AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional and local level. These agencies, which include EPA, CARB, local governments, Southern California Association of Governments (SCAG) and the SCAQMD, are the cornerstones that implement the AQMP programs.

1997 AQMP. A 1997 AQMP was prepared and adopted by the SCAQMD on November 15, 1996. The 1997 AQMP was adopted by CARB on January 23, 1997. The 1997 Plan contains two tiers of control measures: short- and intermediate-term, and long-term. Short- and intermediate-term measures are scheduled to be adopted between 1997 and the year 2005. These measures rely on known technologies and other actions to be taken by several agencies that currently have the statutory authority to implement the measures. They are designed to satisfy the Federal CAA requirement of Reasonably Available Control Technology (RACT) and the CCAA requirement of Best Available Retrofit Control Technology (BARCT). There are 37 stationary source and 24 mobile source control measures in this group.

To ultimately achieve ambient air quality standards, further development and refinement of known low- and zero-emission control technologies, in addition to technological breakthroughs, would be necessary. Long-term measures rely on the advancement of technologies and control methods that can reasonably be expected to occur between 1994 and 2010.

The 1997 AQMP continues to include most of the control measures outlined in the previous 1994 Ozone Plan with minor exceptions, but postpones many marginal measures found to be less cost-effective, drops future indirect-source rules that are now deemed infeasible, and focuses the SCAQMD's efforts on about ten major emission-reduction rules. The SCAQMD will focus its efforts on seven major rules to reduce volatile organic compounds (VOCs), a key ingredient in smog; and the Plan includes new market-based measures giving businesses greater flexibility in meeting emission-reduction requirements, such as intercredit trading and additional credits for mobile source emission reductions.

The 1997 AQMP shows that measures outlined in the 1994 Ozone Plan are sufficient to attain the Federal health standards for the two most difficult ingredients in smog, PM_{10} and ground level O_3, by the years 2006 and 2010, respectively. The region already has met the three other Federal health standards for Pb, SO_2 and NO_2.

To help reduce PM_{10} pollution, the 1997 Plan outlines seven control measures for directly emitted particulates which will reduce emissions from agricultural areas, livestock waste, wood-working operations, construction, and restaurants. The measures will also help control

dust from paved and unpaved roads, which accounts for two thirds of the directly-emitted particulates.

The 1997 Plan shows that both emissions and ambient pollution levels have continued their downward path toward healthful levels. The number of Stage I smog episodes for O_3 declined from 41 days in 1990 to just 14 days in 1995. CO also has declined, with the number of days over the standard down from 42 in 1990 to 13 in 1995. The average number of days exceeding the Federal 24-hour PM_{10} standard also declined between 1990 and 1995 by 9 percent.[3]

The 1997 AQMP Control Strategies. The 1997 AQMP's off-road mobile source control measures are based on the EPA's proposed Federal Implementation Plan (FIP) for the Basin. The FIP's proposed control measures are based on a combination of stringent emission standards, declining caps on emission levels and emission/user fees.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) who are in proximity to localized sources of toxics and carbon monoxide are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent center, and retirement homes.

The City of Costa Mesa is within the Newport Mesa Unified School District. Within the city boundaries are 24 schools comprised of elementary, middle, high school and college levels. In addition, there are approximately nine pre-kindergarten facilities, which provide day care for the area and approximately three facilities, which only provide childcare. Within the cities jurisdiction there are two convalescent homes, one hospital and one senior center. These existing sensitive receptors are located throughout the City.

TOXIC AIR CONTAMINANTS (TACs)

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern in Southern California. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrom plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset conditions. Health effects of TACs include cancer, birth defects, neurological damage and death.

The SCAQMD implements TAC controls through Federal, State and local programs. Federally, TACs are regulated by EPA under Title III of the CAA. At the State level, the CARB has designated all 243 Federal hazardous air pollutants as TACs, under the authority of AB 1807. The Air Toxic Hot Spots Information and Assessment Act (AB 2588) requires inventories and public notices for facilities that emit TACs. Senate Bill 1731 amended AB 2588 to require facilities with "significant risks" to prepare a risk reduction plan (reflected in SCAQMD Rule 1402). SCAQMD also regulates source-specific TACs.

Diesel exhaust is a growing concern in the Basin area and throughout California. The CARB in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which

[3] Article entitled "AQMD Sees Progress in Attaining Federal Clean Air Standards," *AQMD Advisor*, Volume 3, Number 7, September 1996.

are toxic. Many of these toxic compounds adhere to the particles, and because diesel particles are very small, they penetrate deeply into the lungs. Diesel engine particulate matter has been identified as a human carcinogen. Mobile sources (including trucks, buses, automobiles, trains, ships and farm equipment) are by far the largest source of diesel emissions. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections. The cancer risk from exposure to diesel exhaust may be much higher that the risk associated with any other toxic air pollutant routinely measures in the region.[4]

Prior to the listing of diesel exhaust as a TAC, California had already adopted various regulations that would reduce diesel emissions. These regulations include new standards or diesel fuel, emission standards for new diesel trucks, buses, autos, and utility equipment, and inspection and maintenance requirements for health duty vehicles. Following the listing of diesel engine particulate matter as a TAC, CARB is currently evaluating what additional regulatory action is needed to reduce public exposure. CARB does not plan on banning diesel fuel or engines. CARB may consider additional requirements for diesel fuel and engines, however, as well as other measures to reduce public exposure.

Other air quality issues of concern in the SCAB include nuisance impacts of odors and dust. Objectionable odors may be associated with a variety of pollutants. Common sources of odors include wastewater treatment plants, landfills, composting facilities, refineries, and chemical plants. Similarly, nuisance dust may be generated by a variety of sources including quarries, agriculture, grading and construction. Odors rarely have direct health impacts, but they can be unpleasant and can lead to anger and concern over possible health effects among the public. Each year, the SCAQMD receives thousands of citizen complaints about objectionable odors. Dust emissions can contribute to increased ambient concentrations of PM_{10}, particularly when dust settles on roadways where it can be pulverized and re-suspended by traffic. Dust emissions also contribute to reduced visibility and soiling of exposed surfaces.

4.5.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An Environmental Impact Report (EIR) is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Air quality impacts resulting from the implementation of the proposed 2000 General Plan could be considered significant if they cause any of the following to occur:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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);

[4] *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, Bay Area Air Quality Management District, Revised December 1999, page 6.

- Exposes sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed Update have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.5.3 IMPACTS AND MITIGATION MEASURES

Air quality analysis in this section is based on the land use and trip generation data centered in the *Costa Mesa General Plan Traffic Analysis*, prepared by Austin-Foust Associates (December 2000).

CONSTRUCTION EMISSIONS

❖ **CITYWIDE CONSTRUCTION ACTIVITY ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN A CUMULATIVELY CONSIDERABLE INCREASE OF CRITERIA POLLUTANTS, AND WOULD VIOLATE AIR QUALITY STANDARDS.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Short-term impacts to air quality would occur during the grading and construction activities related to 2020 development associated with implementation of the proposed 2000 General Plan. Development anticipated in the 2000 General Plan includes new development, redevelopment and construction of infrastructure. These temporary impacts would include:

- Particulate (fugitive dust) emissions from demolition, clearing and grading activities;
- Off-site air pollutant emissions at the power plant serving the construction site, while temporary power lines are needed to operate construction equipment and provide lighting;
- Exhaust emissions and potential odors from construction equipment used on the construction site as well as the vehicles used to transport materials to and from the site;
- Exhaust emissions from the motor vehicles of the construction crew; and
- Potential release of asbestos from building demolition.

The SCAQMD *CEQA Air Quality Handbook* establishes thresholds for pollutant emissions generated during construction. Each construction project resulting from implementation of the proposed 2000 General Plan for the planning horizon year of 2020 would be required to implement control measures during construction activities in order to reduce the amount of emissions to below the significance thresholds, when possible. As previously stated, the SCAB (Orange County portion) is designated non-attainment for O_3 (State and Federal standards), CO

(Federal standard only), and PM_{10} (State and Federal standards). Any increase in these pollutants would create a significant and unavoidable air quality impact.

Policies in Proposed 2000 General Plan:

CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin.

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- SCAQMD Rule 403 shall be adhered to, insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile, or disturbed surface area beyond the property line of the emission source. Particulate matter deposits on public roadways are also prohibited.

- Adequate watering techniques shall be employed to partially mitigate the impact of construction-generated dust particles. Portions of the project site that are undergoing earth moving operations shall be watered such that a crust will be formed on the ground surface and then watered again at the end of the day.

- Grading operations shall be suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour (mph).

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

VEHICLE MILES TRAVELED AND STATIONARY SOURCE EMISSIONS

❖ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN AN OVERALL INCREASE IN MOBILE AND STATIONARY SOURCE EMISSIONS WITHIN THE CITY, WHICH WOULD EXCEED SCAQMD AIR QUALITY STANDARDS.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Projected population increases in the City for the planning horizon year of 2020 would result in a corresponding increase in the number of automobiles and vehicular pollutants. The primary method of reducing pollutants that result either directly or indirectly from vehicular exhaust (including ozone) is to reduce both the number of vehicular trips and the miles traveled each day by local workers and residents. A large fraction of the remaining stationary pollutants (from electricity and gas consumption) can be reduced through energy conservation. In order to minimize the number of vehicle miles traveled (VMT), land uses could encourage the location of jobs, housing, and shopping areas in such a way as to minimize extra automobile trips. Reductions in vehicular trips as well as vehicular miles can be accomplished over time through the application of wise, long-range planning of land uses that provide comprehensive support for residents and workers, such as shopping and employment.

Existing conditions within the City of Costa Mesa already exceed the SCAQMD criteria pollutant thresholds. Between year 2000 and the planning horizon year of 2020, additional residential, commercial, industrial, entertainment and other uses are anticipated to be developed within the City. Associated with this proposed development would be a subsequent increase in emissions.

Mobile Sources. Mobile source emissions are the major source of contributors to air pollution in the City of Costa Mesa. Table 4.5-2 *Mobile Source Air Emissions*, cites the amount of mobile source emissions that are anticipated to result from implementation of the proposed General Plan between the years 2000 and 2020. Over the next 20 years, pollutant emissions from mobile sources are anticipated to decrease with implementation of new technologies combined with transportation demand management measures.

TABLE 4.5-2
MOBILE SOURCE AIR EMISSIONS

	ROG	NOx	CO	PM_{10}
Year 2000				
Pollutant Pounds Per Day	693,579.80	2,628,270.60	6,924,065.60	863,654.50
SCAQMD Thresholds	55	55	550	150
Threshold Exceeded	Yes	Yes	Yes	Yes
Year 2020				
Pollutant Pounds Per Day	268,897.70	1,582,046.40	3,646,035.30	879,424.80
SCAQMD Thresholds	55	55	550	150
Threshold Exceeded	Yes	Yes	Yes	Yes
Amount of Emissions Increase	**-424,782.10**	**-1,046,224.2**	**-3,278,030.3**	**+15,770.30**

The results shown on Table 4.5-2 are consistent with this assumption. Reactive organic gases (ROG), nitrogen oxides (NOx) and carbon monoxide (CO) would decrease over the next 20 years. However, PM_{10} is anticipated to increase. Additionally, the URBEMIS7G air quality model that was used to analyze air quality in this section assumes significant reductions in emissions over the next 20 years. Table 4.5-3, *Representative URBEMIS7G Emissions Reduction*, indicates the amount of reduction assumed over the next 20 years by the California Air Resources Board. In order to analyze the amount of reduction, URBEMIS7G computer models were run for all years between 2000 and 2005 and at 5-year intervals thereafter. The representative URBEMIS7G models assumed 100 dwelling units of each housing type and 1 unit of each other land use type. Based on the results of the models, there is up to a 31 percent reduction of emissions between years.

Stationary Sources. Table 4.5-4 *Stationary Source Air Emissions*, cites the amount of stationary source emissions that are anticipated to result from development between years 2000 and 2020. The largest portion of stationary source emissions would be generated from the burning of fossil fuels in residential, commercial and industrial areas. Between year 2000 and 2020 additional development within the City would require increased electrical energy, which is generated from power plants utilizing fossil fuels. Electric power generating plants are distributed throughout the SCAB, and their emissions contribute to the total regional pollutant burden. The primary use of natural gas by the land uses throughout the City would be for combustion to produce space heating, water heating and other miscellaneous heating or air conditioning.

TABLE 4.5-3
REPRESENTATIVE URBEMIS7G EMISSIONS REDUCTION

Vehicular Emissions in Tons Per Year								
Year	ROG	% of Change	NO_x	% of Change	CO	% of Change	PM_{10}	% of Change
2000	24.81	0	44.95	0	189.33	0	13.36	0
2005	18.29	26%	35.78	20%	142.49	25%	12.95	3%
2010	13.06	29%	30.31	15%	110.45	23%	12.80	1%
2015	9.03	31%	26.23	14%	82.99	25%	12.72	1%
2020	7.91	12%	25.13	4%	76.52	8%	12.72	0

TABLE 4.5-4
STATIONARY SOURCE AIR EMISSIONS

	ROG	NO_x	CO	PM_{10}
Year 2000				
Pollutant Pounds Per Day	1,972.20	1,192.60	492.80	2.20
SCAQMD Thresholds	55	55	550	150
Threshold Exceeded	Yes	Yes	No	No
Year 2020				
Pollutant Pounds Per Day	2,126.90	1,308.90	540.10	2.40
SCAQMD Thresholds	55	55	550	150
Threshold Exceeded	Yes	Yes	No	No
Amount of Emissions Increase	**154.70**	**115.70**	**47.30**	**0.20**

Air quality impacts would be regional and not confined to the Costa Mesa City limits. The destination of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. Further site-specific development proposals would be evaluated for potential air emissions once development details have been designed and are available. Individual projects may not result in significant air quality emissions, although the proposed would result in a significant cumulative air quality impact as explained below.

Cumulative air pollution impacts from implementation of the proposed 2000 General Plan are considered significant because future development projects would generate emissions of O_3 (made up by ROC and NO_x) and PM_{10} within an area designated as non-attainment for these pollutants. Policies proposed in the 2000 General Plan would reduce the significance of such impacts. However, the impacts would remain significant on a cumulative level even after mitigation.

Policies in Proposed 2000 General Plan:

CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.

CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin.

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.

CON-1E.3 Develop and implement a Reasonable Available Control Measure Plan (including employee ridesharing, traffic signal synchronization, bicycle/pedestrian facilities, energy conservation street lighting, modified work schedules, preferential carpool parking, or other equivalent control measures) in conformance with the Air Quality Management Plan for the South Coast Air Basin.

CIR-1A.3 Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.

CIR-1A.8 Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

CIR-1A.9 Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay.

CIR-1A.10 Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips in order to achieve consistency with allocated trip budgets.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are feasible.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

CONSISTENCY WITH REGIONAL PLANS

❖ **2020 DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT CONFLICT OR OBSTRUCT IMPLEMENTATION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT'S REGIONAL COMPREHENSIVE PLAN GUIDELINES (RCP) AND THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S AIR QUALITY MANAGEMENT PLAN (AQMP).**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: SCAG and SCAQMD actively pursue procedural and structural methods of minimizing air pollutant emissions. Although air quality is not SCAG's primary focus, SCAG

publishes a document titled *Regional Comprehensive Plan and Guide* (RCP) which sets forth criteria for lowering regional pollutant emissions. The RCP is based on information that is provided by County transportation commissions, Caltrans, the Metropolitan Water District, the California Energy Commission, the Bureau of Land Management of the Department of Interior, South Coast Air Quality Management District and other parties both public and private. Information in the RCP related to air quality is found within the Growth Management, Regional Mobility, Air Quality and Energy chapters.

The proposed 2000 General Plan is consistent with the portions of the RCP that cite the necessity to facilitate programs that reduce vehicular miles traveled (VMT) and vehicular emissions. The RCP cites, "SCAG shall encourage existing or proposed local jurisdictions programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle mile traveled, and create opportunities for residents to walk and bike." The proposed 2000 General Plan is consistent with this as shown in the impact analysis above, under the subheading Policies in the proposed 2000 General Plan. The proposed 2000 General Plan is also consistent with the RCP policies that cite the necessity to develop or redevelop areas in a manner that discourages additional vehicular traffic. Policy LU-1E.1 of the proposed 2000 General Plan requires that adjustments to floor area ratios (FAR) not exceed established trip generation standards.

Different from SCAG, the SCAQMD's sole interest is the preservation and improvement of air resources in the South Coast Air Basin. The SCAQMD publishes a document entitled the Air Quality Management Plan (AQMP), which specifies various criteria for air quality management within the South Coast Air Basin (including the City of Costa Mesa). Issues and requirements within the AQMP are similar to those found in the RCP (the RCP incorporates much of the AQMP in its text). Both documents place heavy reliance on local implementation measures, such as land use decisions and local employment transportation programs. The implementation process stresses the freedom of cities to choose attainment measures that best suit local conditions. Land use strategies contained in the RCP help achieve a jobs/housing balance. The City of Costa Mesa recognizes the importance of providing an equitable job/housing balance and therefore; provides specific policies to address this issue.

The City is actively pursuing and implementing programs, which reduce air pollutant emissions, the proposed 2000 General Plan Update is consistent with the RCP and AQMP, and thus, constitutes a less than significant impact.

Policies in Proposed 2000 General Plan:

LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

LU-1A.2 Consider the effects of new employment, particularly in relation to housing impacts, when new commercial or industrial development is proposed.

LU-1A.5 Provide a balance of housing and employment opportunities within planned development areas to the extent feasible.

LU-1B.1 Permit adequate quantities and locations of commercial land to serve residential neighborhoods.

GM-1A.1 Recognizing the constraints of existing physical development conditions, the city shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.

CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin.

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.

CON-1E.3 Develop and implement a Reasonable Available Control Measure Plan (including employee ridesharing, traffic signal synchronization, bicycle/pedestrian facilities, energy conservation street lighting, modified work schedules, preferential carpool parking, or other equivalent control measures) in conformance with the Air Quality Management Plan for the South Coast Air Basin.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.5.4 UNAVOIDABLE SIGNIFICANT IMPACTS

Development associated with implementation of the proposed 2000 General Plan would create unavoidable significant impacts related to construction, mobile sources and stationary sources. These impacts are primarily based on the premise that the City and pollutant sources within are widely dispersed and numerous. Although measures related to construction and stationary sources would be implemented on a project-by-project basis, and vehicular emission reducing programs would be implemented citywide, it is anticipated that these impacts would remain unavoidable and significant.

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4.6 NOISE

The purpose of this section is to describe the existing (2000) and Year 2020 noise environment within the City of Costa Mesa. This section also provides an assessment of long-term noise impacts associated with traffic, and John Wayne Airport and identifies corresponding mitigation measures associated with the development associated with the 2000 General Plan. The noise projections for the planning horizon year of 2020 are based upon vehicular traffic projections contained in the *Costa Mesa General Plan Traffic Analysis*, dated May 2001. The General Plan Traffic Analysis was prepared by Austin-Foust Associates and the report is included in its entirety as Appendix C.

NOISE SCALES AND DEFINITIONS

Decibels (dB) are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). The A-weighted sound pressure level is the sound pressure level, in decibels, as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. Examples, of various sound levels in different environments are shown in Table 4.6-1, *Sound Levels and Human Response.*

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time. These methods include: 1) the Community Noise Equivalent Level (CNEL); 2) the Equivalent Sound Level (Leq); and 3) the Day/Night Average Sound Level (Ldn). These methods are described in Table 4.6-1.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The predominant community noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL rating represents the average of equivalent noise levels, known as Leq's, for a 24-hour period based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m. CNEL may be indicated by "dBA CNEL" or just "CNEL".

TABLE 4.6-1
SOUND LEVELS AND HUMAN RESPONSE

Noise Source	dB(A) Noise Level	Response
	150	
Carrier Jet Operation	140	Harmfully Loud
	130	Pain Threshold
Jet Takeoff (200 feet; thence.) Discotheque	120	
Unmuffled Motorcycle Auto Horn (3 feet; thence.) Rock'n Roll Band Riveting Machine	110	Maximum Vocal Effort Physical Discomfort
Loud Power Mower Jet Takeoff (2000 feet; thence.) Garbage Truck	100	Very Annoying Hearing Damage (Steady 8-Hour Exposure)
Heavy Truck (50 feet; thence.) Pneumatic Drill (50 feet; thence.)	90	
Alarm Clock Freight Train (50 feet; thence.) Vacuum Cleaner (10 feet; thence.)	80	Annoying
Freeway Traffic (50 feet; thence.)	70	Telephone Use Difficult
Dishwashers Air Conditioning Unit (20 feet; thence.)	60	Intrusive
Light Auto Traffic (100 feet; thence.)	50	Quiet
Living Room Bedroom	40	
Library Soft Whisper (15 feet; thence.)	30	Very Quiet
Broadcasting Studio	20	
	10	Just Audible
	0	Threshold of Hearing

Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970, page 2.

LEQ

The Leq is the sound level containing the same total energy over a given sample time period. The Leq can be thought of as the steady sound level which, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. Leq is typically computed over 1, 8 and 24-hour sample periods.

DAY NIGHT AVERAGE (LDN)

Another commonly used method is the day/night average level or Ldn. The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.

OTHER NOISE METRICS

The maximum noise level recorded during a noise event is typically expressed as Lmax. The sound level exceeded over a specified time frame can be expressed as Ln (i.e., L90, L50, L10, etc.). L50 equals the level exceeded 50 percent of the time, L_{10} ten percent of the time, etc.

As previously mentioned, people tend to respond to changes in sound pressure in a logarithmic manner. In general, a 1 dBA change in the sound pressure levels of a given sound is detectable only under laboratory conditions. A 3 dBA change in sound pressure level is considered a detectable difference in most situations. A 5 dBA change is readily noticeable and a 10 dBA change is considered a doubling (or halving) of the subjective loudness. It should be noted that a 3 dBA increase or decrease in the average traffic noise level is realized by a doubling or halving of the traffic volume; or by about a 7 mile per hour (mph) increase or decrease in speed.

For each doubling of distance from a point noise source, the sound level will decrease by 6 dBA. In other words, if a person is 100 feet from a machine, and moves to 200 feet from that source, sound levels will drop approximately 6 dBA. For each doubling of distance from a line source, like a roadway, noise levels are reduced by 3 to 5 decibels, depending on the ground cover between the source and the receiver.

Noise barriers can provide approximately a 5 dBA CNEL noise reduction (additional reduction may be provided with a barrier of appropriate height, material, location and length). A row of buildings provides up to 5 dBA CNEL noise reduction with a 1.5 dBA CNEL reduction for each additional row up to a maximum reduction of approximately 10 dBA. The exact degree of noise attenuation depends on the nature and orientation of the structure and intervening barriers.

NOISE STANDARDS

FEDERAL NOISE STANDARDS

The United States Noise Control Act of 1972 (NCA) recognized the role of the Federal government in dealing with major commercial noise sources in order to provide for uniform treatment of such sources. As Congress has the authority to regulate interstate and foreign commerce, regulation of noise generated by such commerce also falls under congressional

authority. The Federal government specifically preempts local control of noise emissions from aircraft, railroad and interstate highways.

The U.S. EPA has identified acceptable noise levels for various land uses, in order to protect public welfare, allowing for an adequate margin of safety, in addition to establishing noise emission standards for interstate commerce activities.

STATE NOISE STANDARDS

The Office of Noise Control in the State Department of Health Services has developed criteria and guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for General Plans. These guidelines include noise exposure levels for both exterior and interior environments. In addition, Title 25, Section 1092 of the California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 CNEL is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL. Tables 4.6-2 and 4.6-3, below, summarize standards adopted by various State and Federal agencies. Table 4.6-3, *Noise and Land Use Compatibility Matrix*, presents criteria used to assess the compatibility of proposed land uses with the noise environment. Table 4.6-4, *State Interior and Exterior Noise Standards*, indicates standards and criteria that specify acceptable limits of noise for various land uses throughout Costa Mesa. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

TABLE 4.6-2
CITY NOISE ORDINANCE STANDARDS-RESIDENTIAL

Exterior Noise Standards	Interior Noise Standards
55dBA-7:00 a.m. to 11:00 p.m.	55dBA-7:00 a.m. to 11:00 p.m.
50dBA-11:00 p.m. to 7:00 a.m.	45dBA-11:00 p.m. to 7:00 a.m.
NOTE: These represent the basic standards applicable for time periods exceeding 15 minutes each hour. Higher levels may be generated for shorter time periods.	

CITY NOISE STANDARDS

The City of Costa Mesa maintains a comprehensive Noise Ordinance within the City Code which sets standards for noise levels citywide and provides the means to enforce the reduction of obnoxious or offensive noises.

NOISE ORDINANCE

The City Noise Ordinance establishes outdoor and indoor noise standards. The ordinance 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. The basic noise standards contained in Table 4.6-2, *City Noise Ordinance Standards-Residential*, are for the daytime period (7:00 a.m. to 11:00 p.m.) and apply to both outdoor and indoor residential areas. Between the hours of 11:00 p.m. and 7:00 a.m., the noise standards are 5 dBA more stringent for exterior areas and 10 dBA more stringent for indoor areas.

TABLE 4.6-3
NOISE AND LAND USE COMPATIBILITY MATRIX

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn or CNEL, dBA			
	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, Hotels	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	50-75	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

Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

Notes: **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, 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 included in the design.
CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

NA: Not Applicable

TABLE 4.6-4
STATE INTERIOR AND EXTERIOR NOISE STANDARDS

LAND USE CATEGORIES		CNEL	
Categories	Uses	Interior[1]	Exterior[2]
Residential	Single-Family, Duplex, Multiple-Family	45[3]	65
	Mobile Home	--	65[4]
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building	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 environmental 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 exit from inside the dwelling
   - Balconies 6 feet deep or less are exempt
   - Mobile home 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 UBC.

4. Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

The Noise Ordinance prohibits stationary noise sources to exceed the following:

- The noise standard for a cumulative period of more than 30 minutes in any hour;
- The noise standard plus 5 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 5 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 exempts several categories of noise sources, including construction activities which take place between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday, excluding federal holidays. The ordinance is reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

4.6.1 ENVIRONMENTAL SETTING

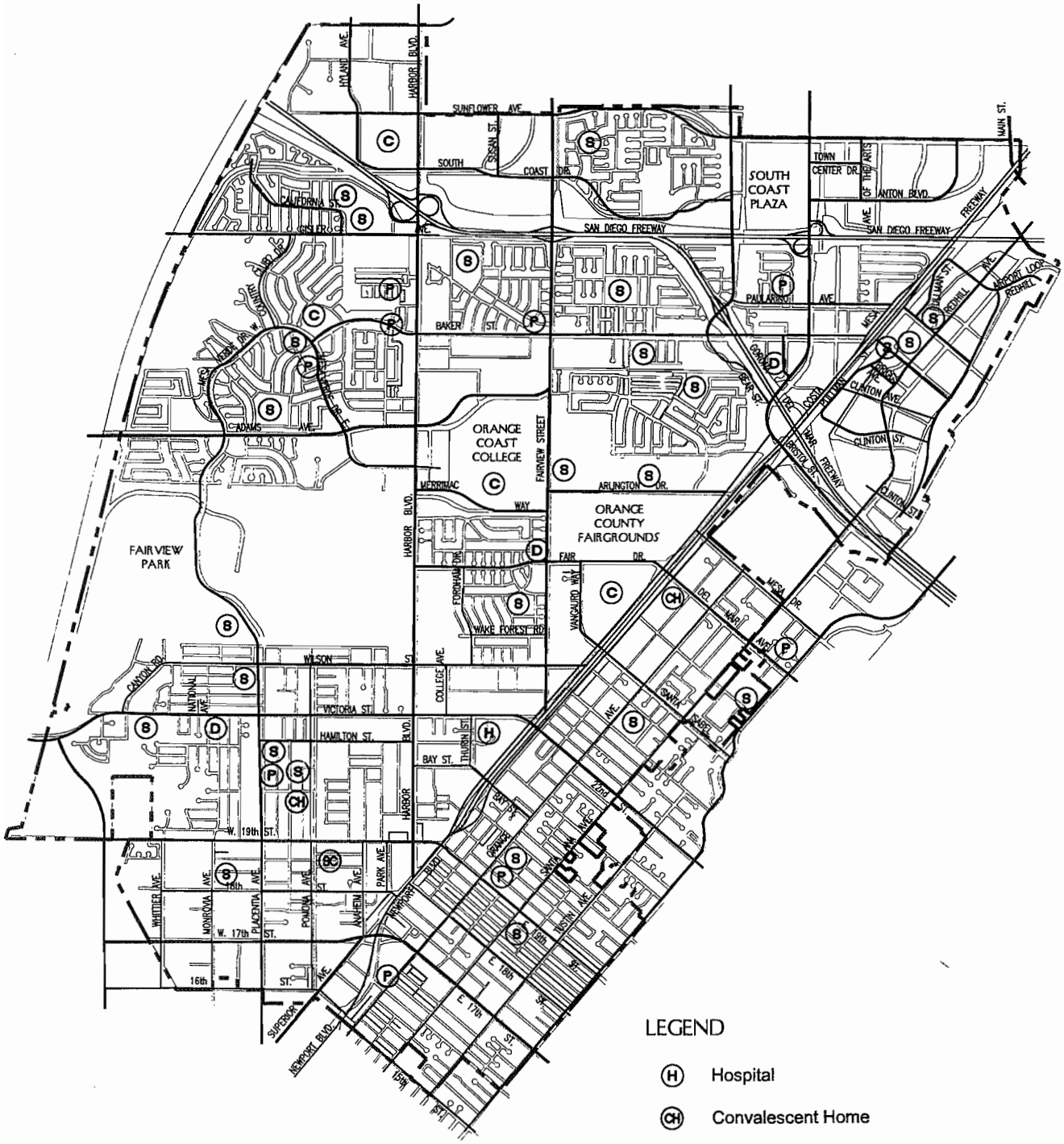
Costa Mesa's noise environment is dominated by vehicular traffic including vehicular generated noise along Interstate 405 (I-405), State Route 55 (SR-55), State Route 73 (SR-73), primary and major arterials, and aircraft operations at John Wayne Airport. In addition, a number of other sources contribute to the total noise environment. These noise sources include construction activities, power tools and gardening equipment, loudspeakers, auto repair, radios, children playing and dogs barking. In order to provide a description of the existing noise environment in Costa Mesa, field noise measurements were taken in 1999 at various locations in the City to reflect ambient noise levels primarily in the vicinity of sensitive uses (i.e., schools, residences, churches, hospitals, etc.). Existing traffic volumes were also modeled throughout the City to provide projected vehicular generated noise levels.

AMBIENT NOISE

In order to describe the ambient or background noise level throughout the City, several noise measurement samples were taken in 1999. The locations included a mix of public schools, preschools (childcare centers), hospitals, convalescent homes and a senior housing development. The numerous locations shown in Exhibit 4.6-1, *Noise Sensitive Land Uses*, were distributed throughout the City in order to provide an overall understanding of the noise environment. Noise monitoring equipment used for the ambient noise survey consisted of a Larson Davis Laboratories Model LDL 820 sound level analyzer equipped with a Bruel & Kjaer (B&K) Type 41761/2" microphone. The instrumentation was calibrated prior to use with a B&K Type 4230 acoustical calibrator to ensure the accuracy of the measurements, and complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters.

The noise measurement locations also function as noise sensitive indicators. These noise sensitive indicators are uses, such as schools and hospitals, which have a lower tolerance for noise than do industrial and commercial activities or normal residential uses. Noise levels measured at these locations are reported in Table 4.6-5, *City of Costa Mesa Existing Noise Levels (1999)*.

NOISE SENSITIVE LAND USES



LEGEND

- (H) Hospital
- (CH) Convalescent Home
- (SC) Senior Center
- (D) Day Care Centers
- (P) Preschools
- (S) Schools
- (C) Colleges

SCALE: 1"=4500'

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EXHIBIT 4.6-1

TABLE 4.6-5
CITY OF COSTA MESA EXISTING NOISE LEVELS (1999)
(Based on Field Measurements)

Site	Location	Leq dBA	L_{90} dBA	Address
1	TeWinkle Intermediate School	50.9	40.3	3224 California Avenue
2	California School	43.6	34.5	3232 California Avenue
3	Killybrooke School	37.6	34.8	3155 Killybrook Lane
4	Paularino School	44.2	39.8	1060 Paularino Avenue
5	St. John the Baptist School/Church	55.7	48.9	1021 Baker Street
6	Costa Mesa High School	53.0	45.6	2650 Fairview Road
7	Back Bay Montessori	59.0	49.4	398 University Drive
8	N-M Alternative Education Center Monte Vista High School/ Back Bay High School	55.9	45.0	390 Monte Vista Avenue
9	Kaiser School	54.7	39.2	2130 Santa Ana Avenue
10	Wilson School	55.2	43.5	801 Wilson Avenue
11	Estancia High School	54.9	39.7	2323 Placentia Avenue
12	College Hospital	58.3	45.7	301 Victoria
13	Head Start	45.0	35.3	661 Hamilton
14	Rea	45.5	36.2	601 Hamilton
15	Costa Mesa Senior Center	49.6	41.8	695 W. 19th Street
16	Pomona School	46.2	35.5	2051 Pomona Avenue
17	Mesa Verde Convalescent Hospital	41.2	32.3	661 Center
18	Whitter School	43.3	39.5	1500 Whittier Street
19	Ocean Breeze Children's Center	44.1	39.0	190 E. 15th Street
20	Jewish Community Center of OC	44.7	42.5	250 E. Baker Street
21	Playmates – Paularino Preschool	53.8	45.5	795 Paularino Avenue
22	Giant Step Learning Center	51.8	47.8	758 Saint Clair
23	Davis Elementary School	45.2	36.0	1050 Arlington Drive
24	Step By Step	53.8	47.4	2525 Fairview Road
25	College Park School	37.5	33.7	2380 Notre Dame Road
26	Harbor Trinity Preschool	47.9	44.2	1230 Baker Street
27	Adams School	43.9	37.7	2850 Clubhouse Drive
28	Montessori Harbor Mesa Preschool	43.0	34.5	1701 W. Baker Street
29	Prince of Peace	41.5	33.9	2987 Mesa Verde Dr. E.
30	Coastline Community College	42.2	34.3	2990 Mesa Verde Dr. E.
31	Montessori Harbor Mesa Elementary School	41.1	37.2	3025 Deodar Avenue
32	Vineyard Christian Preschool Harbor Mesa	42.2	38.9	3013 Deodar Avenue
33	Victoria School	52.2	40.4	1025 Victoria Street
34	Christ Lutheran Church of Costa Mesa LCMS	51.8	42.4	760 Victoria Street
35	Orange Coast College	57.4	43.2	2701 Fairview Road
36	Vanguard University of Southern California	48.2	41.4	55 Fair Drive
37	Woodland Elementary School	65.5	50.8	2025 Garden Lane
38	Sonora School	43.6	35.0	966 Sonora Road

Source: Noise monitoring survey conducted by RBF Consulting on August 13, August 16, August 17, August 26, and September 17, 1999.

COMPUTER MODELING

Roadway noise levels throughout the City were projected using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (i.e., number of lanes), the roadway width, the average daily traffic (ADT), the vehicle travel speed. The percentages of auto and truck traffic, the roadway grade, the angle-of-view, the site conditions ("hard" or "soft"), and the percent of total ADT which flows each hour throughout a 24-hour period. The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadways and adjacent land uses. Various vehicle speeds were assumed throughout the City based on empirical observations and posted maximum speeds (refer to Appendix E, *Noise Data*). As previously stated, noise projections are based on vehicular traffic as derived from the *Costa Mesa General Plan Traffic Analysis*, dated May 2001.

EXISTING TRAFFIC NOISE

Traffic noise levels can be reliably predicted using formulas which take into account traffic volume, speed and percentage of trucks. Existing noise contours were calculated for all the City's primary and major arterials as well as the three freeways (I-405, SR-55, SR-73) that traverse the City. In addition, a number of secondary and commuter streets were modeled as well. Noise generation for each roadway segment was calculated and the distance to the 60, 65, and 70 dBA CNEL contours was determined at 100 feet from roadway centerline. A noise contour is a line behind which the noise level does not exceed a certain value. For instance, the 60 dBA CNEL contour indicates that the CNEL between the street and the contour line is equal to, or greater than 60 dB; the CNEL beyond the contour line - away from the street - is less than 60 dB.

As indicated in Table 4.6-6, *Exterior Noise Exposure Adjacent to Nearby Roadways, 2000*, I-405 and SR-55 currently generate noise levels at a distance of 100 feet from centerline that exceed 75 CNEL. State Route 73 (SR-73) generates noise levels between 70 and 75 dBA CNEL at 100 feet from roadway centerline. Of the 120 roadway links modeled, not including the 13 freeway links mentioned above, within the City, 53 links generate noise levels between 65 CNEL and 70 CNEL at 100 feet from centerline. These links include Harbor, Fairview, and Newport Boulevard, as well as portions of Bristol, Baker, Adams, Victoria, 19th Street, Irvine, 17th, Sunflower, Superior, Placentia and Bear. These roadway links are above the acceptable noise levels (65 CNEL) for noise sensitive receptors.

AIRCRAFT NOISE

The California Department of Transportation (Caltrans) has established guidelines in the California State Noise Standard to control residential area noise levels produced by aircraft operations which use the State's airports. Under these guidelines, residential noise sensitive areas exposed to an average CNEL of greater the 65 dBA define the Noise Impact Area. Noise contours resulting from operations at John Wayne Airport, indicated on Exhibit 4.6-3, *John Wayne Airport Noise Impact Area*, are those on file with the County of Orange Office of Noise Abatement and the Orange County Airport Land Use Commission's 1999 Airport Environs Land Use Plan and represent the latest (1999) measurement data. As shown in Exhibit 4.6-3, a small portion of Costa Mesa is within the 65 dBA CNEL contour of John Wayne Airport. The northeast corner of Costa Mesa is impacted by noise from the airport; however, the majority of this area is developed with industrial uses.

TABLE 4.6-6
EXTERIOR NOISE EXPOSURE ADJACENT TO NEARBY ROADWAYS, 2000

Roadway	ADT[1] (Veh/Day)	CNEL @[2] 100 Ft.	Distance to Contours (Ft.)[3]		
			70 dBA	65 dBA	60 Dba
Sunflower Avenue					
Harbor to Susan	12,000	61.85	33	72	155
Susan to Fairview	20,000	64.07	47	101	219
Fairview to Bear	21,000	64.28	49	105	226
Bear to Main	29,000	66.60	72	156	335
Harbor to Hyland	6,000	58.84	21	45	98
South Coast					
Harbor to Hyland	9,000	60.60	28	60	128
Harbor to Fairview	12,000	61.85	33	72	155
Fairview to Bear	16,000	63.10	48	87	188
Bristol					
Sunflower to Town Center	52,000	69.14	107	230	495
Town Center to Anton	55,000	69.38	111	238	513
Paularino to Baker	39,000	66.71	73	158	341
Baker to SR-73	23,000	64.54	52	111	240
SR-73 to SR-55	30,000	65.58	62	133	287
Anton to I-405	72,000	68.93	111	238	514
I-405 to Paularino	47,000	67.53	83	179	387
SE Bristol					
SR-55 to Irvine	28,000	65.28	59	127	274
Baker Street					
Mesa Verde to Harbor	11,000	61.59	32	68	147
Harbor to Fairview	23,000	64.67	52	111	240
Fairview to Bear	27,000	65.37	58	124	267
SR-55 to Bristol	28,000	65.53	59	127	274
SR-55 to Red Hill	20,000	64.07	47	101	219
Adams					
Santa Ana River to Harbor	43,000	68.31	94	202	436
Harbor to Fairview	29,000	66.60	72	156	335
Fair Drive					
Harbor to Fairview	12,000	61.85	33	72	155
Fairview to SR-55	20,000	64.07	47	101	219
Mesa Verde					
Harbor to Adams	12,000	61.85	33	72	155
Wilson					
Canyon to Placentia	6,000	59.14	21	45	98
Placentia to Pomona	11,000	61.77	32	68	147
Pomona to Fairview	20,000	64.19	47	101	219
Fairview to SR-55	13,000	62.32	35	76	164
Victoria					
Santa Ana River to Canyon	28,000	65.53	59	127	274
Canyon to Placentia	39,000	66.97	76	158	341
Placentia to Pomona	24,000	64.86	53	115	247
Pomona to SR-55	27,000	65.37	58	124	267
19th					
Placentia to Pomona	22,000	64.48	50	108	233
Pomona to Harbor	35,000	66.50	68	147	317
Harbor to SR-55	31,000	67.14	75	163	350
SR-55 to Orange	12,000	55.92	13	29	61
Orange to Irvine	8,000	57.68	17	36	78
Monrovia to Placentia	15,000	62.82	39	84	180

TABLE 4.6-6
EXTERIOR NOISE EXPOSURE ADJACENT TO NEARBY ROADWAYS, 2000
(CONTINUED)

Roadway	ADT[1] (Veh/Day)	CNEL @[2] 100 Ft.	Distance to Contours (Ft.)[3]		
			70 dBA	65 dBA	60 dBA
Mesa					
SR-55 to Irvine	6,000	56.43	14	30	65
Del Mar					
SR-55 to Orange	12,000	59.44	22	48	103
Orange to Irvine	7,000	57.10	15	33	72
Santa Isabel					
SR-55 to Irvine	4,000	54.67	11	23	49
22nd					
SR-55 to Irvine	7,000	57.10	15	33	72
18th					
Monrovia to Pomona	3,000	53.42	9	19	41
Pomona to Newport	10,000	58.65	20	42	91
17th					
Monrovia to Pomona	9,000	58.20	18	39	85
Pomona to Newport	15,000	60.12	26	55	119
Orange to Irvine	34,000	66.37	67	144	311
Newport to Orange	36,000	67.79	83	180	387
16th					
Monrovia to Placentia	3,000	53.42	9	19	41
Placentia to Pomona	4,000	54.67	11	23	49
Orange to Tustin	4,000	54.67	11	23	49
Tustin to Irvine	4,000	54.67	11	23	49
Irvine					
SE Bristol to Mesa	29,000	65.68	60	130	280
Mesa to Del Mar	26,000	65.21	56	121	260
Del Mar to 22nd	29,000	65.68	60	130	280
22nd to 19th	29,000	65.68	60	130	280
19th to 17th	24,000	64.86	53	115	247
17th to 16th	15,000	62.82	39	84	180
Tustin					
21st to 19th	4,000	54.67	11	23	49
19th to 17th	6,000	56.43	14	30	65
17th to 15th	7,000	57.10	15	33	72
Santa Ana					
SE Bristol to Mesa	10,000	58.48	20	42	91
Mesa to Del Mar	7,000	57.10	15	33	72
Del Mar to 21st	5,000	55.64	12	27	57
21st to 19th	6,000	56.43	14	30	65
19th to 16th	8,000	57.68	17	36	78
16th to 15th	5,000	55.64	12	27	57
Orange					
Mesa to Santa Isabel	3,000	53.42	9	19	41
Santa Isabel to 19th	8,000	57.68	17	36	78
19th to 17th	12,000	59.44	22	48	103
17th to 16th	10,000	58.65	20	42	91
16th to 15th	4,000	54.67	11	23	49
Monvrovia					
19th to 18th	7,000	57.10	15	33	72
18th to 16th	5,000	55.64	12	27	57

TABLE 4.6-6
EXTERIOR NOISE EXPOSURE ADJACENT TO NEARBY ROADWAYS, 2000
(CONTINUED)

Roadway	ADT[1] (Veh/Day)	CNEL @[2] 100 Ft.	Distance to Contours (Ft.)[3]		
			70 dBA	65 dBA	60 dBA
Placentia					
17th to 16th	16,000	63.10	41	87	188
18th to 17th	19,000	63.84	45	98	211
19th to 18th	24,000	64.86	53	115	247
Victoria to 19th	29,000	65.68	60	130	280
Victoria to Wilson	17,000	63.36	42	91	196
Wilson to Adams	13,000	62.20	35	76	164
Pomona					
Wilson to Victoria	4,000	54.67	11	23	49
Victoria to 19th	8,000	57.68	17	36	78
19th to Superior	8,000	57.68	17	36	78
Harbor					
Segerstrom to MacArthur	40,000	67.76	89	193	415
Scenic to Sunflower	50,000	68.73	104	224	482
Sunflower to South Coast	56,000	69.23	112	241	520
Gisler to Baker	60,000	69.31	117	253	544
Baker to Adams	60,000	69.31	117	253	544
Adams to Merrimac	54,000	69.07	109	236	507
Merrimac to Fair	51,000	68.82	105	227	488
Fair to Wilson	44,000	68.41	95	205	442
Wilson to Victoria	40,000	68.00	90	193	415
Victoria to 19th	32,000	67.03	77	166	358
19th to Newport	19,000	64.76	54	117	253
South Coast to I-405	63,000	69.62	121	261	562
I-405 to Gisler	68,000	69.95	127	275	592
Fairview					
MacArthur to Sunflower	42,000	68.21	92	199	429
Sunflower to South Coast	56,000	69.23	112	241	520
South Coast to I-405	53,000	69.22	108	233	501
I-405 to Baker	35,000	67.42	82	176	380
Baker to Adams	31,000	66.89	75	163	350
Adams to Merrimac	32,000	67.03	77	166	358
Merrimac to Fair	24,000	65.78	64	137	295
Fair to Wilson	13,000	63.37	42	91	196
Red Hill					
I-405 to SR-73	22,000	64.48	50	108	233
Bear					
Sunflower to South Coast	25,000	65.96	65	141	304
I-405 to Paularino	26,000	66.38	67	145	312
Baker to Bristol	8,000	57.68	17	36	78
Paularino					
Bear to Bristol	8,000	57.68	17	36	78
Bristol to SR-55	20,000	64.07	47	101	219
SR-55 to Red Hill	14,000	62.52	37	80	172
Superior					
17th to 15th	20,000	65.24	56	121	262

TABLE 4.6-6
EXTERIOR NOISE EXPOSURE ADJACENT TO NEARBY ROADWAYS, 2000
(CONTINUED)

Roadway	ADT[1] (Veh/Day)	CNEL @[2] 100 Ft.	Distance to Contours (Ft.)[3]		
			70 dBA	65 dBA	60 dBA
I-405					
Santa Ana River to Harbor	256,000	78.28	489	1,053	2,269
Harbor to Fairview	249,000	78.16	480	1,034	2,227
Fairview to SR-73	258,000	78.42	491	1,059	2,281
SR-73 to Bristol	258,000	78.42	491	1,059	2,281
Bristol to SR-55	272,000	78.65	509	1,097	2,363
SR-55 to MacArthur	274,000	78.48	512	1,103	2,376
SR-73					
I-405 to Bear	91,000	74.20	246	529	1,140
Bear to SR-55	99,000	74.34	260	560	1,206
SR-55 to Irvine	91,000	73.97	245	529	1,139
SR-55					
North of I-405	237,000	78.16	464	1,000	2,155
I-405 to SR-73	135,000	76.20	319	688	1,482
SR-73 to 21st	125,000	75.74	303	654	1,408
21st to End of Freeway	88,000	74.61	240	517	1,115
Newport Boulevard					
19th to SR-55	104,000	70.74	141	304	656
19th to Harbor	78,000	69.49	117	251	541
Harbor to 17th	76,000	69.38	115	247	532
17th to 16th	46,000	67.20	82	177	381
16th to 15th	54,000	67.89	91	196	423

[1] ADT means average daily two-way traffic volume.
[2] CNEL values are calculated at 100 feet from the - R/W-Noise contour located with the roadway right-of-way (ROW). Estimates do not adjust for any existing noise barriers and are for traffic noise only.
[3] All distances are measured from the centerline.

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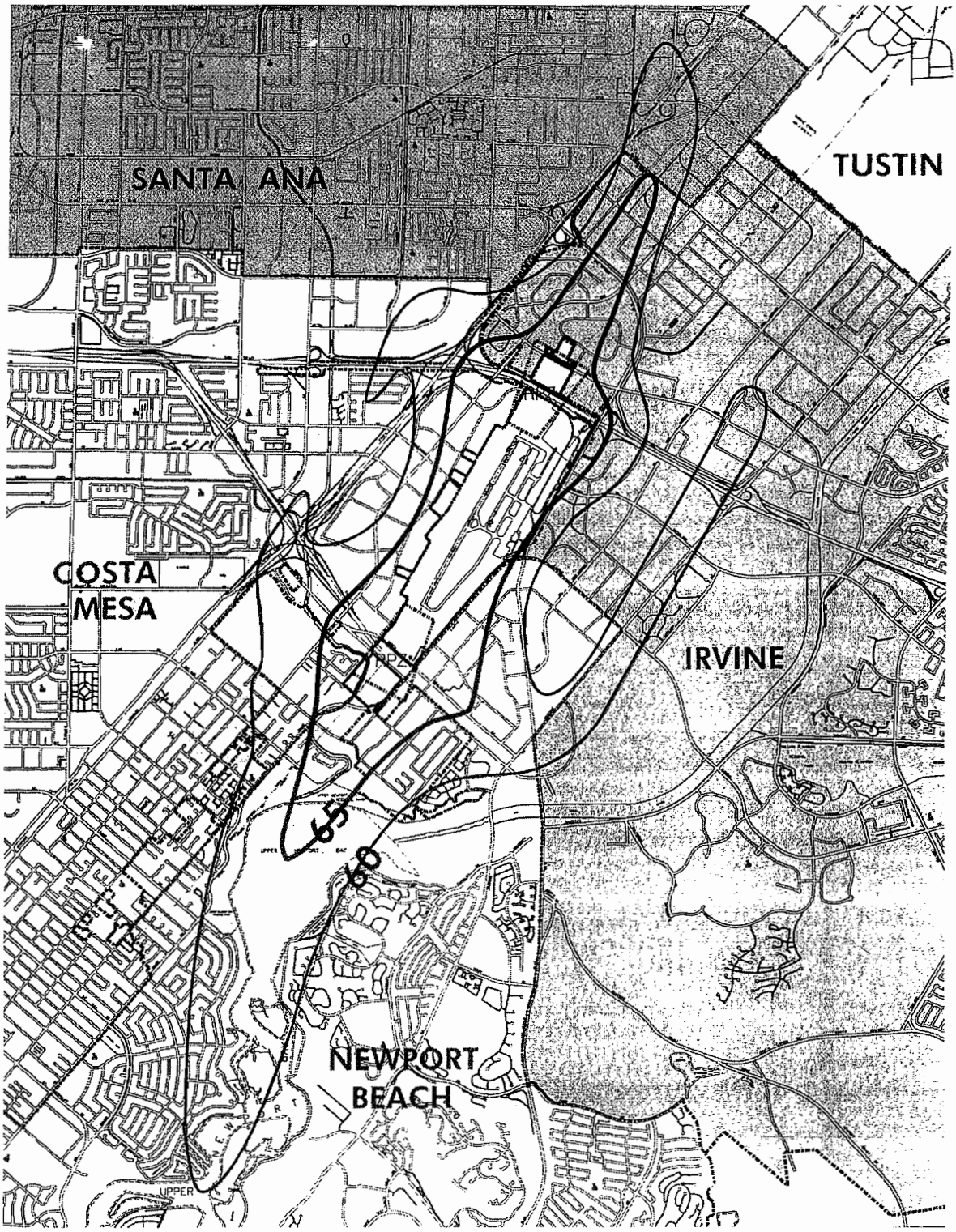
JOHN WAYNE AIRPORT NOISE IMPACT AREA



Source: Airport Environs Land Use Plan, CNEL Contours, Airport Lands Use Commission of Orange County, Amended November 16, 1995

SCALE: N.T.S.

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EXHIBIT 4.6-3

Approximately 107 dwelling units in the City's sphere of influence (SOI) are located within the 65 dBA CNEL Noise Impact Area, south of the runway. John Wayne Airport has implemented an on-going program of noise reduction which includes: limits on the number of commercial airline flights, noise abatement arrival and departure procedures, admonishment of noisy operators (including private aircraft), curfew, and takeoff weight limitations.

A Master Plan for the airport was approved in February 1985 by the County Board of Supervisors. Settlement of lawsuits concerning airport expansion was reached in December 1985 between the County, City of Newport Beach and two community organizations. Since the construction of the 337,900 square foot terminal, the passenger count is limited to 8.4 million per year with 73 average daily departures (up to the year 2005). Regularly scheduled aircraft that generate less than 86 dB SENEL (Single Event Noise Equivalent Level) are exempt from daily flight restrictions but are subject to the passenger limitations. Despite the potential for future increases in air traffic from John Wayne, ultimate CNEL contours are anticipated to be similar to the noise contours as contained in the 1999 Airport Environs Land Use Plan, with implementation of the Master Plan and ANCLUC (Airport Noise Control and Land Use Compatibility). The Orange County Airport Land Use Commission assumes that John Wayne Airport will continue to operate in accordance with the Master Plan until at least 2005. Subsequent to 2005, a prescribed limit on airport operations had not been identified. Therefore, the Commission has assumed that future Airport operations will continue at approximately the 2005 level.

Other aircraft operations affecting Costa Mesa involve the Costa Mesa Police Department, which maintains three helicopters for aerial surveillance. While the helicopters are located at John Wayne Airport, a helipad is located at the City's Civic Center on Fair Drive. Under normal circumstances, only one helicopter is in the air at a given time. Hours of operation are between 10:00 a.m. and 3:00 a.m. Depending on altitude and speed, noise levels generated by the craft under normal conditions range from 61 dBA to 65 dBA. These levels are exceeded upon landing and taking off from the Civic Center helipad for refueling, and in rare instances when landing or extremely low altitudes are required elsewhere in the City.

Three additional private heliports are located in north Costa Mesa at the following locations:

- Los Angeles Times, 1375 Sunflower Avenue
- Office Building, 555 Anton Boulevard
- Tridair Helicopter, 3000 Airway Avenue

The City regulates the siting of helipads through a Conditional Use Permit. The City requires an analysis to identify potential noise impacts and the City may regulate the hours of operation and arrival, departure/arrival routes, and type of helicopters which may use the heliport in order to minimize impacts to sensitive land uses.

ORANGE COUNTY FAIRGROUNDS

In 1980, a modified stricter Noise Ordinance for fairground operations was established in an agreement between the 32nd District Agricultural Association and the City of Costa Mesa. Table 4.6-9, *Orange County Fairgrounds Modified Noise Ordinance*, applies to the activities within the Orange County Fairgrounds.

Several noise sources presently exist within the Orange County Fairgrounds property. A majority of the on-site stationary noise is due to sound reinforcement equipment utilized for the Speedway, the swap meet, and annual events such as Octoberfest and Orange County Fair. Additionally motorcycle noise is generated during Speedway races. Parking lot activity during various fairground events also generates noise. The primary noise generators on the fairgrounds site are briefly described below.

Pacific Amphitheater

Noise levels generated by concert events at Pacific Amphitheater have exceeded the Costa Mesa Noise Ordinance on several occasions in nearby residential areas in past years, and the amphitheater has been in litigation since 1983 regarding repeated violations and was closed in 1997.

Speedway Motorcycle Racing

Speedway motorcycle racing events are held at the existing 8,500 seat outdoor arena located at the northern boundary of the fairgrounds. The racing season runs from approximately late March/early April through late September/early October, with racing events on Saturday evenings from 7:30 p.m. to 10:00 p.m. Noise levels are generated by the public address system and by the motorcycles themselves. Typical racing events are 10 dBA to 15 dBA lower than the noise limit of 98 dBA (at a distance of 100 feet from the outside edge of the track) imposed by the State of California Department of Health Services, Office of Noise Control.

Orange County Fair

Noise is generated by several sources during the annual two week Orange County Fair. Noise sources during the fair events include a public address system, carnival rides, and several sound reinforcement systems which are used for concerts and carnival rides. Noise levels in the activity areas of a typical fair are in the range of 65 dBA to 75 dBA.

TABLE 4.6-7
ORANGE COUNTY FAIRGROUNDS MODIFIED NOISE ORDINANCE

Land Use	Noise Level Not To Be Exceeded	Maximum Allowable Duration of Exceedance
Residential	50 dBA 55 dBA 60 dBA 65 dBA 70 dBA	30 min/hour 15 min/hour 5 min/hour 1 min/hour Not For Any Period of Time
Noise Zone	**Noise Level (CNEL)**	**Time Period**
1 & 2 Family Residential	60 dBA 50 dBA	7:00 a.m. to 11:00 p.m. 11:00 p.m. to 7:00 a.m.
Multiple Dwelling Residential, Public Space, Commercial	60 dBA 55 dBA	7:00 a.m. to 11:00 p.m. 11:00 p.m. to 7:00 a.m.
Title 4, Division 6 (Noise Control) of the Orange County Code, 1980.		

URBAN RAIL TRANSPORTATION

The Circulation Element of the 2000 General Plan notes that there are no urban rail facilities currently exist within the City. However, the Orange County Transportation Authority (OCTA) is in the planning stages of a light rail system (The Centerline Rail System) that is proposed to pass through the northeast portion of the City, including a line connecting the South Coast Plaza Town Center area to the system. Due to the preliminary nature of the urban rail line proposals, potential long-term noise impacts within the City can not be identified. Further

review including detail noise analysis of final route alignments, hours of operation and station locations would be required as the planning for the urban rail line progresses.

STATIONARY NOISE SOURCES

Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities is caused by delivery trucks, air compressors, generators, outdoor loudspeakers and gas venting. Other significant stationary noise sources in the City include noise from construction activity, street sweepers and gas-powered leaf blowers. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and the application of the City Noise Ordinance.

4.6.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Noise impacts resulting from the implementation of the proposed 2000 General Plan could be considered significant if they cause any of the following results:

- 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;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels, and/or
- For a project within the vicinity of a private helipads, would the project expose people residing or working in the project are to excessive noise levels.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

SIGNIFICANCE OF CHANGES IN AMBIENT NOISE LEVELS

A project is considered to have a significant noise impact where it causes an adopted noise standard to be exceeded for the project site or for adjacent sensitive receptors. In addition to being concerned about the absolute noise level that might occur when a new source is introduced into an area, it is also important to consider the existing noise environment. If the existing noise environment is quiet and the new noise source greatly increases the noise exposure, even though a criterion level might not be exceeded, some impact may occur. Lacking adopted standards for evaluating such impacts, general considerations for community noise environments are that a change of over 5 dBA is readily noticeable and, therefore, is considered a significant impact (refer to Table 4.6-8, *Significance of Changes in Cumulative Noise Exposure*).[1] Changes from 3 to 5 dBA may be noticed by some individuals and are, therefore considered to constitute an adverse environmental impact since under these conditions sporadic complaints may occur. Changes in community noise levels of less than 3 dBA are normally not noticeable and are therefore considered less than significant.[2] Adverse impacts would result if increases in noise levels are audible (increases equal to, or greater than 3 dBA), although the noise level may not exceed the significant impact criteria specified above.

TABLE 4.6-8
SIGNIFICANCE OF CHANGES IN CUMULATIVE NOISE EXPOSURE

Ambient Noise Level Without Project (Ldn or CNEL)	Significant Impact Assumed to Occur if the Project Increases Ambient Noise Levels by:
< 60 dBA	+ 5.0 dBA or more
60-65 dBA	+3.0 dBA or more
> 65 dBA	+1.0 dBA or more
Sources: FICON, FHWA, and Caltrans as applied by Brown-Buntin Associates, Inc., 1997.	

4.6.3 IMPACTS AND MITIGATION MEASURES

Noise analysis in this section is based on the land use and trip generation data contained in the *Costa Mesa General Plan Traffic Analysis*, prepared by Austin-Foust Associates (May 2001).

CONSTRUCTION NOISE

❖ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD INVOLVE CONSTRUCTION-RELATED NOISE AS FUTURE PARCELS ARE DEVELOPED AND/OR RENOVATED.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

[1] Assessment of Noise with Respect to Community Response, ISO R 1996, International Standardization, Switzerland.

[2] Fundamentals and Abatement of Highway Traffic Noise, Bolt, Beranek and Newman, 1973.

Impact Analysis: Typical activities associated with construction are a highly noticeable temporary noise source. Noise from construction activities are generated by two primary sources during construction phases. The transport of workers and equipment to construction sites and the noise related to the construction itself. As currently underutilized or vacant parcels are developed in accordance with the proposed 2000 General Plan, construction-related activities would generate noise from construction equipment, grading operations, and stationary equipment. These noise sources can be a nuisance to local residents and businesses. However, construction noise impacts are short-term and cease upon completion of each project. Furthermore, the City of Costa Mesa Noise Ordinance regulates the days time for which construction noise is regulated. Implementation of the Noise Ordinance, as well as implementation of the policies proposed in the 2000 General Plan, would serve to reduce short-term construction noise impacts to less than significant levels.

Policies in Proposed 2000 General Plan:

N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

N-1A.2 The maximum acceptable exterior noise levels for residential areas is 65 CNEL.

N-1A.3 Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- The City of Costa Mesa shall enforce a Noise Ordinance which clearly addresses maximum exposure limits and mitigation requirements to protect people from non-transportation-related noise. This shall include limitations on construction hours and location/storage of construction equipment adjacent to sensitive receptors.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

TRAFFIC NOISE

❖ **FUTURE TRAFFIC NOISE LEVELS ASSOCIATED WITH IMPLEMENTATION OF THE 2000 GENERAL PLAN DEVELOPMENT WOULD CONTRIBUTE TO AN EXISTING EXCEEDANCE OF THE CITY'S NOISE STANDARD RESULTING IN POTENTIAL NOISE IMPACTS TO SENSITIVE RECEPTORS.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Noise levels adjacent to I-405, SR-55, SR-73 and surface street links were modeled for the year 2020 to determine the location and extent of existing and future vehicular generated noise conditions. Table 4.6-9, *Exterior Noise Exposure Adjacent to Nearby Roadways, 2020*, indicates the I-405 and SR-55 would generate noise levels at a distance of 100 feet from centerline that would exceed the 75 CNEL. The proposed extension of the southern end of the SR-55 freeway would generate noise levels between 70 and 75 CNEL. The SR-73 freeway would generate noise levels between 70 and 75 CNEL. Of the 135 roadways modeled (not counting 16 freeway segments), 57 would generate noise

TABLE 4.6-9
EXTERIOR NOISE EXPOSURE ADJACENT TO NEARBY ROADWAYS, 2020

Roadway	ADT[1] (Veh/Day)	CNEL @[2] 100 Ft.	Distance to Contours (Ft.)[3]		
			70 dBA	65 dBA	60 Dba
Sunflower					
Harbor to Susan	19,000	63.61	45	98	211
Susan to Fairview	17,000	63.13	42	91	196
Fairview to Bear	22,000	64.25	50	108	233
Bear to Flower	37,000	67.43	85	183	395
Flower to Anton	26,000	66.13	67	145	312
Anton to Main	43,000	68.31	94	202	436
Harbor to Hyland	9,000	60.37	28	60	128
South Coast					
Harbor to Hyland	18,000	63.38	44	95	204
Harbor to Fairview	14,000	62.29	37	80	172
East of Fairview to I-405 Ramp	17,000	63.36	42	91	196
West of Bear to I-405 Ramp	14,000	62.29	37	80	172
Bristol					
Alton to Sunflower	49,000	68.65	102	221	476
Sunflower to Town Center	60,000	69.40	117	252	544
Town Center to Anton	70,000	70.07	130	280	603
Paularino to Baker	56,000	68.05	93	201	434
Baker to SR-73	42,000	66.80	77	166	358
SR-73 to SR-55	46,000	67.20	82	177	381
Anton to I-405	85,000	69.65	124	266	574
I-405 to Paularino	67,000	68.61	105	227	489
SE Bristol					
SR-55 to Irvine	33,000	65.76	66	142	305
Baker					
East of Mesa Verde	9,000	60.72	28	60	128
West of Harbor	28,000	65.41	59	127	273
Harbor to Fairview	30,000	65.60	62	133	286
Fairview to Bear	39,000	66.74	74	158	341
Bear to SR-55	34,000	65.89	67	145	311
SR-55 to Red Hill	23,000	64.42	52	111	240
Adams					
Santa Ana River to Harbor	33,000	66.93	79	170	365
Harbor to Fairview	34,000	67.06	80	173	373
Fair					
Harbor to Fairview	15,000	62.59	39	84	180
Fairview to SR-55	26,000	64.98	56	121	260
Mesa Verde					
Harbor to Adams	10,000	61.06	30	64	138
Wilson					
Canyon to Placentia	4,000	57.38	16	35	75
Placentia to Pomona	9,000	60.72	28	60	128
Pomona to Harbor	18,000	63.73	44	95	204
Harbor to Fairview	23,000	64.56	52	111	240
Fairview to SR-55	18,000	63.73	44	95	204
Victoria					
Santa Ana River to Canyon	19,000	63.84	45	98	211
Canyon to Placentia	12,000	61.85	33	72	155
Placentia to Pomona	20,000	64.07	47	101	219
Pomona to SR-55	25,000	65.04	55	118	254

TABLE 4.6-9
EXTERIOR NOISE EXPOSURE ADJACENT TO NEARBY ROADWAYS, 2020
(CONTINUED)

Roadway	ADT[1] (Veh/Day)	CNEL @[2] 100 Ft.	Distance to Contours (Ft.)[3]		
			70 dBA	65 dBA	60 dBA
19th					
Placentia to Pomona	19,000	63.61	45	98	211
Pomona to Harbor	32,000	65.88	64	139	299
Harbor to SR-55	29,000	66.62	72	155	35
SR-55 to Orange	7,000	53.57	9	20	43
Orange to Irvine	6,000	56.43	14	30	65
Monrovia to Placentia	18,000	63.38	44	95	204
Mesa					
SR-55 to Irvine	5,000	55.64	12	27	57
Del Mar					
SR-55 to Irvine	23,000	61.86	34	74	159
Santa Isabel					
SR-55 to Irvine	3,000	53.42	9	19	159
22nd					
SR-55 to Irvine	6,000	56.43	14	30	41
18th					
Monrovia to Pomona	6,000	56.43	14	30	65
Pomona to Newport	7,000	57.10	15	33	72
17th					
Monrovia to Pomona	10,000	58.48	20	42	91
Pomona to Newport	12,000	59.15	22	48	103
Orange to Tustin	53,000	68.05	90	194	419
Tustin to Irvine	45,000	67.36	81	174	375
Newport to Orange	60,000	68.35	98	211	454
Irvine to Dover	14,000	63.69	44	96	206
16th					
Monrovia to Placentia	2,000	51.66	7	14	31
Placentia to Pomona	5,000	55.64	12	27	57
Orange to Tustin	7,000	57.10	15	33	72
Tustin to Irvine	4,000	54.67	11	23	49
Irvine					
SE Bristol to Mesa	33,000	65.99	66	14	305
Mesa to Del Mar	27,000	65.12	58	27	267
Del Mar to 22nd	31,000	65.97	63	33	293
22nd to 19th	28,000	65.30	59	23	274
19th to 17th	16,000	62.87	41	87	188
17th to 16th	14,000	62.52	37	80	172
15th					
Monrovia to Placentia	6,000	59.14	21	45	98
Tustin					
21st to 19th	1,000	48.65	4	9	20
19th to 17th	4,000	54.67	11	23	49
17th to 16th	5,000	55.64	12	27	57

TABLE 4.6-9
EXTERIOR NOISE EXPOSURE ADJACENT TO NEARBY ROADWAYS, 2020
(CONTINUED)

Roadway	ADT[1] (Veh/Day)	CNEL @[2] 100 Ft.	Distance to Contours (Ft.)[3]		
			70 dBA	65 dBA	60 dBA
Santa Ana					
SE Bristol to Mesa	13,000	59.38	23	50	108
Mesa to Del Mar	12,000	59.27	22	48	103
Del Mar to 21st	6,000	56.43	14	30	65
21st to 19th	3,000	53.42	9	19	41
19th to 16th	8,000	57.68	17	36	78
16th to 15th	6,000	56.43	14	30	65
Orange					
Mesa to Santa Isabel	3,000	53.42	9	19	41
Santa Isabel to 19th	5,000	55.64	12	27	57
19th to 17th	3,000	53.42	9	19	41
17th to 16th	8,000	57.68	17	36	78
16th to 15th	8,000	57.68	17	36	78
Monvrovia					
19th to 18th	7,000	57.10	15	33	72
18th to 16th	5,000	55.64	12	27	57
Placentia					
17th to 16th	7,000	59.51	23	50	109
18th to 17th	6,000	58.84	21	45	98
19th to 18th	5,000	57.82	19	40	87
Victoria to 19th	8,000	60.09	26	55	119
Victoria to Wilson	14,000	62.29	37	80	172
Wilson to Adams	13,000	62.20	35	76	164
Pomona					
Wilson to Victoria	6,000	56.43	14	30	65
Victoria to 19th	8,000	57.68	17	36	78
19th to Superior	4,000	54.67	11	23	49
Harbor					
Segerstrom to MacArthur	50,000	67.73	104	224	482
MacArthur to Scenic	37,000	67.43	85	183	395
Scenic to Sunflower	52,000	68.90	107	229	494
Sunflower to South Coast	60,000	69.53	117	253	545
Gisler to Baker	64,000	69.59	122	264	122
Baker to Adams	56,000	69.01	112	241	520
Adams to Merrimac	51,000	68.82	105	227	170
Merrimac to Fair	45,000	68.28	97	209	449
Fair to Wilson	41,000	67.87	91	196	422
Wilson to Victoria	38,000	67.78	87	186	402
Victoria to 19th	37,000	67.43	85	183	395
19th to Newport	22,000	65.40	60	129	279
South Coast to I-405	67,000	69.79	126	272	586
I-405 to Gisler	79,000	70.50	141	303	654
Fairview					
MacArthur to Sunflower	47,000	68.46	100	214	462
Sunflower to South Coast	57,000	69.30	113	244	526
South Coast to I-405	70,000	70.07	130	280	603
I-405 to Baker	56,000	69.23	112	241	520
Baker to Adams	58,000	69.38	115	247	532
Adams to Merrimac	42,000	67.98	92	199	429
Merrimac to Fair	36,000	67.31	83	180	387
Fair to Wilson	26,000	66.13	67	145	312

TABLE 4.6-9
EXTERIOR NOISE EXPOSURE ADJACENT TO NEARBY ROADWAYS, 2020
(CONTINUED)

Roadway	ADT[1] (Veh/Day)	CNEL @[2] 100 Ft.	Distance to Contours (Ft.)[3]		
			70 dBA	65 dBA	60 dBA
Red Hill					
I-405 to SR-73	24,000	64.41	53	115	247
Bear					
MacArthur to Sunflower	22,000	65.77	60	129	279
Sunflower to South Coast	23,000	65.36	62	133	287
South Coast to I-405	33,000	66.93	79	170	365
I-405 to SR-73	36,000	67.54	83	180	387
Baker to Bristol	9,000	58.20	18	39	85
Paularino					
Bear to Bristol	8,000	57.68	17	36	78
Bristol to SR-55	16,000	62.87	41	87	188
SR-55 to Red Hill	14,000	62.52	37	80	172
Superior					
17th to 15th	23,000	65.85	62	133	287
I-405					
Santa Ana River to Harbor	322,000	79.18	570	1,228	2,646
Harbor to Fairview	322,000	79.18	570	1,228	2,646
Fairview to SR-73	369,000	79.77	624	1,345	2,897
SR-73 to Bristol	284,000	78.84	524	1,129	2,433
Bristol to SR-55	300,000	79.08	544	1,171	2,524
SR-55 to MacArthur	328,000	79.26	577	1,243	2,679
SR-73					
I-405 to Bear	99,000	74.34	260	560	1,206
Bear to SR-55	104,000	74.34	268	578	1,246
SR-55 to Irvine	98,000	74.08	258	556	1,197
SR-55					
North of I-405	287,000	78.99	527	1,136	2,448
I-405 to SR-73	143,000	76.45	323	715	1,540
SR-73 to Mesa	216,000	78.11	437	940	2,026
Mesa to Del Mar	162,000	76.86	360	776	1,672
Del Mar to 21st	171,000	77.10	374	805	1,735
21st to 17th	118,000	75.74	292	628	1,354
17th to 16th	84,000	74.27	233	501	1,080
Newport					
19th to SR-55 Ramp	42,000	66.80	77	166	358
19th to Harbor	24,000	64.37	53	114	247
Harbor to 18th	40,000	66.59	75	161	347
18th to 17th	37,000	66.25	71	153	329
17th to SR-55	17,000	62.88	42	91	196
16th to 15th	66,000	68.77	104	225	485
Bluff					
Victoria to 19th	18,000	63.36	44	95	204
19th to 17th	22,000	64.23	50	108	233
17th to 16th	17,000	63.36	42	91	196

1 ADT means average daily two-way traffic volume.
2 CNEL values are calculated at 100 feet from the centerline. R/W-Noise contour located with the roadway right-of-way (ROW). Estimates do not adjust for any existing noise barriers and are for traffic noise only.
3 All distances are measured from the centerline.

levels between 65 and 70 CNEL at 100 feet from the roadway centerline and three segments would exceed 70 CNEL at 100 feet from the roadway centerline. These roadways include Harbor, Fairview, Adams, Bristol, Baker, Bear, Newport, Sunflower, 17th, Superior, Fair, Victoria, 19th, and Irvine.

Table 4.6-10, *Roadway Noise Comparative Analysis for Years 2000 and 2020*, indicates the noise increase and decrease for the analyzed roadways within the City of Costa Mesa. According to Table 4.6-8, the City of Costa Mesa would experience a City-wide increase in noise of 0.80 dBA CNEL in the year 2020. Portions of 15th, Bristol, 17th, Bear and Harbor were not able to be comparatively analyzed due to lack of average daily trip information in the *Costa Mesa General Plan Traffic Analysis*, dated May 2001, for the year 2000. Newport Boulevard has been omitted from the comparative analysis due to the planned extension of SR-55 to south of 16th Street. The reconfirguration of SR-55 would cause noise levels adjacent to Newport Boulevard and south of 21st Street, to disproportionarely distort the calculated average citywide increase in the community noise equivalent level. A separate environmental analysis, including noise modeling, will be required as planning for the extension of SR-55 moves forward some time in the future. Additionally, Bluff Road is a future roadway. Thus, no comparative analysis has been performed for this roadway. According to Table 4.6-9, 74 of the analyzed roadway segments, not including Newport Boulevard, indicated an increase in noise, ten (10) remained the same and 51 indicated a noise decrease. The greatest amount of noise increase would occur on Del Mar between Orange and Irvine.

According to Table 4.6-10 the City of Costa Mesa would experience a pervasive reduction in noise by 0.80 dBA CNEL in the year 2020. Hence, there would be roadway segments that exceed the significance criteria as cited in Table 4.6-10.

Based on the information cited in Table 4.6-10, no roadways with existing noise levels under 60 dBA CNEL would exceed the 5.0 dBA threshold. There is one roadway segment with an existing CNEL between 60 and 65 dBA that would exceed the threshold of 3.0 dBA. Fifteen (15) roadway segments within the City with an existing CNEL over 65 dBA would experience noise increases in excess of the 1.0 dBA threshold. Table 4.6-11, *Noise Impact Locations*, cites the impact location, existing noise level and anticipated level of increase for these areas.

Based on the above table, existing sensitive land uses, primarily residential areas may be exposed to increased noise levels due to traffic increases. Due to the fact that development between years 2000 and 2020 would exacerbate a current exceedance of the City's 65 CNEL noise standard along several roadways modeled adjacent to sensitive land uses, a significant noise impact would occur. Implementation of the following proposed General Plan policies would serve to reduce the severity of noise levels associated with vehicular generated noise within the City in the planning horizon year of 2020. However, given that the City is approximately 97 percent builtout, noise studies and mitigation cannot be applied to existing uses. Thus, a significant and unavoidable noise impact is assumed to occur with implementation of the 2000 General Plan.

Policies in Proposed 2000 General Plan:

N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

N-1A.2 The maximum acceptable exterior noise levels for residential areas is 65 CNEL.

N-1A.3 Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.

TABLE 4.6-10
ROADWAY NOISE COMPARITIVE ANALYSIS FOR YEARS 2000 AND 2020

Roadway	Segment	Segment (2020)	2000	2020	Difference
Sunflower					
	Harbor to Susan	Harbor to Susan	61.85	63.61	1.76
	Susan to Fairview	Susan to Fairview	64.07	63.13	-0.94
	Fairview to Bear	Fairview to Bear	64.28	64.25	-0.03
	Bear to Main	Bear to Flower	66.60	67.43	0.83
	Bear to Main	Flower to Anton	66.60	66.13	-0.47
	Bear to Main	Anton to Main	66.60	68.31	**1.71**
	Harbor to Hyland	Harbor to Hyland	58.84	60.37	1.53
South Coast					
	Harbor to Hyland	Harbor to Hyland	60.60	63.38	2.78
	Harbor to Fairview	Harbor to Fairview	61.85	62.29	0.44
	Fairview to Bear	East of Fairview to I-405 Ramp	63.10	63.36	0.26
	Fairview to Bear	West of Bear to I-405 Ramp	63.10	62.29	-0.81
Bristol					
	-	Alton to Sunflower	-	68.65	-
	Sunflower to Town Center	Sunflower to Town Center	69.14	69.40	0.26
	Town Center to Anton	Town Center to Anton	69.38	70.07	0.69
	Paularino to Baker	Paularino to Baker	66.71	68.05	**1.34**
	Baker to SR-73	Baker to SR-73	64.54	66.80	2.26
	SR-73 to SR-55	SR-73 to SR-55	65.58	67.20	**1.62**
	Anton to I-405	Anton to I-405	68.93	69.65	0.72
	I-405 to Paularino	I-405 to Paularino	67.53	68.61	**1.08**
SE Bristol					
	SR-55 to Irvine	SR-55 to Irvine	65.28	65.76	0.48
Baker					
	Mesa Verde to Harbor	East of Mesa Verde	61.59	60.72	-0.87
	Mesa Verde to Harbor	West of Harbor	61.59	65.41	**3.82**
	Harbor to Fairview	Harbor to Fairview	64.67	65.60	0.93
	Fairview to Bear	Fairview to Bear	65.37	66.74	**1.37**
	SR-55 to Bristol	Bear to SR-55	65.53	65.89	0.36
	SR-55 to Red Hill	SR-55 to Red Hill	64.07	64.42	0.35
Adams					
	Santa Ana River to Harbor	Santa Ana River to Harbor	68.31	66.93	-1.38
	Harbor to Fairview	Harbor to Fairview	66.60	67.06	0.46
Fair					
	Harbor to Fairview	Harbor to Fairview	61.85	62.82	0.97
	Fairview to SR-55	Fairview to SR-55	64.07	64.98	0.91
Mesa Verde					
	Harbor to Adams	Harbor to Adams	61.85	61.06	-0.79

TABLE 4.6-10
ROADWAY NOISE COMPARITIVE ANALYSIS FOR YEARS 2000 AND 2020
(CONTINUED)

Roadway	Segment	Segment (2020)	2000	2020	Difference
Wilson					
	Canyon to Placentia	Canyon to Placentia	59.14	57.38	-1.76
	Placentia to Pomona	Placentia to Pomona	61.77	60.72	-1.05
	Pomona to Fairview	Pomona to Harbor	64.19	63.73	-0.46
	Pomona to Fairview	Harbor to Fairview	64.19	64.56	0.37
	Fairview to SR-55	Fairview to SR-55	62.32	63.73	1.41
Victoria					
	Santa Ana River to Canyon	Santa Ana River to Canyon	65.53	63.84	-1.69
	Canyon to Placentia	Canyon to Placentia	66.97	61.85	-5.12
	Placentia to Pomona	Placentia to Pomona	64.86	64.07	-0.79
	Fairview to SR-55	Fairview to SR-55	65.37	65.04	-0.33
19th Street					
	Placentia to Pomona	Placentia to Pomona	64.48	63.61	-0.87
	Pomona to Harbor	Pomona to Harbor	66.50	65.88	-0.62
	Harbor to SR-55	Harbor to SR-55	67.14	66.62	-0.52
	SR-55 to Orange	SR-55 to Orange	55.92	53.57	-2.35
	Orange to Irvine	Orange to Irvine	57.68	56.43	-1.25
	Monrovia to Placentia	Monrovia to Placentia	62.82	63.38	0.56
Mesa					
	SR-55 to Irvine	SR-55 to Irvine	56.43	55.64	-0.79
Del Mar					
	SR-55 to Orange	SR-55 to Irvine	59.44	61.86	2.42
	Orange to Irvine	SR-55 to Irvine	57.10	61.86	4.76
Santa Isabel					
	SR-55 to Irvine	SR-55 to Irvine	54.67	53.42	-1.25
22nd					
	SR-55 to Irvine	SR-55 to Irvine	57.10	56.43	-0.67
18th					
	Monrovia to Superior	Monrovia to Superior	53.42	56.43	3.01
	Pomona to Newport	Pomona to Newport	58.65	57.10	-1.55
17th					
	Monrovia to Pomona	Monrovia to Pomona	58.20	58.48	0.28
	Pomona to Newport	Pomona to Newport	60.12	59.15	-0.97
	Orange to Irvine	Orange to Tustin	66.37	68.05	**1.68**
	Orange to Irvine	Tustin to Irvine	66.37	67.36	0.99
	Newport to Orange	Newport to Orange	67.79	68.35	0.56
	-	Irvine to Dover	-	63.69	-

TABLE 4.6-10
ROADWAY NOISE COMPARITIVE ANALYSIS FOR YEARS 2000 AND 2020
(CONTINUED)

Roadway	Segment	Segment (2020)	2000	2020	Difference
16th					
	Monrovia to Placentia	Monrovia to Placentia	53.42	51.66	-1.76
	Placentia to Pomona	Placentia to Pomona	54.67	55.64	0.97
	Orange to Tustin	Orange to Tustin	54.67	57.10	2.43
	Tustin to Irvine	Tustin to Irvine	54.67	54.67	0.00
Irvine					
	SE Bristol to Mesa	SE Bristol to Mesa	65.68	65.99	0.31
	Mesa to Del Mar	Mesa to Del Mar	65.21	65.12	-0.09
	Del Mar to 22nd	Del Mar to 22nd	65.68	65.97	0.29
	22nd to 19th	22nd to 19th	65.68	65.30	-0.38
	19th to 17th	19th to 17th	64.86	62.87	-1.99
	17th to 16th	17th to 16th	62.82	62.52	-0.30
15th					
	-	Monrovia to Placentia	-	59.14	-
Tustin					
	21st to 19th	21st to 19th	54.67	48.65	-6.02
	19th to 17th	19th to 17th	56.43	54.67	-1.76
	17th to 16th	17th to 16th	57.10	55.64	-1.46
Santa Ana					
	SE Bristol to Mesa	SE Bristol to Mesa	58.48	59.38	0.90
	Mesa to Del Mar	Mesa to Del Mar	57.10	59.27	2.17
	Del Mar to 21st	Del Mar to 21st	55.64	56.43	0.79
	21nd to 19th	21nd to 19th	56.43	53.42	-3.01
	19th to 16th	19th to 16th	57.68	57.68	0.00
	16th to 15th	16th to 15th	55.64	56.43	0.79
Orange					
	Mesa to Santa Isabel	Mesa to Santa Isabel	53.42	53.42	0.00
	Santa Isabel to 19th	Santa Isabel to 19th	57.68	55.64	-2.04
	19th to 17th	19th to 17th	59.44	53.42	-6.02
	17th to 16th	17th to 16th	58.65	57.68	-0.97
	16th to 15th	16th to 15th	54.67	57.68	3.01
Monrovia					
	19th to 18th	19th to 18th	57.10	57.10	0.00
	18th to 15th	18th to 15th	55.64	55.64	0.00
Placentia					
	17th to 16th	17th to 16th	63.10	59.51	-3.59
	18th to 17th	18th to 17th	63.84	58.84	-5.00
	19th to 18th	19th to 18th	64.86	57.82	-7.04

TABLE 4.6-10
ROADWAY NOISE COMPARITIVE ANALYSIS FOR YEARS 2000 AND 2020
(CONTINUED)

Roadway	Segment	Segment (2020)	2000	2020	Difference
	Victoria to 19th	Victoria to 19th	65.68	60.09	-5.59
	Victoria to Wilson	Victoria to Wilson	63.36	62.29	-1.07
	Wilson to Adams	Wilson to Adams	62.20	62.20	0.00
Pomona					
	Wilson to Victoria	Wilson to Victoria	54.67	56.43	1.76
	Victoria to 19th	Victoria to 19th	57.68	57.68	0.00
	19th to Superior	19th to Superior	57.68	54.67	-3.01
Harbor					
	Segerstrom to MacArthur	-	67.76	67.73	-0.03
	-	MacArthur to Scenic	-	67.43	-
	Scenic to Sunflower	Scenic to Sunflower	68.73	68.90	0.17
	Sunflower to South Coast	Sunflower to South Coast	69.23	69.53	0.30
	Gisler to Baker	Gisler to Baker	69.31	69.59	0.28
	Baker to Adams	Baker to Adams	69.31	69.01	-0.30
	Adams to Merrimac	Adams to Merrimac	69.07	68.82	-0.25
	Merrimac to Fair	Merrimac to Fair	68.82	68.28	-0.54
	Fair to Wilson	Fair to Wilson	68.41	67.87	-0.54
	Wilson to Victoria	Wilson to Victoria	68.00	67.78	-0.22
	Victoria to 19th	Victoria to 19th	67.03	67.43	0.40
	19th to Newport	19th to Newport	64.76	65.40	0.64
	South Coast to I-405	South Coast to I-405	69.62	69.79	0.17
	I-405 to Gisler	I-405 to Gisler	69.95	70.50	0.55
Fairview					
	MacArthur to Sunflower	MacArthur to Sunflower	68.21	68.46	0.25
	Sunflower to South Coast	Sunflower to South Coast	69.23	69.30	0.07
	South Coast to I-405	South Coast to I-405	69.22	70.07	0.85
	I-405 to Baker	I-405 to Baker	67.42	69.23	**1.81**
	Baker to Adams	Baker to Adams	66.89	69.38	**2.49**
	Adams to Merrimac	Adams to Merrimac	67.03	67.98	0.95
	Merrimac to Fair	Merrimac to Fair	65.78	67.31	**1.53**
	Fair to Wilson	Fair to Wilson	63.37	66.13	2.76
Red Hill					
	I-405 to SR-73	I-405 to Sr-73	64.48	64.41	-0.07
Bear					
	-	MacArthur to Sunflower	-	65.77	-
	Sunflower to South Coast	Sunflower to South Coast	65.96	65.36	-0.60
	-	South Coast to I-405	-	66.93	-
	I-405 to Paularino	I-405 to Sr-73	66.38	67.54	**1.16**
	Baker to Bristol	Baker to Bristol	57.68	58.20	0.52

TABLE 4.6-10
ROADWAY NOISE COMPARITIVE ANALYSIS FOR YEARS 2000 AND 2020
(CONTINUED)

Roadway	Segment	Segment (2020)	2000	2020	Difference
Paularino					
	Bear to Bristol	Bear to Bristol	57.68	57.68	0.00
	Bristol to SR-55	Bristol to SR-55	64.07	62.87	-1.20
	SR-55 to Red Hill	SR-55 to Red Hill	62.52	62.52	0.00
Superior					
	17th to 15th	17th to 15th	65.24	65.85	0.61
I-405					
	Santa Ana River to Harbor	Santa Ana River to Harbor	78.28	79.18	0.90
	Harbor to Fairview	Harbor to Fairview	78.16	79.18	**1.02**
	Fairview to Sr-73	Fairview to Sr-73	78.42	79.77	**1.35**
	SR-73 to Bristol	SR-73 to Bristol	78.42	78.84	0.42
	Bristol to SR-55	Bristol to SR-55	78.65	79.08	0.43
	SR-55 to MacArthur	SR-55 to MacArthur	78.48	79.26	0.78
SR-73					
	I-405 to Bear	I-405 to Bear	74.20	74.34	0.14
	Bear to SR-55	Bear to SR-55	74.34	74.34	0.00
	SR-55 to Irvine	SR-55 to Irvine	73.97	74.08	0.11
SR-55					
	North of I-405	North of I-405	78.16	78.99	0.83
	I-405 to SR-73	I-405 to Sr-73	76.20	76.45	0.25
	SR-73 to 21st	SR-73 to Mesa	75.74	78.11	**2.37**
	SR-73 to 21st	Mesa to Del Mar	75.74	76.86	**1.12**
	SR-73 to 21st	Del Mar to 21st	75.74	77.10	**1.36**
	21st to end of Freeway	-	74.61	-	-
	-	21st to 17th	-	75.74	-
	-	17th to 16th	-	74.27	-
Average Citywide Increase					**0.80**

TABLE 4.6-10
ROADWAY NOISE COMPARITIVE ANALYSIS FOR YEARS 2000 AND 2020
(CONTINUED)

Roadway	Segment	Segment (2020)	2000	2020	Difference
Newport Boulevard					
	19th to SR-55	19th to SR-55	70.64	66.80	-3.84
	19th to Harbor	19th to Harbor	69.49	64.37	-5.12
	Harbor to 17th	Harbor to 18th	69.38	66.59	-2.79
	Harbor to 17th	18th to 17th	69.38	66.25	-3.13
	17th to 16th	17th to SR-55 Ramp	67.20	62.88	-4.32
	16th to 15th	16th to 15th	67.89	68.77	0.88
Bluff					
	Future Roadway	Victoria to 19th	-	63.36	-
	Future Roadway	19th to 17th	-	64.23	-
	Future Roadway	17th to 16th	-	63.36	-

Notes:

1. The roadway segments identified with a "-" have been omitted from the above analysis due to lack of information.
2. Significant noise changes based on the criteria in section 4.6.2 are shown in bold.
3. Newport Boulevard has been omitted from the above analysis due to the planned extension of State Route 55 to south of 16th Street. The reconfiguration of State Route 55 would cause noise levels adjacent to Newport Blvd. and south of 21st Street, to disproportionately distort the calculated average citywide increase in the community noise equivalent level. Additionally, Bluff Road is a future roadway. Thus, no comparative analysis has been performed for this roadway.

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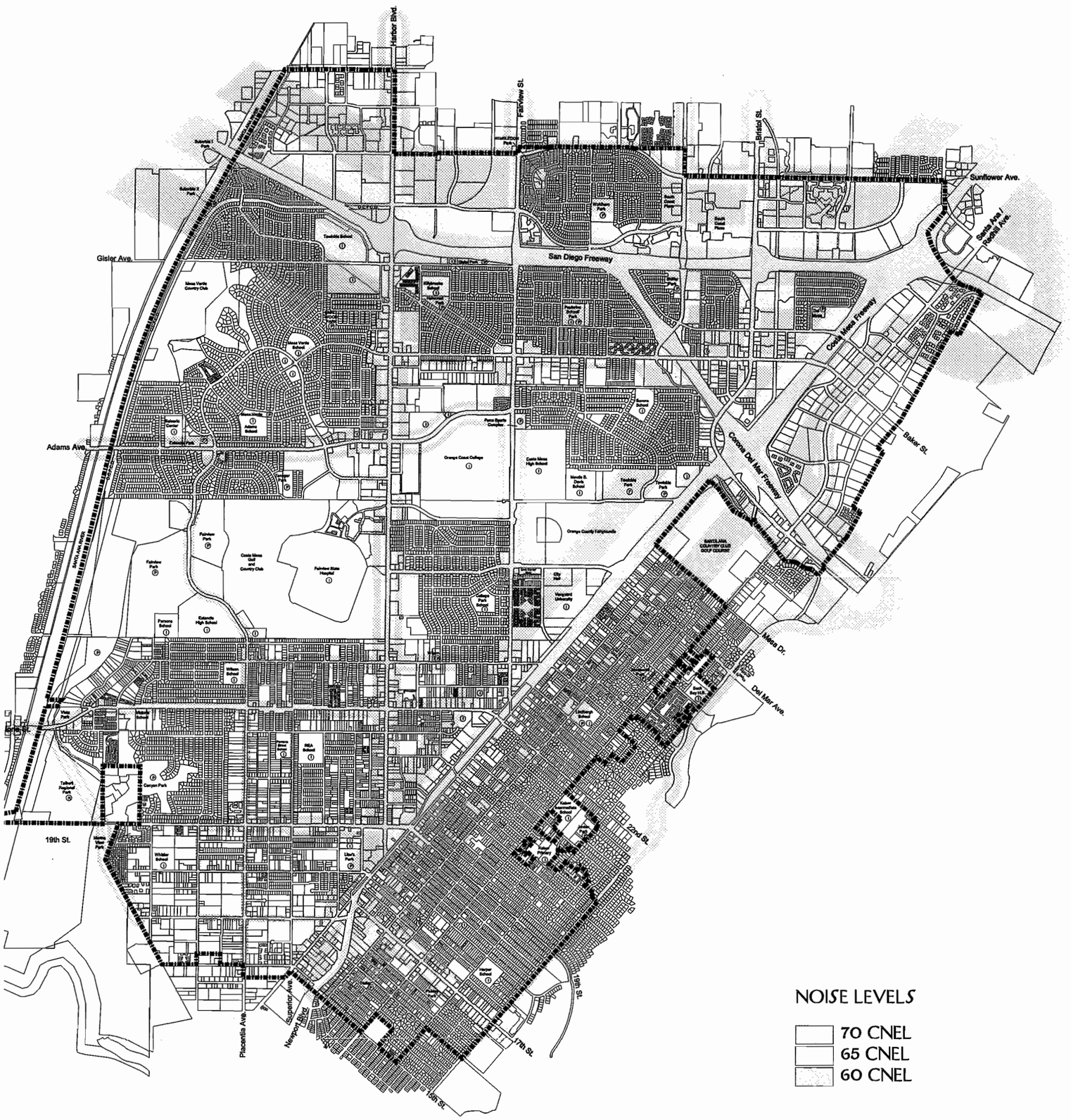
GENERAL PLAN NOISE CONTOURS (2020)



NOTE: THE NOISE CONTOUR SHOWN ON THE MAP REFLECTS TRAFFIC NOISE ONLY. THE TRAFFIC VOLUMES ARE BASED UPON THE ADT'S SHOWN IN THE COSTA MESA GENERAL PLAN TRAFFIC ANALYSIS, PREPARED BY AUSTIN-FOUST ASSOCIATES, DATED MAY 21, 2001.

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EXHIBIT 4.6-4

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TABLE 4.6-11
NOISE IMPACT LOCATIONS

	Roadway Segment	Existing dBA CNEL	Increase
Sunflower	Bear to Main (2000) Anton to Main (2020)	66.60	1.71
Bristol	Paularino to Baker	66.71	1.34
Bristol	SR-73 to SR-55	65.58	1.62
Bristol	I-405 to Paularino	67.53	1.08
Baker	Mesa Verde to Harbor (2000) West of Harbor (2020)	61.59	3.82
Baker	Fairview to Bear	65.37	1.37
17th	Orange to Irvine (2000) Orange to Tustin (2020)	66.37	1.68
Fairview	I-405 to Baker	67.42	1.81
Fairview	Baker to Adams	66.89	2.49
Fairview	Merrimac to Fair	65.78	1.53
Bear	I-405 to Paularino (2000) I-405 to SR-73 (2020)	66.38	1.16
I-405	Harbor to Fairview	78.16	1.02
I-405	Fairview to SR-73	78.42	1.35
SR-55	SR-73 to 21st (2000) SR-73 to Mesa (2020)	75.74	2.37
SR-55	SR-73 to 21st (2000) Mesa to Del Mar (2020)	75.74	1.12
SR-55	SR-73 to 21st (2000) Del Mar to 21st (2020)	75.74	1.36

Note: Refer to Table 4.6-8, *Significance of Changes in Cumulative Noise Exposure*, for definition of noise impacted locations.

N-1A.4 Encourage Caltrans to construct noise attenuation barriers along State freeways and highways adjoining residential and other noise sensitive areas.

N-1A.5 Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels. When necessary, require field testing at the time of project completion to demonstrate compliance.

N-1A.6 Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Significant and Unavoidable Impact.

AIRCRAFT NOISE

❖ **FUTURE OPERATION OF THE JOHN WAYNE AIRPORT WOULD BE A SIGNIFICANT NOISE SOURCE TO LAND USES LOCATED IN THE NORTHEAST PORTION OF THE CITY OF COSTA MESA.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: As previously described in the Environmental Setting section, a small portion of Costa Mesa is within the 65 dBA CNEL contour of John Wayne Airport. The northeast corner of Costa Mesa is impacted by noise from the airport, however, the majority of this area is developed with industrial uses. Approximately 107 dwelling units in the City's sphere of influence (SOI) are located within the 65 dBA CNEL Noise Impact Area, south of the runway.

Despite the potential for future increases in air traffic from John Wayne, ultimate CNEL contours are anticipated to be similar to the noise contours as contained in the 1999 Airport Environs Land Use Plan, with implementation of the Master Plan and ANCLUC (Airport Noise Control and Land Use Compatibility). The Orange County Airport Land Use Commission, assumes that John Wayne Airport will continue to operate in accordance with the Master Plan until at least 2005. Subsequent to 2005, a prescribed limit on airport operations has not been identified. Therefore, the Commission has assumed that future Airport operations will continue at approximately the 2005 level. Implementation of policies proposed in the 2000 General Plan would ensure that noise impacts associated with John Wayne Airport operations would remain less than significant under future conditions.

Policies in Proposed 2000 General Plan:

N-1A.7 Discourage sensitive land uses from locating in the 65 CNEL noise contour of the John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.

N-1A.8 Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

STATIONARY NOISE

❖ **STATIONARY NOISE SOURCES IN THE CITY MAY IMPACT ADJACENT LAND USES.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: A variety of stationary noise sources are located throughout the City, primarily consisting of commercial and industrial mechanical equipment, air conditioning units, compressors and similar equipment. This equipment is typically fitted with noise muffling devices. In addition, as part of the City approval for any land use involving such stationary noise sources, the City requires an acoustic study to demonstrate that the

stationary noise source would not exceed City Noise Ordinance limits at the adjacent property line. Implementation of policies proposed in the 2000 General Plan would serve to ensure that stationary noise impacts are reduced to less than significant levels.

As previously discussed, the 32nd District Agricultural Association operates the Orange County Fairgrounds within the City of Costa Mesa. The Fairgrounds provide several stationary noise sources, a majority of which is due to sound reinforcement equipment utilized for the Speedway, the swap meet, and annual events such as Octoberfest and the Orange County Fair and parking lot activity during each event. According to the *Environmental Impact Report (EIR) for the Updated Master Plan for the Orange County Fair and Exposition Center*, dated June 1990, no significant noise impacts would occur with implementation of the Updated Master Plan, or proposed on-site location changes for speedway races, the annual fair, and parking lot activities. As mentioned previously in the Environmental Setting section, the Pacific Amphitheater has been closed since 1997, thereby reducing the level of stationary noise emanating from the Fairgrounds. The Updated Master Plan, including existing and planned events held at the Fairgrounds would not be altered by the proposed 2000 General Plan. As such, implementation of the 2000 General Plan would not increase stationary noise levels associated with the Fairgrounds, thus resulting in a less than significant noise impact.

Policies in Proposed 2000 General Plan:

N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

City Conditions of Approval: Future development projects throughout the City and the Orange County Fairgrounds shall be subject to the following conditions of approval, as appropriate:

- The City of Costa Mesa shall continue to coordinate with the County of Orange to ensure that the modified noise ordinance for the Orange County Fairgrounds is enforced.

All activities in the City are subject to the City's Noise Ordinance Standards.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.6.4 UNAVOIDABLE SIGNIFICANT IMPACTS

Implementation of the proposed 2000 General Plan is anticipated to result in a general increase in ambient noise levels within the City, including an exacerbation of current noise standard and significance criteria exceedances at numerous locations potentially exposing existing residential areas to noise levels greater than 65 CNEL. Upon implementation of policies contained in the proposed 2000 General Plan, an unmitigable significant adverse noise impact will remain for 16 roadway segments.

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4.7 GEOLOGY AND SEISMIC HAZARDS

The purpose of this section is to describe current geologic conditions within Costa Mesa. This section also provides an assessment of geologic impacts and identifies corresponding mitigation measures associated with the implementation of the proposed 2000 General Plan.

4.7.1 ENVIRONMENTAL SETTING

GEOLOGY

GEOLOGIC STRUCTURE

Costa Mesa lies adjacent to the Downey and Tustin portion of the Coastal Plain, where sedimentary and volcanic rocks in the subsurface attain great thickness. These deposits are composed mainly of volcanic, marine and nonmarine sedimentary rocks overlying a basement complex of granitic and metamorphic rock. The plain is immediately underlain by a thick sequence of alluvial sediments, which overlie the older sedimentary and volcanic rocks. (Refer to Exhibit 4.7-1, *Geologic Map*)

The main development of Costa Mesa is primarily on an uplifted mesa (Newport Mesa) bounded on the west, south, and east by steep cliffs. Newport Mesa slopes gently northward from an elevation of 80 to 110 feet above sea level at the southern crest of the mesa to less than 40 feet above sea level at the northern boundary of the City. Approximately 80 percent of the City is located on this mesa.

Newport Mesa is the most southerly of a series of discontinuous low hills and plains that extend along the Newport-Inglewood structural zone from the Santa Monica Mountains southeast to Newport Beach. These topographic features are inferred from both the physiographic and stratigraphic evidence to be essentially contemporaneous segments of the Sangamon Age (120,000 years Before Present) deformed lower terrace of the Palos Verdes Hills.

SOILS

Soils within Costa Mesa are variable, ranging from a predominance of clay with some silty sand in the northern half of the City to a predominance of silty sand with some sand and clay in the southern half (refer to Exhibit 4.7-2, *Soil Types*). These generalized units were derived from a more detailed soils map contained in the soil survey of Orange County.

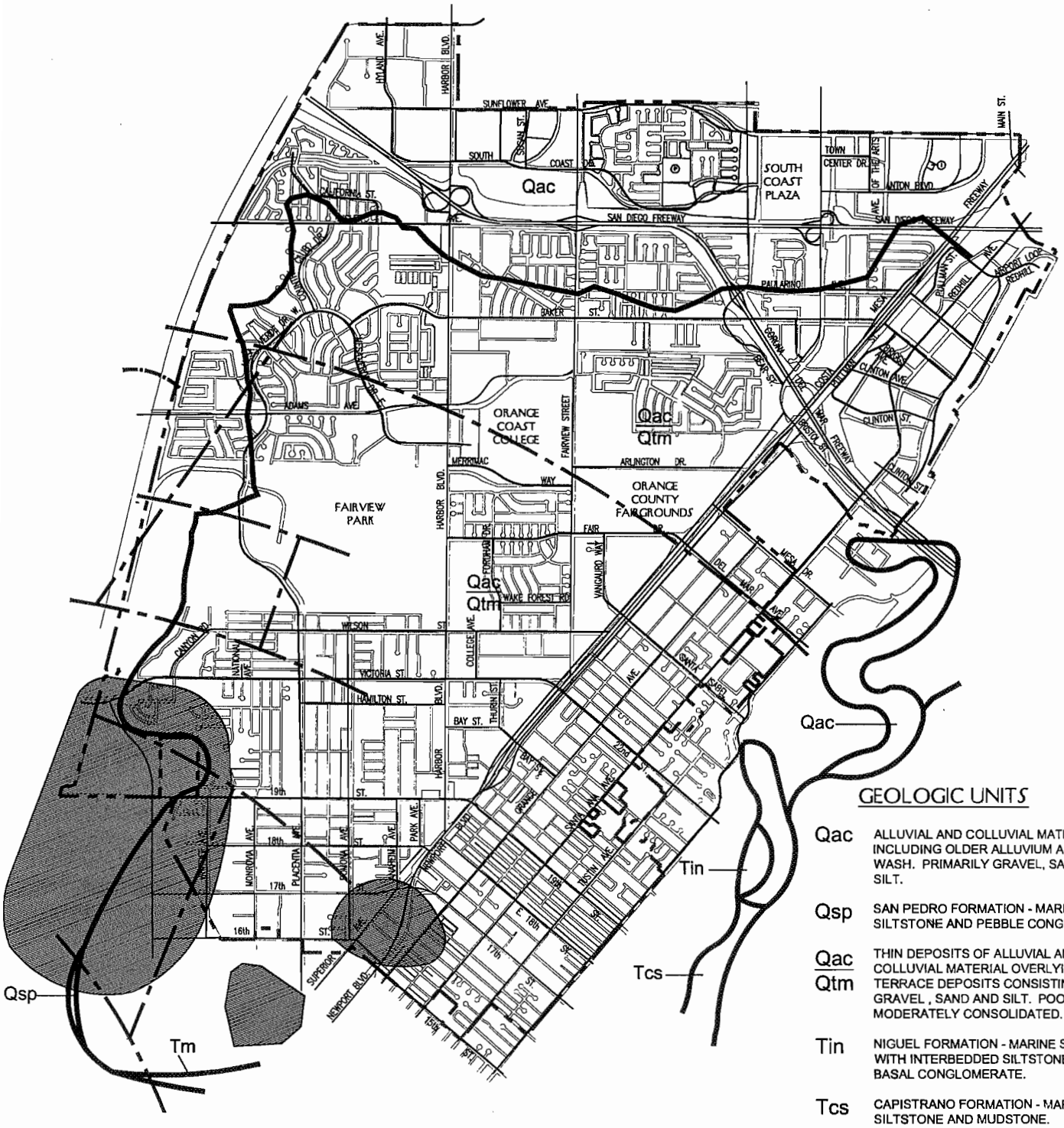
Because these soil types exhibit site-specific properties, site-specific studies should be completed at the project design stage to characterize the suitability and behavior of soil for specific applications.

MINERAL RESOURCES

Oil

Portions of Costa Mesa overlay the West Newport Oil Field, which is south of 17th Street between Pomona and Westminster Avenues, and the West Newport Oil Field, which is west of Whittier Avenue, south of Victoria Street (refer to Exhibit 4.7-1, *Geologic Map*).

GEOLOGICAL MAP



GEOLOGIC UNITS

Qac	ALLUVIAL AND COLLUVIAL MATERIAL, INCLUDING OLDER ALLUVIUM AND SLOPE WASH. PRIMARILY GRAVEL, SAND AND SILT.
Qsp	SAN PEDRO FORMATION - MARINE SILTSTONE AND PEBBLE CONGLOMERATE.
Qac / Qtm	THIN DEPOSITS OF ALLUVIAL AND COLLUVIAL MATERIAL OVERLYING MARINE TERRACE DEPOSITS CONSISTING OF GRAVEL , SAND AND SILT. POORLY TO MODERATELY CONSOLIDATED.
Tin	NIGUEL FORMATION - MARINE SANDSTONE WITH INTERBEDDED SILTSTONE AND BASAL CONGLOMERATE.
Tcs	CAPISTRANO FORMATION - MARINE SILTSTONE AND MUDSTONE.
Tm	MONTEREY FORMATION - MARINE SHALE, SILTSTONE, SANDSTONE AND LIMESTONE.
	LOCATION OF BURRIED TRACES OF THE NEWPORT - INGLEWOOD STRUCTURAL ZONE.
	LOCATION OF OIL DEPOSITS.

SCALE: 1"=4500'

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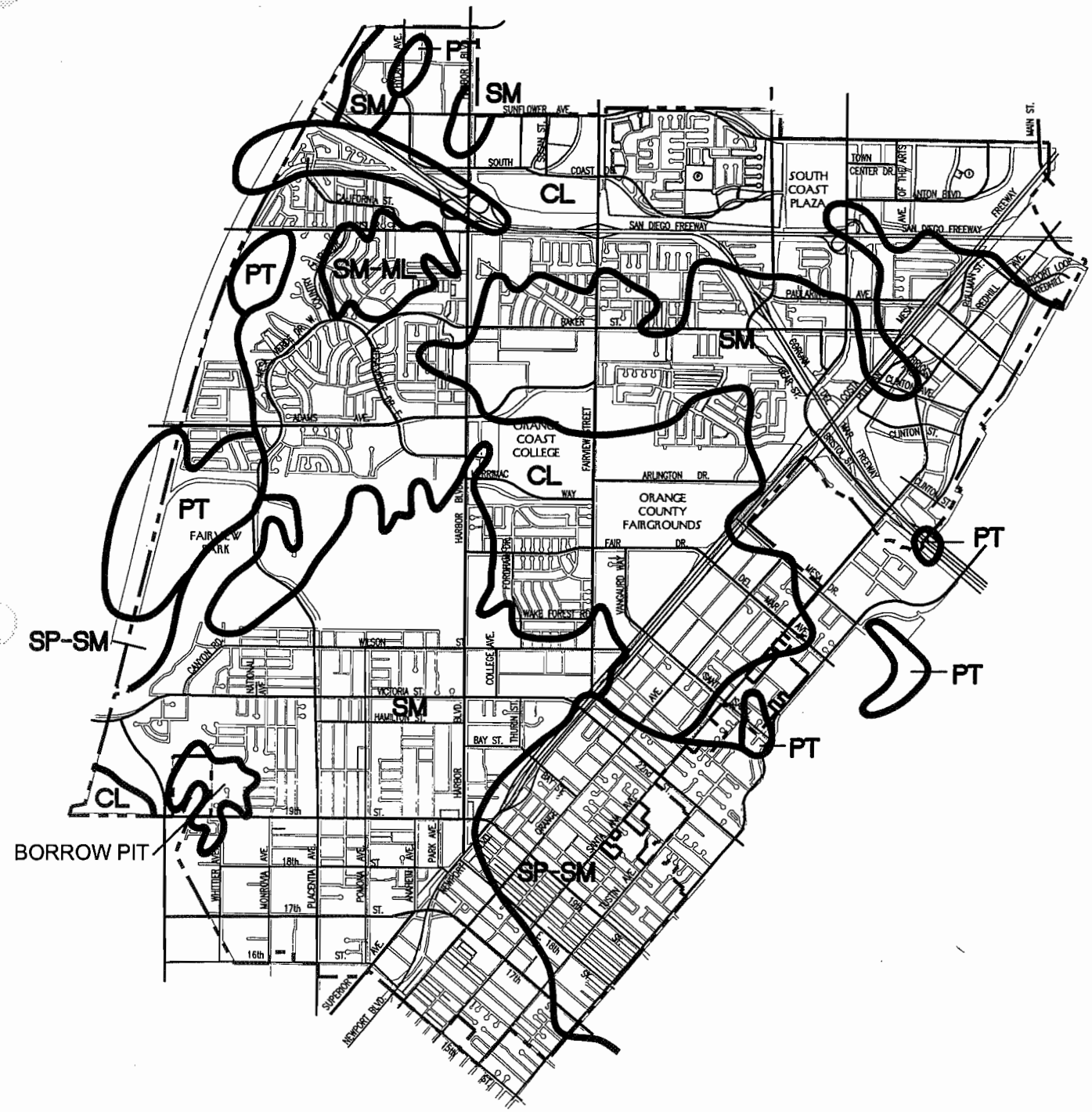
EXHIBIT 4.7-1

SOIL TYPES



SOIL UNITS

PT	Peat
CL	Clay
SM-ML	Silty sand to sandy silt
SP-SM	Sand to silty sand
SM	Silty sand

SCALE: 1"=4500'

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EXHIBIT 4.7-2

Currently the only active oil wells in Costa Mesa operate in the West Newport Field west of Whittier Avenue between 17th and 19th Streets.[1] These wells produce a relatively low quality crude oil and remained in operation through the mid-1990's.

Peat Deposits

Peat deposits are located adjacent to the Santa Ana River and in the vicinity of Upper Newport Bay (refer to Exhibit 4.7-2, *Soil Types*). The size of the deposits in Costa Mesa is not sufficient to justify extraction. However, peat does provide an unstable base for construction and must be removed prior to development.

SEISMICITY

EARTHQUAKE FAULTS

Four major faults or zones present a seismic hazard for Costa Mesa: Newport-Inglewood structural zone; Whittier fault zone; San Andreas fault zone; and San Jacinto fault zone (refer to Exhibit 4.7-3, *Regional Fault Map*). Other faults with lesser seismic hazard include the El Modeno, Norwalk, Palos Verdes, 4-S Ranch and Aliso faults.

The intensity of earthquakes is measured, or expressed, in terms of two scales. One, the Richter Scale, measures the strength of an earthquake, or the strain energy released, as determined by seismographic observations. The second, the Mercalli Intensity Scale, described the intensity in terms of observable impacts. Both measurement systems are referenced in the following discussions.

Newport-Inglewood Structural Zone

The Newport-Inglewood structural zone consists of northwesterly trending folded hills and echelon faults extending over 40 miles from the Santa Monica Mountains to Newport Beach where it projects offshore for an unknown distance. The zone is seismically active with numerous recorded earthquakes. The largest and most completely documented was the Long Beach earthquake of 1933 (6.3M), which resulted in strong shaking in Costa Mesa as well as in other portions of southern California.

The Newport-Inglewood structural zone is approximately 3.5 miles wide within Costa Mesa. Five northwest trending traces (refer to Exhibit 4.7-3, *Regional Fault Map*) have been projected through the City based primarily on subsurface data. The main trace, classified on the basis of seismic activity, lies 0.3 miles south of the City limits.

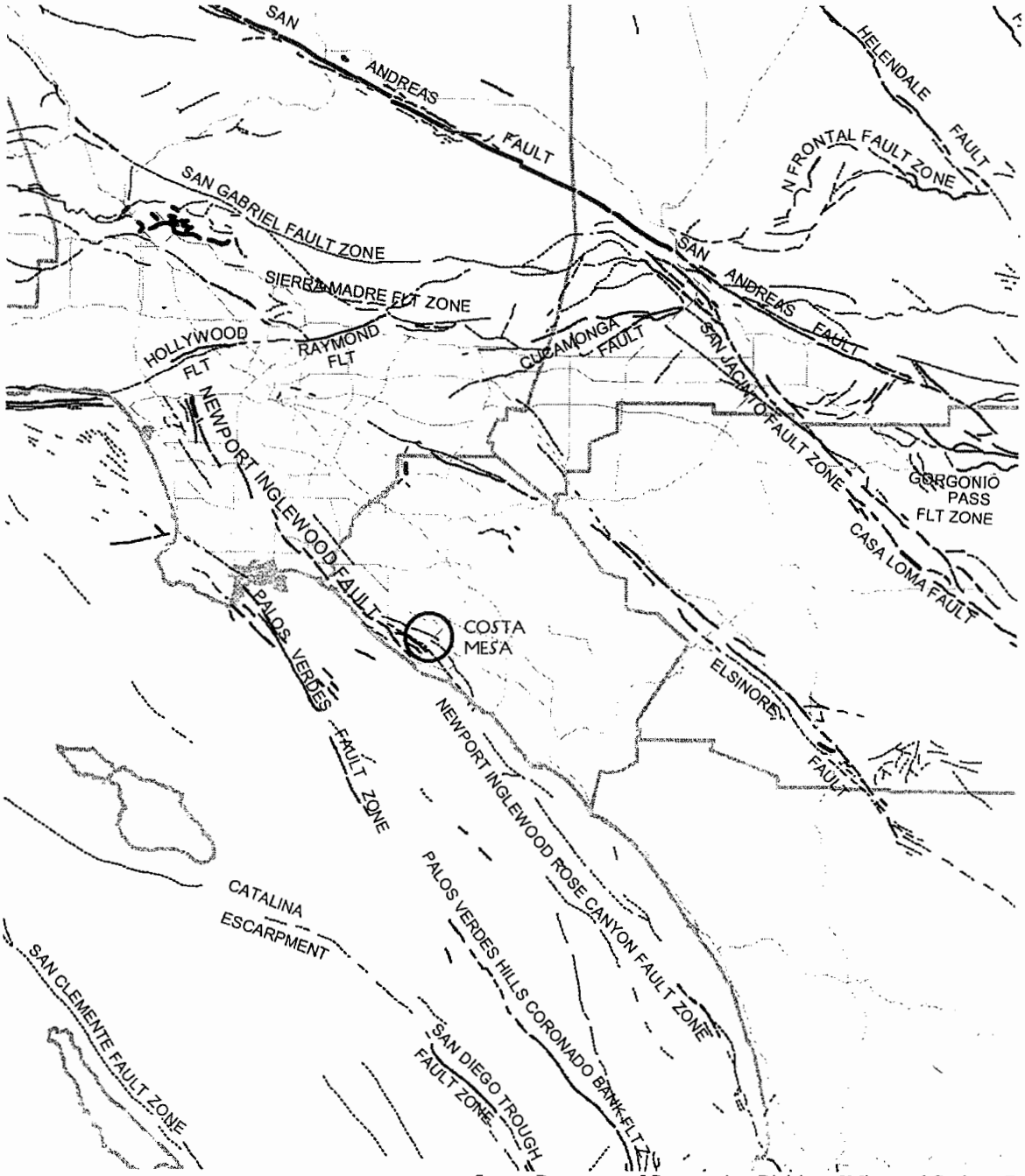
Whittier Fault Zone

The Whittier fault extends over 20 miles from the Whittier Narrows near Whittier, southeasterly to the Santa Ana River where it merges with the southeasterly trending Elsinore fault. Collectively, these two faults combined with smaller faults are known as the Whittier-Elsinore fault zone. The nearest approach to the City of Costa Mesa is approximately 15 miles to the northeast.

No major or moderate size earthquakes have occurred along the Whittier fault in historic time; however, microseismic data show clustering of events along its trace demonstrating that it is seismically active. On October 1, 1987, an earthquake seriously impacted the Whittier area, but did not occur on the Whittier Fault. The 5.9 magnitude earthquake occurred along a previously unidentified fault located in Los Angeles. The fault has since been named the Elysian Hills Fault. On October 4, 1987, a 5.3 magnitude aftershock again shook Whittier. On February 19, 1988, a second major aftershock (5.0 magnitude) shook Whittier.

[1] Per telephone conversation with Floyd Leeson at the California Division of Oil and Gas on May 8, 2000.

REGIONAL FAULT MAP



Costa Mesa City Boundary
Roads
County Boundary

Quartinary fault (age undifferentiated). Most faults of this category show displacement sometime during the past 1.6 million years.

Late Quarternary fault displacement (during the last 700,000 years).

Holocene fault displacement (during past 10,000 years).

Faults along which historic (last 200 years) displacement has occured and is associated with one or more of the following:
a) a recorded earthquake with surface rupture.
b) fault creep slippage - slow ground displacement usually without accompanying earthquakes.
c) displaced survey lines.

Source: Department of Conservation; Division of Mines and Geology; Fault Activity Map of California and Adjacent Areas with Locations and Ages of Recent Volcanic Eruptions;1994. Compilation and Interpretation by: Charles W. Jennings; with assistance from: George J.Saucedo. Most of the data shown on this map were compiled from 1989 to 1992. A Preliminary version was released in 1992. Additional data were added and revisions made in 1993 and 1994; this map supersedes the 1992 version. This compilation was completed before the preliminary Earthquake Fault Zones Maps of 1994 were completed so there may be minor differences.
Caution: This fault map and accompanying report are for use as a guide only and should not be used to replace site specific evaluation.

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EXHIBIT 4.7-3

San Andreas Fault Zone

The San Andreas is the best known of all California faults due mainly to its known historic seismic activity and destructive capabilities. The center section of the fault ruptured the ground surface in the 1857 Fort Tejon earthquake (8.3± M estimated), causing considerable damage from ground shaking over thousands of square miles. Its closest approach to Costa Mesa is 48 miles, lying on the northeastern flank of the San Bernardino Mountains.

San Jacinto Fault Zone

The San Jacinto fault zone extends over 180 miles from its junction with the San Andreas fault southeast of Palmdale to the Colorado River delta. The closest approach of this fault to Costa Mesa is 44 miles. Several damaging historic events have occurred along the San Jacinto fault, the most notable being the Imperial County earthquake of 1940, which generated surface faulting. Although the San Jacinto fault zone is slightly closer to Costa Mesa, the potential levels of ground shaking from the San Andreas fault are higher because of its larger maximum credible earthquake.

SEISMIC HAZARD MAP ACT

The Seismic Hazard Map Act was passed by the Legislature in 1990 following the Loma Prieta earthquake in an effort to further identify and mitigate seismic hazards associated with shaking, liquefaction and slope instability throughout the State of California. Generally, the zone includes the same portions of the City that are also included in the Federal Flood Hazard Zone.

GROUND SHAKING

The effects of seismically induced ground shaking are probably the most critical potential seismic hazards to the City of Costa Mesa. The severity of ground shaking at any particular site depends primarily upon the magnitude of the earthquake, the location of the causative fault with respect to the site, and soil and/or rock conditions at the site.

The effects of ground shaking in Costa Mesa will vary considerably depending on the distance of the seismic source to the City and the duration of strong vibratory motion. Ground shaking from distant seismic events (greater than 40 miles), will be of a different nature than events within 10 miles of Costa Mesa. For more distant, large (greater than 7.5M) events such as those that occur on the San Andreas fault, the ground shaking will reflect a predominance of long period waves. This will have minimal effects upon structures less than three stories in height, but will affect flexible structures (typically high-rise buildings, greater than three stories), especially if the natural period of the building should coincide with that of the long period earthquake waves. The resultant amplifications of motions may result in serious damage to high-rise structures. Short period waves, however, are generally very destructive near the epicenter of moderate- and large-magnitude seismic events, causing severe damage predominately to low-rise rigid structures (less than three stories) not specifically designed to resist them.

The duration of strong ground motion is a function of magnitude and distance from the causative fault. It is probably the single most important factor in producing excessive damage to structures. Long duration, reasonably high acceleration, and considerable amplitudes, as would occur from a maximum seismic event on the Newport-Inglewood structural zone, are the combination which would do the most damage to buildings. A distant maximum seismic event on the San Andreas fault would produce less intensity of shaking; however, duration of strong ground motion would be longer resulting in a high potential for damage to high-rise flexible structures.

GROUND FAILURE

Seismically induced ground failure as discussed in this section includes liquefaction, differential compaction, ground lurching, ground cracking, and earthquake induced slope failures.

Liquefaction

Liquefaction of surface or subsurface materials is the result of strong ground shaking of water-saturated, loose to moderately dense sand and silty sand. It is defined as the transformation of a granular material from a solid state into a liquefied state as a consequence of increased pore water pressure that occurs during an earthquake. Liquefaction can result in shifting of foundations, settling of roadways, and rupture of underground pipelines and cables. Buildings and other objects on the ground surface can settle, tilt, and collapse as the foundations beneath them lose support, and lightweight buried structures may float to the surface. Four types of general failure commonly result from liquefaction: lateral spreading, flow failure, ground oscillation and loss of bearing strength.

Even though Costa Mesa has been subjected to strong ground shaking in the past (e.g., the 1933 Long Beach earthquake), available historic records fail to confirm an instance of liquefaction. However, instances of liquefaction have been reported in the nearby cities of Huntington Beach and Newport Beach. The potential exists for liquefaction in localized sections within the northwest and western portions of the City (refer to Exhibit 4.7-4, *Liquefaction*).

Differential Compaction or Settlement

Differential ground settlement resulting from earthquake ground shaking is potentially damaging to structures and buried utilities and services. Differential settlement may occur in cohesionless sediments, where differences in densities in adjacent materials lead to different degrees of compaction during ground shaking. In the case of saturated cohesionless sediments, post earthquake settlement may occur when excess pore-water pressures generated by the earthquake dissipate. For soft saturated cohesive soils such as the known peat deposits within Costa Mesa, post earthquake differential settlement may also occur (refer to Exhibit 4.7-2, *Soil Types*). Whereas differential settlement is a potential hazard in Costa Mesa, the significance of the hazard at any particular site may only be determined by soils investigations.

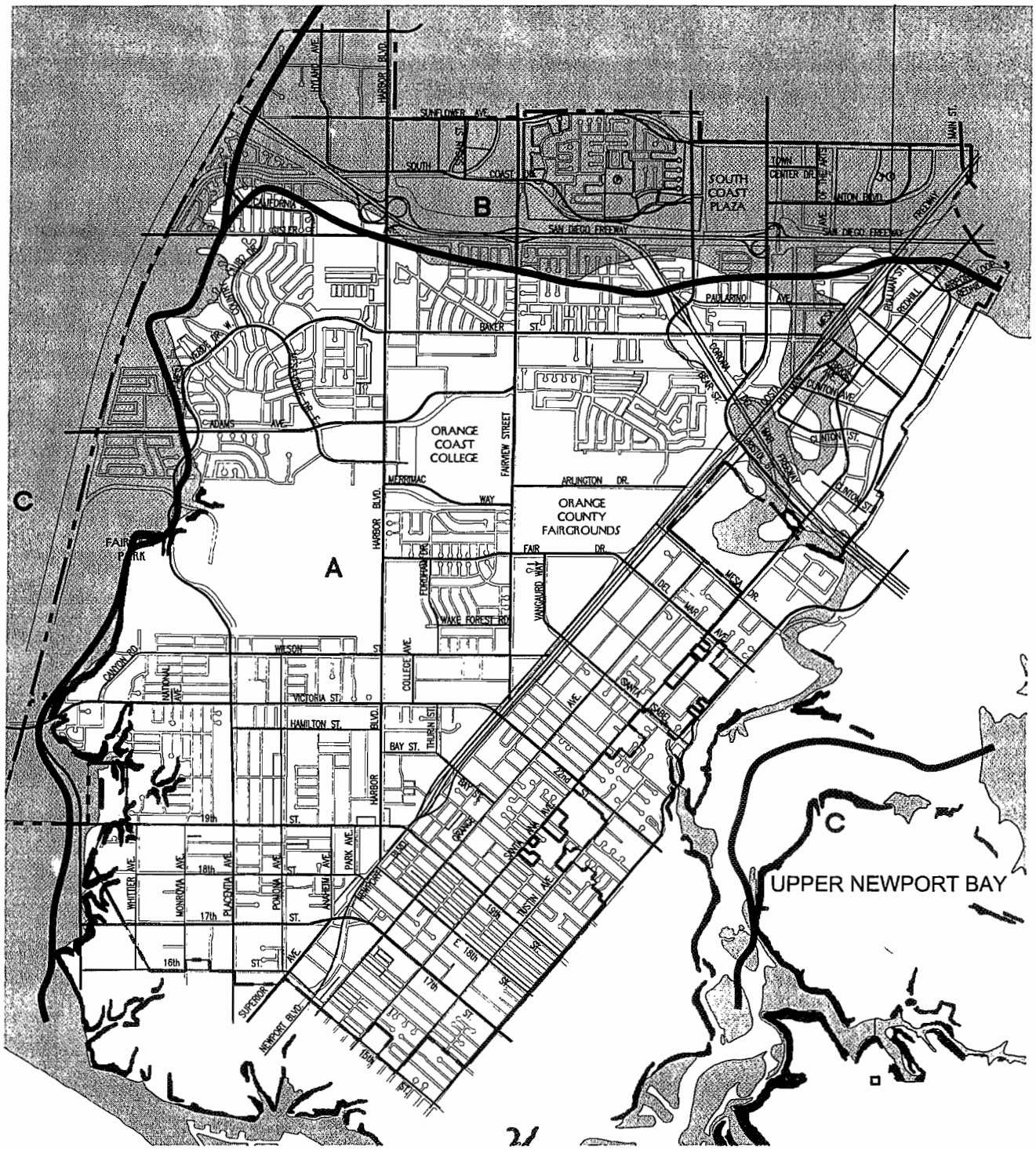
Ground Cracking, Ground Lurching, and Lateral Spreading

Both ground lurching and cracking are secondary features resulting from strong to moderately strong ground shaking and may be associated with liquefaction. Ground cracking usually occurs in near-surface materials, reflecting differential compaction or liquefaction of underlying materials. The potential for ground cracking exists especially in those areas of the City which have a moderate to high potential for liquefaction and in regions on known peat deposits.

Ground lurching results when soft, water-saturated surface soils are thrown into undulatory motion. Areas within Costa Mesa occur in those regions indicated on Exhibit 4.7-4, *Liquefaction*, that have a high potential for liquefaction.

Lateral spreading (a form of landsliding) is referred to as limited displacement ground failure, often associated with liquefaction. Compact surface materials may slide on a liquefied, or low shear strength layer at shallow depth, moving laterally several feet down slopes of less than two degrees. Lack of adequate subsurface data prohibits delineating areas in Costa Mesa prone to shallow landsliding. Such a hazard may be present where conditions conducive to shallow liquefaction exist or where soils exist along the bluffs adjacent to the Santa Ana River or Newport Bay.

LIQUEFACTION



LIQUEFACTION POTENTIAL

A	Low
B	Moderate
C	High

SCALE: 1"=4500'

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EXHIBIT 4.7-4

Slope Stability

Seismically related slope stability problems include landslides, rockfalls, mudslides, and avalanches. Since the City is primarily located on flat to gently sloping terrain (generally less than one percent), the potential for these hazards is remote. However, the potential exists for earth movements during strong ground shaking along the bluffs that surround the southern half of the City. In recognition of this potential, the City's zoning ordinance requires a 10-foot building setback from the bluff crest. Buildings may locate closer with the approval of a Conditional Use Permit provided that it is demonstrated that the structure does not endanger the stability of the slope, interfere with fire access or detract from the visual integrity of the slopes.

SURFACE FAULTING

Surface faulting, rupture of the ground surface along a causative fault trace, is associated with the primary movement that produced the seismic event and should not be confused with secondary ground cracking which is simply a result of shaking and may occur at some distance from the causative fault. The likelihood of surface rupture on a given fault can be determined principally by studying the seismic history of the fault and reviewing geologic evidence which suggests historic or prehistoric surface rupture. Many past studies have shown that future surface faulting is most likely to occur where the trace ruptured last, especially if there is evidence of repeated and significant displacement on the trace.

The only active fault zone to occur within the City limits is the Newport-Inglewood structural zone. Although the Newport-Inglewood structural zone is seismically active, surface faulting does not appear to be a significant potential hazard.

4.7.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Geology and Soils impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving;
    - 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;
    - Strong seismic ground shaking;
    - Seismic-related ground failure, including liquefaction;
    - Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- 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 landslides, lateral spreading, subsidence, liquefaction or collapse;

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

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (refer to Section 7.0, *Effects Found Not to Be Significant*).

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.7.3 IMPACTS AND MITIGATION MEASURES

SEISMICITY

❖ **SEISMIC GROUND SHAKING AND SECONDARY SEISMIC EFFECTS IN THE CITY DURING AN EARTHQUAKE ON ONE OF THE NEARBY REGIONAL FAULTS MAY CAUSE DAMAGE TO DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: The effects of seismically induced ground shaking are probably the most critical potential seismic hazards to the City of Costa Mesa. Seismic hazards include secondary effects of seismically induced ground failure including liquefaction, differential compaction, ground lurching, ground cracking, and earthquake induced slope failure. Property damage, personal injury, and loss of life may result from such events.

The Newport-Inglewood structural zone, the Whittier fault zone, the San Andreas fault zone, and the San Jacinto fault zone are the active faults or zones likely to cause the highest ground acceleration in the City.

The areas of higher seismic risk in the City include those areas with moderate to high liquefaction potential, areas underlain by peat deposits, and areas located on or adjacent to bluffs. As shown in Exhibit 4.7-4, the potential exists for liquefaction in localized sections within the northwest and western portions of the City. The bluffs surrounding the southern half of the City are susceptible to seismically induced landslides. The areas of the City that are underlain with peat deposits shown in Exhibit 4.7-2 are susceptible to post earthquake differential settlement.

Development under the proposed 2000 General Plan may result in the addition of up to 1,892 residential units and 11.4 million square feet of non-residential floor area, thereby exposing more people to the effects of ground shaking from regionally generated earthquakes. Therefore, seismic hazard impacts would be significant. However, the policies proposed in the 2000 General Plan and the conditions of approval listed below would reduce this significant impact to a less than significant level.

Policies in Proposed 2000 General Plan:

SAF-1A.1 Consider geologic hazard constraints, impacts, and mitigation when developing land use policies and when making public decisions relating to land development.

SAF-1A.3 Require geologic surveys of all new development located on or adjacent to bluffs.

SAF-1A.5 Identify and publicize the extent of geologic and seismic hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Offer information regarding earthquake standards to reduce or eliminate structural damage.

SAF-1A.6 Encourage, through technical assistance or development incentives, private property owners to take adequate steps to protect their property against seismic hazards.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- Where studies indicate that buildings may be subject to substantial damage during earthquakes, the structure shall be designed and/or retrofitted for seismic resistance in compliance with all relevant recommendations for seismic design and seismic safety in the most recent editions of the Uniform Building Code and the California Building Code.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

EROSION

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN THE DISTURBANCE OF SOILS FOR GRADING ACTIVITIES.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Typical grading plans for new development, redevelopment, and infrastructure construction include earthmoving for the construction of roads, power and water supply systems, drainage and sewer systems, commercial and residential buildings, and commercial and residential parking facilities. These activities may involve inappropriate or excessive earthmoving resulting in erosion or the loss of topsoil.

The geologic units and soil types within Costa Mesa have erosion susceptibilities ranging from low to severe. In general, erosion potential increases with the steepness of slope, but is also affected by soil texture. Because the majority of construction activity would occur in the City on relatively flat slopes, impacts from erosion would likely be limited. However, development along the bluffs in the southern perimeter of the City may increase soil erosion. Sediment and sand blown from exposed soils may damage structures and existing vegetation and would accumulate in wetlands and both natural and developed areas. Removal of soils by wind or water can undermine buildings, roads, and other development resulting in substantial economic loss. This may occur with both short-term construction impacts and long term erosion where vegetative cover is not re-established. This would be considered a significant impact. However, the policies proposed in the 2000 General Plan and the conditions of approval listed below would reduce this significant impact to a less than significant level.

Policies in Proposed 2000 General Plan:

SAF-1A.1 Consider geologic hazard constraints, impacts, and mitigation when developing land use policies and when making public decisions relating to land development.

SAF-1A.3 Require geologic surveys of all new development located on or adjacent to bluffs.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- Grading plans for development projects shall include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Plans should conform to all standards adopted by the City and meet the requirements of Storm Water Pollution Prevention Plans (SWPPS) required by the California State Water Resources Control Board.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

UNSTABLE OR EXPANSIVE SOILS

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY RESULT IN DEVELOPMENT ON UNSTABLE OR EXPANSIVE SOILS.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Some of the soils within the City pose constraints to development. These limitations are related to soils that exhibit low soil strength or shrink-swell potential. Soils with shrink-swell potential or expansive soils have clay minerals that expand when wet, and shrink when dried. Shrink-swell can cause seasonal uplifting of foundations and cracking of roads. Shrink-swell potential may occur in the areas underlain by clay soils shown on Exhibit 4.7-2.

Low strength soils lack the cohesive bond supplied by organic or clay materials that enable a soil to support itself when burdened by extra weight such as added water or overlying development. When a load is added to a low strength soil, the additional weight may exceed the cohesive bonds that exist between the soil particles.

Unstable soils, such as the peat deposits within in the City (refer to Exhibit 4.7-2) provide an unsound base for construction and should be evaluated on a site-specific basis. These soils can cause damage to buildings and paved areas. This would be considered a significant impact. However, the policies proposed in the 2000 General Plan and the conditions of approval listed below would reduce this significant impact to a less than significant level.

Policies in Proposed 2000 General Plan:

SAF-1A.1 Consider geologic hazard constraints, impacts, and mitigation when developing land use policies and when making public decisions relating to land development.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- Prior to issuance of a grading or building permit, the City shall require that geotechnical reports be prepared for all land development projects that involve substantial earthwork (e.g., major site grading or trenching, etc.). These geotechnical reports shall address soil conditions, including low soil strength, shrink swell potential, and other unstable soil conditions.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.7.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of the policies proposed in the 2000 General Plan and standard City conditions of approval, geology impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable geology impacts.

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4.8 HYDROLOGY AND DRAINAGE

The purpose of this section is to describe current hydrologic conditions within Costa Mesa including groundwater, flooding, and drainage. This section also provides an assessment of hydrology impacts and identifies corresponding mitigation measures associated with the development of the proposed 2000 General Plan.

4.8.1 ENVIRONMENTAL SETTING

GROUNDWATER BASINS

The City of Costa Mesa is situated within the Orange County groundwater basin (refer to Exhibit 4.8-1, *Groundwater Basins*). The basin is situated within the Santa Ana Plain, which encompasses the southern half of the great eastern coastal plain of Southern California that extends 24 miles into Orange County from its northern periphery at the Santa Monica Mountains. This valley, with an average width of approximately 15 miles, is the upper surface of a great deposit of alluvial material which fills a deep depression extending from the foothills of the Santa Ana Mountains to near the coast.

The Orange County Water District is responsible for the protection and management of the Lower Santa Ana Basin which is the only source of groundwater supply. The basin encompasses an area of about 387 square miles in north and central Orange County. The basin is bounded on the north by the Chino-Puente Hills, on the east by the Santa Ana Mountains, and on the south by the San Joaquin Hills and the Pacific Ocean. OCWD monitors 646 active wells within the basin: 225 are large municipal production wells, 200 are small production (mostly agricultural), and 221 are operated solely for water quality monitoring purposes. Under full storage, the basin is estimated to contain 10 to 40 million acre-feet of fresh water, with about 1 to 1.2 million acre-feet usable for water supply purposes within the withdrawal capacity of installed wells.

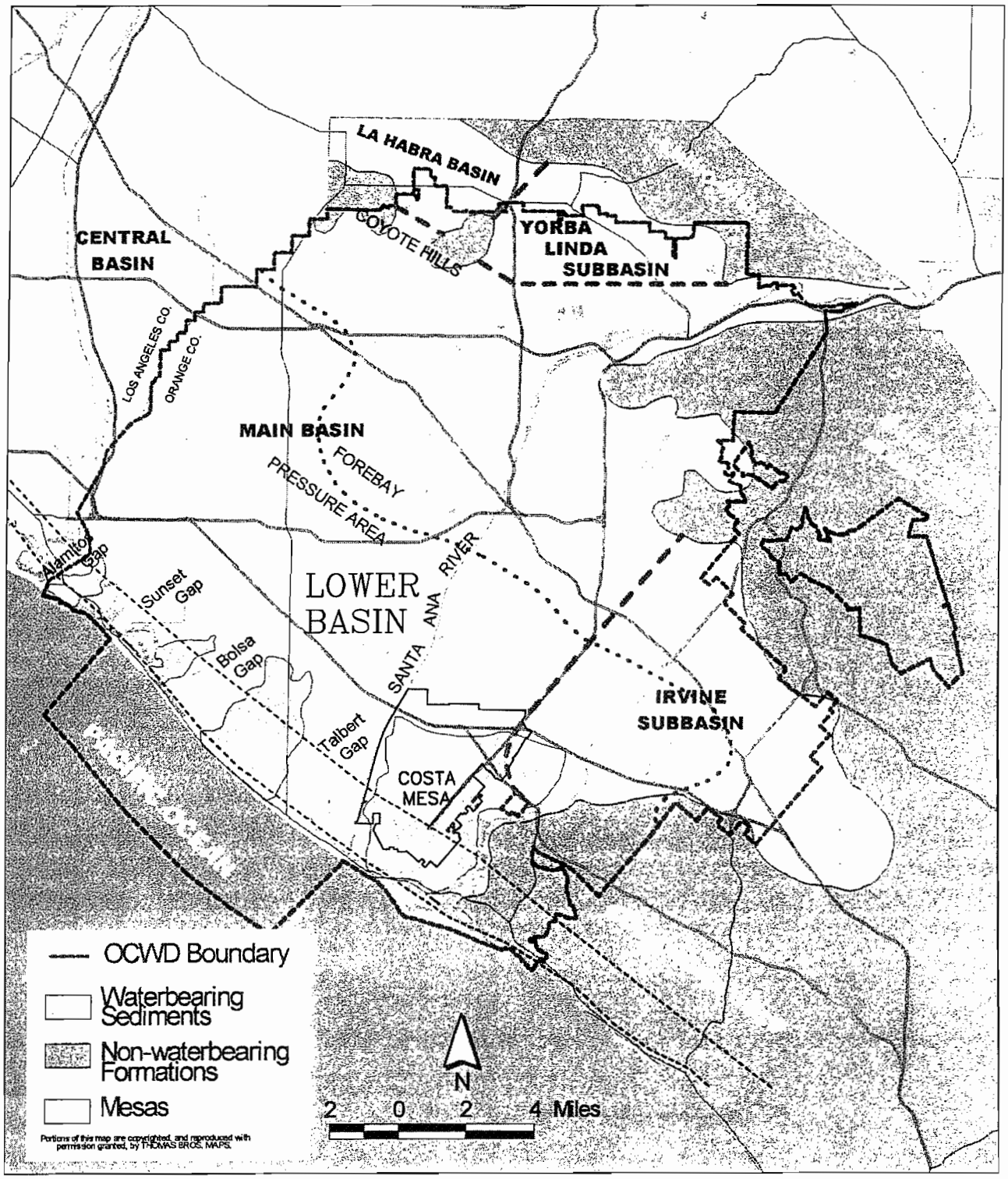
GROUNDWATER

Extensive portions of Orange County are underlain by deep deposits of permeable, water-bearing sedimentary geologic strata. Groundwater occurs in semi- to moderately-consolidated sand, gravel, and silt occurring in aquifers extending from approximately 40 to over 2,500 feet beneath the ground surface in Costa Mesa. Depths to the uppermost aquifer vary throughout the City from approximately 40 feet below the ground surface in the northern portion to over 100 feet near the coast. Groundwater is present at depths of less than 40 feet along the Santa Ana River. Groundwater for Costa Mesa is withdrawn from the largest of four groundwater basins in Orange County – the Lower Santa Ana Groundwater Basin.

The Mesa Consolidated Water District (Mesa) owns and operates nine groundwater production wells. Seven of these wells are currently in operation. These seven wells have a total design capacity of approximately 14,000 gallons per minute (GPM). All of the wells are located in the northwest portion of the service area and produce water from the Orange County groundwater basin which is managed by the Orange County Water District (OCWD).

In addition, Mesa is developing additional (previously untapped) groundwater supplies from deeper aquifers. Water from these levels has slight discoloration and odor problems, but is chemically of very high quality. Mesa removes these unpleasant but nontoxic characteristics by

GROUNDWATER BASINS



N.T.S. Source: Orange County Flood Control District

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EXHIBIT 4.8-1

treating the water with an ozone gas purification process. This additional water source provides customers with water that is of higher quality and lower cost than water imported by the Metropolitan Water District.

Mesa's Reservoir No. 1 has a capacity of about 10 million gallons (MG). The reservoir is located next to Mesa's offices on Placentia Avenue in southwest Costa Mesa and is partially below ground. Dedicated in May 1990, the reservoir assists in meeting daily demand peaks, provides needed water and additional water pressure for fire fighting, and supplies local water storage during an emergency.

Completed in 1995, the Mesa's Reservoir No. 2, the Karl Kemp Reservoir, has a capacity of about 18.0 MG. The underground reservoir is located under the playing field at the Lindbergh School site. The reservoir adds needed storage for the community's southeast side, and helps balance system pressure, as well as helps to meet daily demand peaks. This added storage allows Mesa to pump groundwater 24-hours a day, filling the reservoir during low-use periods. Then Mesa draws water from both wells and reservoir storage during peak uses periods. This ability maximizes the use of local water resources and helps reduce Mesa's dependency on imported water, which can be three times the cost of groundwater.

Approximately 50 percent of Irvine Ranch Water District's (IRWD) water is purchased from the Metropolitan Water District of Southern California. This imported water comes from the Colorado River via the Colorado River Aqueduct and from Northern California via the State Water Project. The remaining 50 percent of the of the supply comes from local groundwater wells.[1]

To alleviate its dependency on imported water, in 1979 the IRWD began to develop a series of local wells called the Dyer Road Well Field Project. These wells, ranging from 400 to 1,200 feet in depth, extract high quality water from the Orange County Groundwater Basin. This groundwater now accounts for 50 percent of IRWD's total potable water supply.

WATER SUPPLY

Costa Mesa is served by two water supply agencies: Mesa Consolidated Water District (Mesa) and the Irvine Ranch Water District (IRWD) (refer to Exhibit 4.8-2, *Water Supply Agency Boundaries*). A majority (85%) of the City is within the boundaries of the Mesa, which also serves unincorporated areas of the County and portions of Newport Beach. Properties to the southeast of Newport Boulevard, between 23rd and Bristol Streets, are served by the IRWD. Both Mesa and IRWD are affiliated with both the Coastal Municipal Water District (Coastal) and the Municipal Water District of Orange County (MWDOC). In turn, Coastal and MWDOC are member agencies in the Metropolitan Water District of Southern California (MWD). Of additional note, as of Spring 2000, Coastal and MWDOC were in the process of a joint merger. MWD has the responsibility for acquiring, storing, and distributing supplemental (nonlocal or imported) water on a wholesale basis in the Southern California Coastal Plain.

Natural water supplies in Orange County are limited to three sources: 1) groundwater, 2) surface flows in the Santa Ana River originating in Riverside and San Bernardino Counties and 3) local precipitation and runoff in Santiago Creek and other streams. Because the demand for water quality greatly exceeds the rate of replenishment of natural water sources, the majority of the urban and rural communities in Orange County are wholly or in part dependent upon water imported through the facilities of the MWD.

[1] Source: Irvine Ranch Water District website, Water Sources & Changes. Data was collected from IRWD website on October 12, 2000.

WATER SUPPLY AGENCY BOUNDARIES

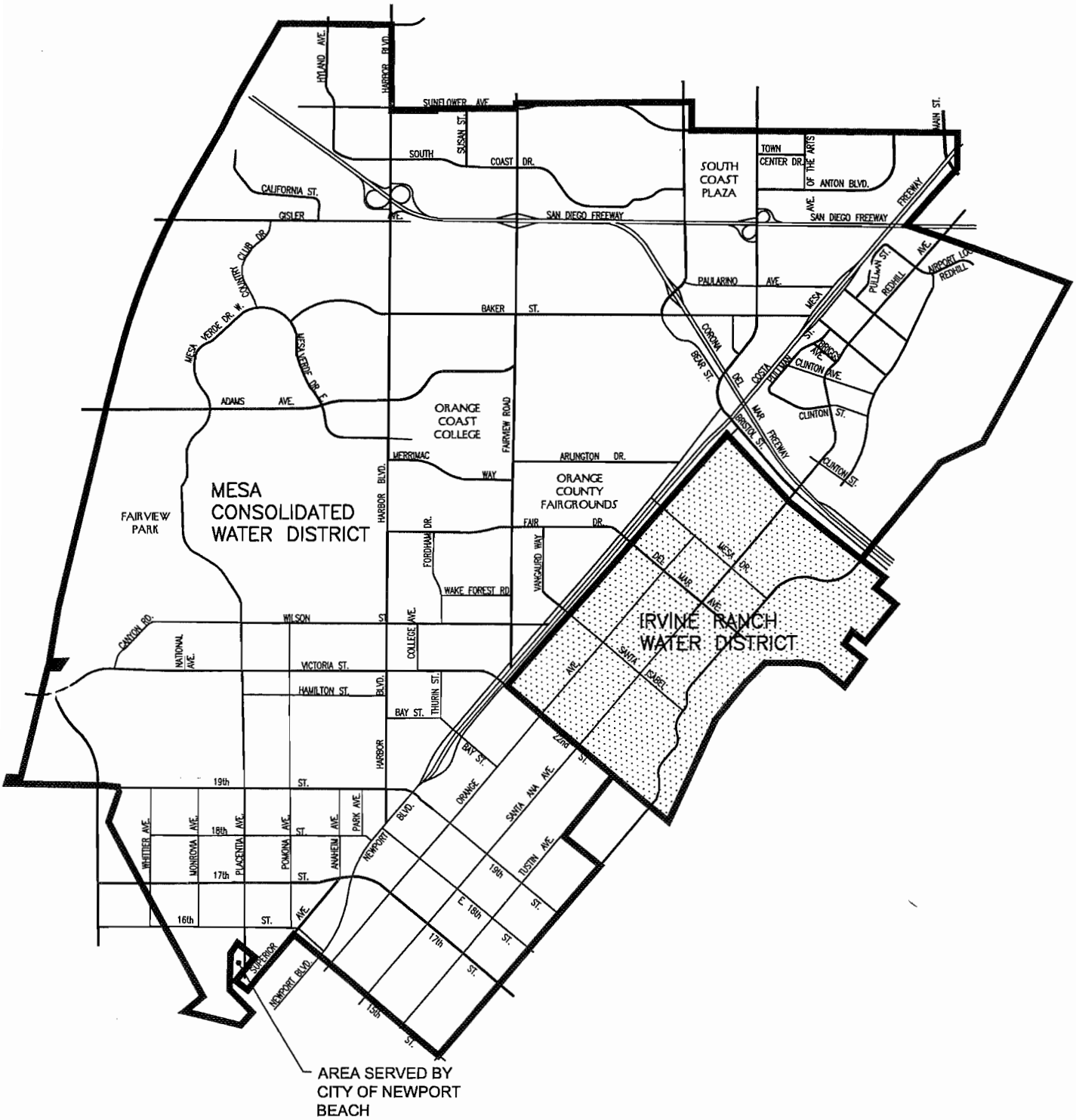

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EXHIBIT 4.8-2

Mesa Consolidated Water District

The Mesa Consolidated Water District (Mesa) encompasses approximately 18 square miles. Mesa serves the city of Costa Mesa, part of Newport Beach and the John Wayne Airport. Mesa serves a population of 103,000 residents, and provides domestic and irrigation water services to 23,000 metered connections. On an annual basis Mesa delivers 21,000 acre-feet (6.6 billion gallons) of water to the various users.[2]

Irvine Ranch Water District

The Irvine Ranch Water District (IRWD) encompasses approximately 78,000 acres, or 123 square miles in southern central Orange County. The IRWD serves all of the City of Irvine and the unincorporated areas of Foothill Ranch and Newport Coast. In addition, IRWD serves portions of Tustin, Santa Ana, Newport Beach, Costa Mesa, Orange and Portola Hills. In 1997, IRWD began providing water service to the Santa Ana Heights community.

The IRWD serves a population of 223,000, and provides water to approximately 63,000 domestic connections, which includes residential, commercial, industrial, fire protection, public authorities, construction, landscape irrigation and agricultural users.[3] In addition, IRWD serves a total of 62,951 reclaimed water connections, which includes public authorities, landscape irrigation and agricultural users.

For the fiscal year 1998/1999, the IRWD delivered 43,338 acre-feet of treated (potable) water, 11,970 acre-feet of untreated (non-potable) water, and 13,693 acre-feet of reclaimed water for a total of 69,101 acre-feet.[4]

WATER SOURCES

Water is imported into Orange County via tow extensive systems of aqueducts operated by the Metropolitan Water District. At present, the primary source of supply is the Colorado River Aqueduct system. This aqueduct transports water from Lake Havasu on the Colorado River to Lake Mathews, MWD storage reservoir in Riverside County. From this point, water is carried to East Orange County Feeder No. 2, the main distribution line serving the County.

The second source of supply of imported water is the State Water Project (SWP). This system brings water from the Upper Feather River in north-central California via the California Aqueduct to Lake Castaic north of Los Angeles. From Castaic, the Foothill Feeder transports water to the Weymouth Filtration facility in La Verne. From this point, the Yorba Linda Feeder carries water to the Diemer Filtration Plant for distribution in Orange County.

Currently, Mesa and IRWD rely on both groundwater and imported water. At present, 83 percent of Mesa's water supply is derived from groundwater from seven wells. The Orange County Water District manages the local area groundwater basin and utilizes advanced techniques for recharging the groundwater basin. This additional water source provides customers with water that is of higher quality and lower cost than water imported from MWD. Mesa's 2000 Master Plan calls for capital improvements including a deep water aquifer treatment facility that will increase groundwater production to 95 percent of the total water supply by 2000-2001, decreasing the dependence on higher cost import water.

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[2] Source: Mesa Consolidated Water District Facts and Figures, February 11, 2000.

[3] Source: Irvine Ranch Water District (IRWD) website: information regarding service area and facts and figures. Information was collected from the IRWD website in October 2000.

[4] An acre-foot of water covers one acre of land one foot deep. One acre foot of water (approximately 326,000 gallons) represents the needs of two average families, in and around the home, for one year.

Since Costa Mesa depends upon imported water for a portion of its water supply, the potential impacts of water supply and demand extend beyond the boundaries of the City and its two serving agencies. The availability of imported water is directly related to the water supply conditions in the source watersheds as well as demand for water throughout the State. Recurring dry years can affect Southern California's water allotment. All of Southern California is more reliant on water from the north since the MWD allotment of Colorado River water was reduced from 1.2 million to 0.55 million acre-feet per year at the completion of the Central Arizona project in 1985.

Mesa Consolidated Water District[5]

Approximately 75 percent of Mesa's water supply is pumped from natural underground water aquifers, which are located in the Orange County Groundwater Basin. The Orange County Water District (OCWD) manages this groundwater basin, supplying water to many areas in Orange County. The OCWD supplements nature by artificially replenishing the groundwater basin with imported and natural water supplies.

The remaining 25 percent of Mesa's water supply is imported from the MWD via two wholesale water agencies: The Municipal Water District of Orange County (MWDOC) and the Coastal Municipal Water District (Coastal). Imported supplies are transported through aqueducts from the Colorado River and Northern California. Imported water is more expensive than groundwater due to the transportation and treatment costs.

In an effort to decrease dependence on expensive imported water supplies, Mesa is continuing to build local water wells and reservoirs to store groundwater for use during peak demand periods. Currently, Mesa owns and operates two reservoirs, which have the combined capacity to store more than 28 million gallons of water. Mesa is anticipating that smaller amounts of imported water will need to be purchased due to the increased use of colored water.

Colored water is an additional water resource, supplementing clear water. Colored water is pumped from deep aquifers in the Orange County Groundwater Basin. Colored water is the color of week tea and has a sulfur smell. The color and odor are believed to originate from ancient redwood forests and peat. Colored water is treated using ozone and biofiltration to eliminate the color and odor, and chloramines for disinfection. Colored water is a high quality resource that meets and exceeds all state and federal water quality standards. Mesa is at the forefront of colored water treatment and is the first water purveyor in the United States to practice ozone treatment at the wellhead.

Irvine Ranch Water District

Approximately 50 percent of IRWD's water is purchased from the Metropolitan Water District of Southern California. This imported water comes from the Colorado River via the Colorado River Aqueduct and from the Northern California via the State Water Project. The remaining 50 percent of the supply comes from local groundwater wells.[6]

To alleviate its dependency on imported water, in 1979 the IRWD began to develop a series of local wells called the Dyer Road Well Field Project. These wells, ranging from 400 to 1,200 feet in depth, extract high quality water from the Orange County Groundwater Basin. This groundwater now accounts for 50 percent of IRWD's total potable water supply.

[5] Source: Mesa Consolidated Water District Facts and Figures, February 11, 2000.

[6] Source: Irvine Ranch Water District website, Water Sources & Changes. Data was collected from the IRWD website on October 12, 2000.

Water Resources Master Plan[7]. The IRWD drafted a Water Resources Master Plan (WRMP) at the beginning of 2000. The Executive Summary chapter of the WRMP discusses the IRWD's recommendations regarding changes in the water resource mix.

The WRMP recommends that IRWD move from a heavy reliance on imported water to a greater utilization of local groundwater for cost, water quality and reliability reasons. New potable groundwater supplies would greatly reduce the reliance on imported water under normal operating conditions and under most emergency outage scenarios. An expansion of the Michelson Water Reclamation Plant (MWRP) treatment capacity and the inclusion of the San Joaquin Reservoir (SJR) as a reclaimed water seasonal storage reservoir are recommended to meet the projected demand increases in the reclaimed water system. The resource mix for the year 2025 may potentially consist of nearly 70 percent clear and treated groundwater with only 5 percent of untreated imported water required for nonpotable system.

Existing potable system sources are imported treated water purchased from MWD and local groundwater developed through the Dyer Road Well Field. IRWD plans to develop additional potable groundwater to meet its future demand. These projects would ultimately increase supply reliability and water quality, and may reduce overall supply costs.

Specific recommendations to maximize the use of local groundwater supplies in the potable system include supporting the proposed Inland Well Fields. In addition, the capacity of the Irvine Sub-basin to support additional groundwater yield should be evaluated. Finally, a well rehabilitation program should be developed to monitor and maintain the long-term viability of groundwater production facilities.

Existing nonpotable system sources are treated wastewater from the MWEP, untreated water from Irvine Lake through the Irvine Lake Pipeline (ILP) and some local groundwater. The untreated source consists of untreated water purchased from the MWD and/or local runoff, depending on winter rainfall. To meet increasing demands for reclaimed water, existing sources must be expanded or new sources developed. An expansion of MWRP treatment capacity and reclaimed water seasonal storage from the conversion of the SJR from potable use would minimize the amount of imported treated water used in the reclamation water system. This would also reduce the amount of wastewater sent to the Orange County Sanitation District for treatment and disposal, and allow groundwater production to be concentrated in the potable water system.

WATER CONSERVATION

The importance of water conservation programs was brought into focus during several recent droughts in California. In response to the most recent drought, Metropolitan Water District implemented a mandatory water rationing plan for its customers. Both Mesa and IRWD have adopted water conservation policies.

The City of Costa Mesa also encourages water conservation in all new developments to incorporate all interior and exterior water conservation measures required by State law and the affected water agencies.

In cooperation with the OCWD, Mesa uses the OCWD's "Green Acres" reclaimed wastewater use program. Green Acres program water is highly treated and purified reclaimed wastewater, pumped in a separate distribution pipeline system, for use by selected users for nonpotable (nondrinking) purposes, including production processes and the irrigation of greenbelts, golf courses, parks, and other similar facilities. Areas that are within a five-mile radius of the OCWD "Water Factory 21" facility (near the Santa Ana River/San Diego 405 Freeway overpass, just

[7] Source: Irvine Ranch Water District, Water Resources Master Plan, January 2000.

outside of Mesa's borders) will have the opportunity to utilize this lower cost alternative water source in place of more scare and more expensive groundwater and imported water.

DRAINAGE PATTERNS

The City of Costa Mesa is unique in its drainage pattern because of the slope and topography of the land. In two places in the City, water may actually drain in four different directions. The advantages of these conditions relate to the ability to install short storm drain systems due to the small drainage areas and means that uncontrolled runoff is not as hazardous because of the lower water concentrations. Generally speaking, Costa Mesa has sufficient natural slope to assist storm runoff.

Runoff that is generated outside of the City, which is transported through or adjacent to the City, creates a different type of drainage problem. Channels on the north, east and west sides of the City are primarily dominated by runoff that originates from neighboring jurisdictions, but these channels are also required to dispose of runoff generated in the City of Costa Mesa.

FLOOD HAZARDS

The greatest potential flood hazard in the City is from the Santa Ana River, followed by the Greenville-Banning Channel and the Santa Ana-Delhi Channel. Costa Mesa is located immediately adjacent to the Santa Ana River, the largest river system in Southern California. The basin area of this system encompasses a total of approximately 3,200 square miles, including portions of San Bernardino, Riverside and Orange Counties. In the recent past, the current channel capacity for the Santa Ana River upstream of Costa Mesa was not sufficient to carry the 100-year nor the 500-year frequency floods. Under such flood conditions, excess flood flow is expected to breech the levee in the City of Santa Ana causing widespread flooding of both Santa Ana and Costa Mesa due to ponding of water directly upstream of the San Diego Freeway. However, the Santa Ana River Mainstem project is designed to provide flood protection to Orange, Riverside and San Bernardino Counties. The improvements cover 75 miles from the headwater of the Santa Ana River east of the City of San Bernardino to the mouth of the river at the Pacific Ocean between the Cities of Newport Beach and Huntington Beach. The Mainstem Project will increase flood protection to more than 3.35 million people within the three Counties. The project includes seven independent features: Seven Oaks Dam, Mill Creek Levee, San Timoteo Creek, Oak Street Drain, Prado Dam, Santiago Creek and the lower Santa Ana River.

Prado Dam is located northeast of the City in Riverside County. The dam was designed in the 1930s, but has recently increased its functioning capability due to the Seven Oaks Dam, which was completed in November 1999 and is located approximately 40 miles upstream on the Santa Ana River. During a flood, Seven Oaks Dam will store water destined for Prado Dam for as long as the reservoir pool at Prado Dam is rising. When the flood threat at Prado Dam has passed, Seven Oaks Dam will begin to release its stored flood water at a rate that does not exceed the downstream channel capacity. Working in tandem, the Prado and Seven Oaks Dams provide increased flood protection to Orange County.

In April 1996, the Federal Emergency Management Agency (FEMA) National Flood Insurance Program's Flood Insurance Map (FIRM) classified areas with the potential for flooding along the Santa Ana River as Zone A99. The Zone A99 designation identified areas that are protected by a Federal flood protection system constructed as having a one percent chance of being equaled or exceeded in any given year (base flood) with no base flood elevations (BFEs) determined. This designation was the direct result of construction of the Santa Ana Mainstem flood control project, which included two critical features: channels and bridge widening; channelization of the Lower Santa Ana River Channel Reaches 1 and 4; and construction of the Seven Oaks Dam.

As of June 14, 2000, the FIRM maps for Costa Mesa were revised by FEMA, removing the Zone A99 designation within the Costa Mesa area. These revisions are reflected on FIRM panels 06056C0046 F, 06056C0054 F and 06056C0038 F. As a result of the revisions to the FIRM maps, the potential for 100-year floods in Costa Mesa lies predominately within the flood channels (refer to Exhibit 4.8-3, *Flood Hazard Area*).

DAM INUNDATION

The City of Costa Mesa, along with the cities of Anaheim, Buena Park, Cerritos, Cypress, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, Long Beach, Newport Beach, Orange, Placentia, Santa Ana, Seal Beach, Stanton, Westminster, and Yorba Linda are located within the dam inundation area of Prado Dam. Only a small portion of the City of Costa Mesa is located within the dam inundation area, and that portion is limited to the area closest to Newport Bay. No other areas of the City are located within the dam inundation area of Prado Dam. The Prado Dam has been designed to protect against a 100-year flood (or a one percent chance event). During any 100-year period, a 39 percent risk[8] exists that one or more floods will occur that exceed the design level.[9]

DRAINAGE FACILITIES

Existing and proposed local drainage facilities are designed to provide a measure of control for storm water generated within Costa Mesa for a ten-year storm. As such, the level of protection decreases as the recurrence interval increases since the facilities are not capable of 25-year or 100-year storm runoff. Although the proposed improvements to the City's drainage facilities will reduce the damage from these higher than design storms, it is impractical to design the local drainage system for greater than a ten-year storm. Because of this, minor flooding will occur when local flows exceed the system's capacity or if inlets plug with trash and debris.

DRAINAGE/FLOOD HAZARD MANAGEMENT

Local drainage and runoff problems can be controlled through proper anticipation of potential flood problems, analysis of existing and future system deficiencies and construction of appropriate flood control facilities. The Master Drainage Plan (refer to Exhibit 4.8-4, *Master Plan of Drainage*) was prepared for the City in December 1969, and is updated periodically. This plan delineates numerous specific projects to improve Costa Mesa's storm drain system. Continued implementation of this plan and the construction of the remaining improvements should provide the City with appropriate control over local drainage concerns.

WATER QUALITY

The quality of water delivered to Costa Mesa is the result of blending water from three separate sources (groundwater, Colorado River and State Water Project) with varying degrees of contamination. Based on a comparison of a primary indicator of water quality, the concentration of total dissolved solids (TDS), it can be seen that groundwater produced by the Mesa Consolidated Water District is of relatively high quality. Total dissolved solid concentrations in extracted water within the Lower Santa Ana Basin ranges from 200 parts per million (ppm) to 980 ppm, while the TDS levels from Mesa wells average 277 ppm. The U.S. Public Health Service recommends a standard of 1,000 ppm Minimum Contaminant Level of TDS for drinking water.

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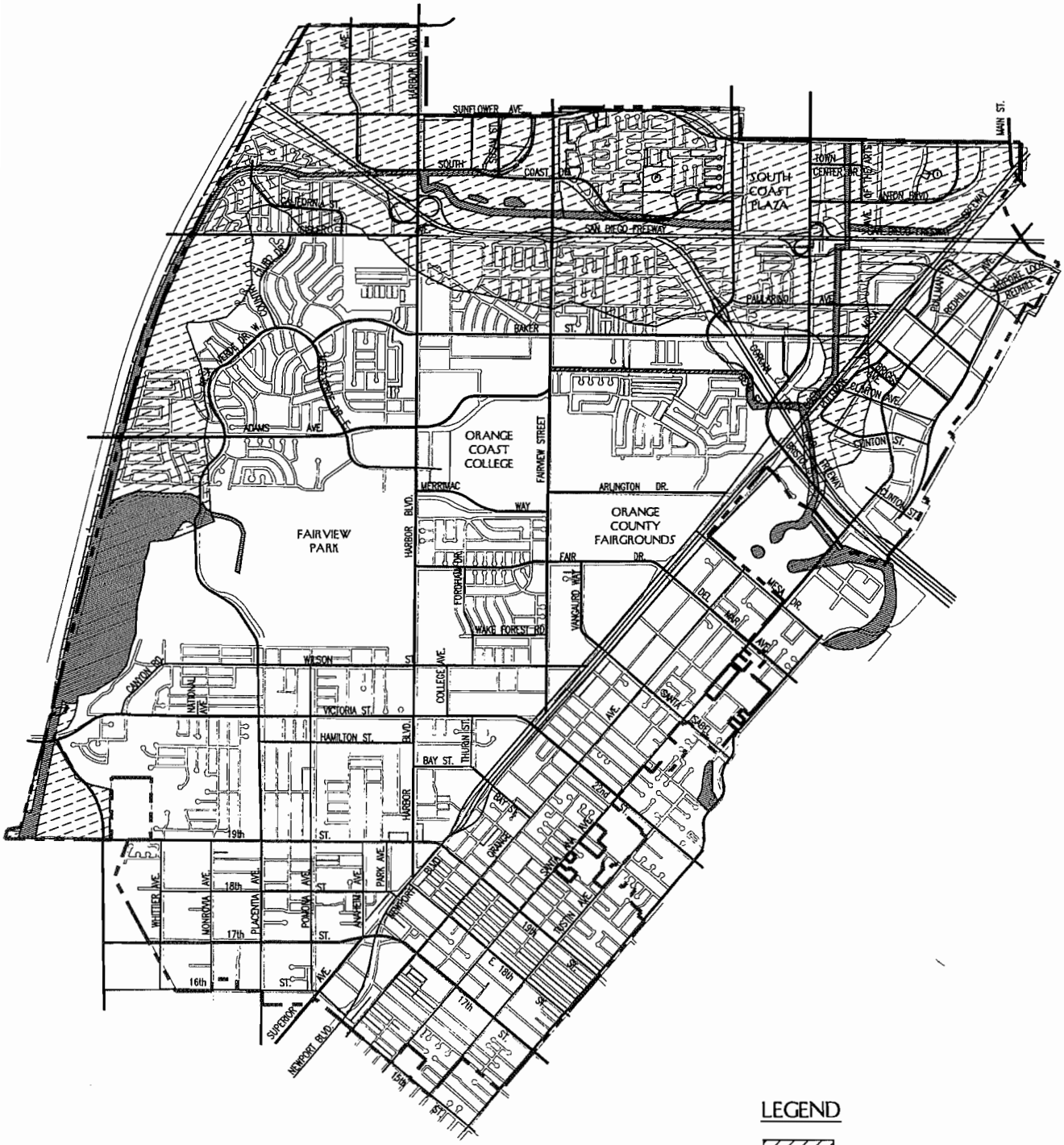
[8] Risk expresses the likelihood (percent chance) that one or more floods may exceed the design flow within a specified number of years.

[9] Source: Table 7-41, Flood Risk Analysis, *Santa Ana River Project – Phase II GDM, Volume 7, Hydrology.*

FLOOD HAZARD AREA



LEGEND

500 YEAR FLOOD ZONE

100 YEAR FLOOD ZONE

SOURCE: FLOOD INSURANCE RATE MAP, PANEL 37 OF 81, MAP# 06059C0037 F, JUN 14, 2000
PANEL 38 OF 81, MAP # 06059C0038 F, JUN 14, 2000
PANEL 46 OF 81, MAP # 06059C0046 F, JUN 14, 2000
PANEL 54 OF 81, MAP # 06059C0054 F, JUN 14, 2000
PANEL 47 OF 81, MAP # 06059C0047 E, SEPT. 15, 1989
PANEL 55 OF 81, MAP # 06059C0055 F, SEPT. 15, 1989

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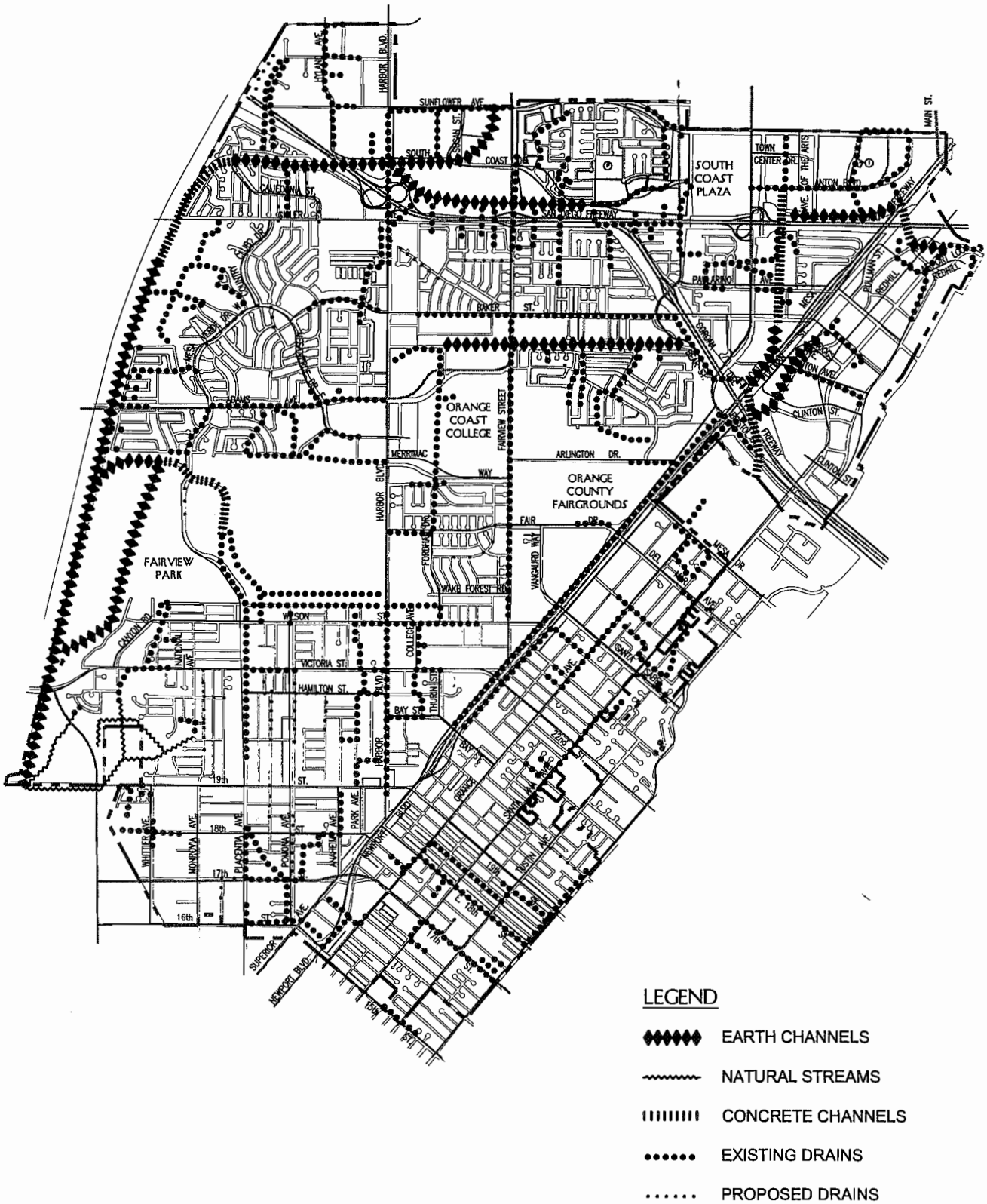
EXHIBIT 4.8-3

MASTER PLAN OF DRAINAGE



SCALE: 1"=4500' Source: City of Costa Mesa Master Drainage Plan, December 1997

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EXHIBIT 4.8-4

With respect to imported water, Colorado River water is poor in TDS (750 to 800 ppm) and hardness quality (280 ppm), but excellent with respect to turbidity (2 ppm or less). In contrast, SWP water is relatively low in TDS (226 ppm) and hardness (97 ppm) but high in turbidity (3.6 ppm). The combined sources result in quality indicators of 447 ppm TDS and 239 ppm hardness of water supplied by MWD. In contrast, Mesa's well produces water that only has 166.8 ppm hardness of water.

Mesa's 1998 Water Quality Report indicates that its drinking water is of a higher quality than required by the State and Federal standards. California water quality standards are more restrictive than Federal standards. The California Department of Health Services enforces State drinking water standards. Mesa monitors its water supplies on an ongoing basis, and measures approximately 200 substances.

SEISMICALLY INDUCED WATER WAVES

Seismically induced water waves include tsunamis, seiches, and waves generated by failure of retaining structures. Tsunamis are generated by earthquake-induced subsea dislocations or landslides which cause large volumes of water to move in the form of ocean waves. Coastline configuration and tidal influx may cause local amplifying effects. A seiche is a low amplitude wave generated in a restricted body of water due to earthquake motions. Refer to Exhibit 4.8-5, *Flooding and Seismically Induced Waves*.

Tsunamis

Costa Mesa is three-quarters of a mile inland from the ocean at elevations between approximately 30 to 100 feet above sea level. The southern portion of the City resides on 100-foot bluffs overlooking the City of Newport Beach. The potential for tsunami effects within most of the City is negligible. However, within areas of the Santa Ana River Channel, where low elevations occur, the potential exists for tsunami effects.

Seiches

The absence of any large bodies of water within Costa Mesa and the location of high bluffs adjacent to Newport Bay preclude the possibility of damage from seiche effects. This may change should construction of lakes or large reservoirs take place.

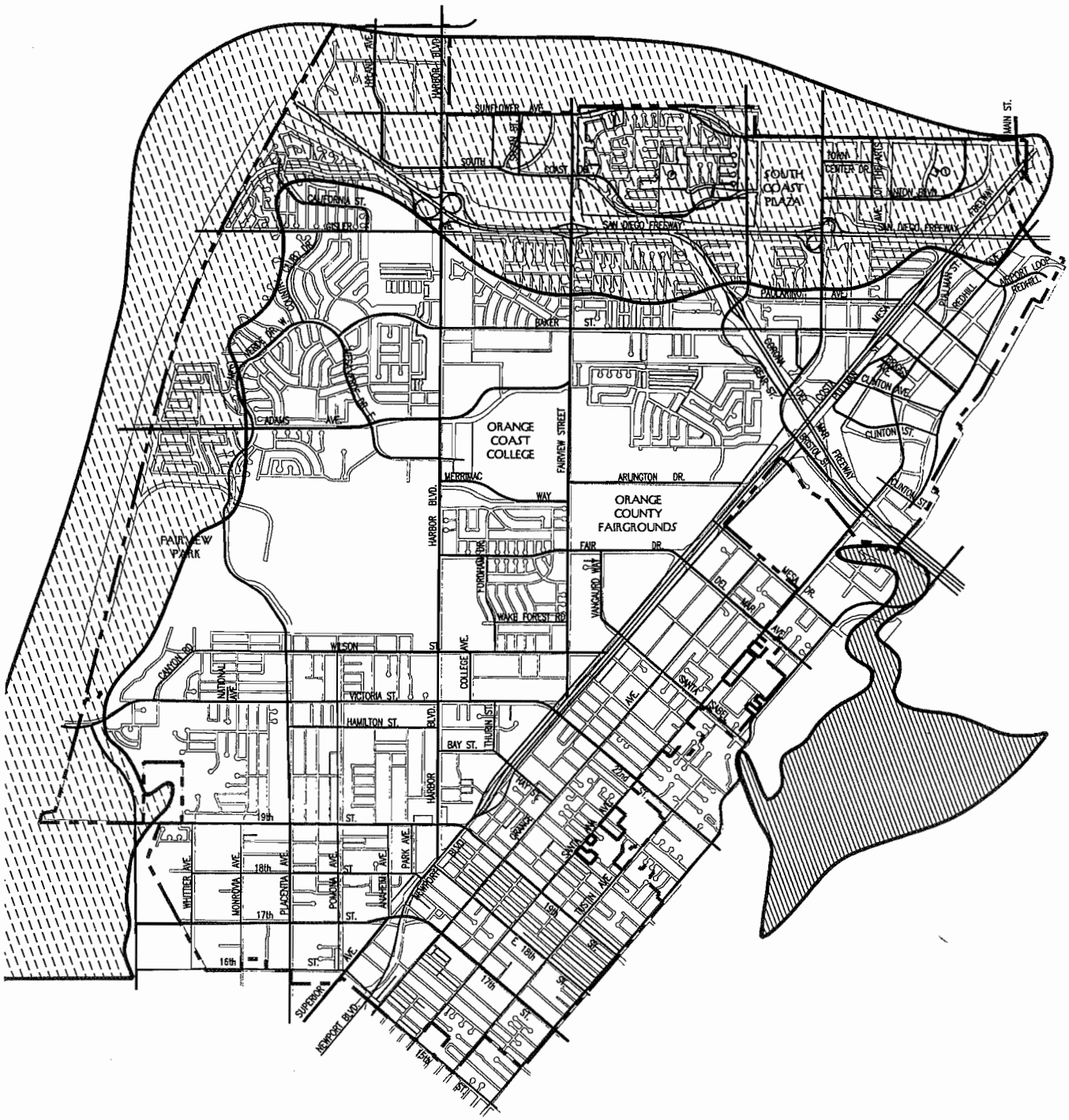
4.8.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Hydrology and Water Quality impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- Violate any water quality standards or waste discharge requirements;
- 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);

FLOODING AND SEISMICALLY INDUCED WAVES



LEGEND

Area of potential flooding from failure of Prado, Santiago or Villa Park Dams

Area of very-low potential flooding from Seiche or Tsunami

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EXHIBIT 4.8-5

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

- 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;

- 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 (refer to Section 4.11, *Public Services and Utilities*);

- Otherwise substantially degrade water quality;

- 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;

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

- 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; and/or

- Inundation by seiche, tsunami, or mudflow (refer to Section 7.0, *Effects Found Not to Be Significant*).

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.8.3 IMPACTS AND MITIGATION MEASURES

WATER QUALITY

❖ **FUTURE CONSTRUCTION ACTIVITIES AND POST-CONSTRUCTION USES RESULTING FROM IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY RESULT IN DEGRADATION OF WATER QUALITY BY ADDING POLLUTANTS TO STORM WATER RUNOFF.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Future development projects resulting from implementation of the proposed 2000 General Plan may alter the quality of storm water runoff leading into Newport Bay and/or other surface water bodies in the area. Future construction, grading and excavation would cause temporary disturbance of surface soils and removal of vegetative cover. Runoff from disturbed areas would likely contain silt and debris, resulting in short-term increases in the sediment load of the stormdrain system serving the City. In addition, there is a potential for chemical releases at future construction sites. Once released, substances such

as fuels, oils, paints and solvents may be transported to nearby drainages, watersheds and/or groundwater in storm runoff, wash water and dust control water.

Other activities that may increase pollutants due to future development resulting from implementation of the proposed 2000 General Plan include: motor vehicle operations in the area, pesticide uses, human littering, careless material storage and handling, and pavement disintegration. The typical pollutants include oil and grease, coliform bacteria, Biochemical Oxygen Demand (BOD), Chemical Oxygen Demand (COD), Total Organic Carbon (TOC), and Total Petroleum Hydrocarbon (TPH), nitrogen, phosphorous, and heavy metals.

The significance of these water quality impacts would vary depending upon the level of construction activity, weather conditions, soil conditions, and the increased sedimentation of drainage systems within the area. The majority of pollutant loads is usually washed away during the first flush of the storm occurring after the dry-season period. The amount of pollutants washed off the street surface is a function of the amount of pollutants on street surfaces and the rainfall amount. EPA has determined that 0.5 inches of rainfall is required to remove 90 percent of the total accumulated pollutants on the street surface (Water Quality Management Planning for Urban Runoff, 1975).

Implementation of the proposed 2000 General Plan may generate wastewater during construction of individual development projects that would adversely affect water quality beyond standards specified by the State Water Resources Control Board (SWRCB). Therefore, water quality impacts would be potentially significant. However, the policies proposed in the 2000 General Plan and the conditions of approval listed below would reduce this significant impact to a less than significant level.

Policies in Proposed 2000 General Plan:

CON-1A.3 Continue to comply with the National Pollutant Discharge Elimination System (NPDES) Program by participating in the Countywide Drainage Area Management Plan (DAMP) which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).

CON-1A.4 Continue to implement the Drainage Area Management Plan (DAMP), and any amendments to it, that require site dischargers to reduce pollutants in runoff from new development and significant redevelopment areas.

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

CON-1D.2 Preserve and enhance existing wetlands areas.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- Prior to or concurrent with submittal of plans for building plan check/submittal of the final subdivision map for engineering plan check, the applicant shall submit a Water Quality Management Plan (WQMP) that identified the application and incorporation of those routine structural and non-structural Best Management Practices (BMPs) outlined in the Countywide Drainage Area Management Plan.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

GROUNDWATER

❖ **FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY CONTRIBUTE TO THE DEPLETION OF GROUNDWATER SUPPLIES AND INTERFERE WITH GROUNDWATER RECHARGE.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: Mesa Consolidated Water District operates six wells in the northern portion of the City that extract water from the Lower Santa Ana Basin. The increased population associated with implementation of the proposed 2000 General Plan would increase the demand for water supplies, which may contribute to depletion of potable groundwater resources (refer to Section 4.11, *Public Services and Utilities*).

Future development on currently unpaved or partially paved properties may increase the amount of impervious surfaces in the City. Increased amounts of impervious surfaces in the City would interfere with groundwater recharge, as the percolation rate of precipitation into groundwater aquifers would be reduced. However, Costa Mesa is a built out urban area. There are few vacant parcels available for development. Therefore, development associated with implementation of the proposed 2000 General Plan would not substantially interfere with groundwater recharge.

Overall, groundwater impacts would be less than significant with implementation of the policies proposed in the 2000 General Plan.

Policies in Proposed 2000 General Plan:

CON-1A.2 Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

CON-1D.2 Preserve and enhance existing wetlands areas.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to conform to the demands created by development which is consistent with the Coastal Act.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

DRAINAGE

❖ **FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT SUBSTANTIALLY ALTER DRAINAGE PATTERNS BY INCREASING THE AMOUNT OF IMPERVIOUS SURFACES IN THE CITY.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Impervious surfaces associated with development allowed under the proposed 2000 General Plan would increase the amount of surface runoff generated in the City, which may alter drainage patterns. Altered drainage patterns may result in erosion that undermines structures and/or siltation that may adversely affect water quality. Altered drainage patterns may also result in increased flooding.

However, virtually the entire City is built out; 97.4 percent of the City is developed, and the remaining 2.6 percent, or 213 acres, is vacant.

Local drainage and runoff problems can be controlled through proper anticipation of potential flood problems, analysis of existing and future system deficiencies and construction of appropriate flood control facilities. The Master Drainage Plan (refer to Exhibit 4.8-4, *Master Plan of Drainage*) was prepared for the City in December 1969, and is updated periodically. This plan delineates numerous specific projects to improve Costa Mesa's storm drain system. Continued implementation of this plan and the construction of the remaining improvements should provide the City with appropriate control over local drainage concerns.

This is a less than significant impact with implementation of the policies proposed in the 2000 General Plan.

Policies in Proposed 2000 General Plan:

CON-1D.2 Preserve and enhance existing wetlands areas.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

FLOODING/DAM INUNDATION

❖ **FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY PLACE URBAN USES WITHIN A FLOOD HAZARD AREA.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: The greatest potential flood hazard in the City is from the Santa Ana River, followed by the Greenville-Banning Channel and the Santa Ana-Delhi Channel. Costa Mesa is located immediately adjacent to the Santa Ana River, the largest river system in Southern California. The basin area of this system encompasses a total of approximately 3,200 square miles, including portions of San Bernardino, Riverside and Orange Counties. In the recent past, the current channel capacity for the Santa Ana River upstream of Costa Mesa was not sufficient to carry the 100-year nor the 500-year frequency floods. Under such flood conditions, excess flood flow was expected to breech the levee in the City of Santa Ana causing widespread flooding of both Santa Ana and Costa Mesa due to ponding of water directly upstream of the San Diego Freeway. However, the Santa Ana River Mainstem project is designed to provide flood protection to Orange, Riverside and San Bernardino Counties. The proposed improvements cover 75 miles from the headwater of the Santa Ana River east of the City of San Bernardino to the mouth of the river at the Pacific Ocean between the Cities of Newport Beach and Huntington Beach. The Mainstem Project has increased flood protection to more than 3.35 million people within the three Counties. The project includes seven independent features: Seven Oaks Dam, Mill Creek Levee, San Timoteo Creek, Oak Street Drain, Prado Dam, Santiago Creek and the lower Santa Ana River.

In April 1996, the Federal Emergency Management Agency (FEMA) National Flood Insurance Program's Flood Insurance Map (FIRM) classified areas with the potential for flooding along the Santa Ana River as Zone A99. The Zone A99 designation identified areas that are protected by a Federal flood protection system constructed as having a one percent chance of being equaled or exceeded in any given year (base flood) with no base flood elevations (BFEs) determined. This designation was the direct result of construction of the Santa Ana Mainstem flood control project, which included two critical features: channels and bridge widening; channelization of the Lower Santa Ana River Channel Reaches 1 through 4 and Reach 10 (Greenville-Banning Channel) and construction of the Seven Oaks Dam.

As of June 14, 2000, the FIRM maps for Costa Mesa were revised by FEMA, removing the Zone A99 designation within the Costa Mesa area. These revisions are reflected on FIRM panels 06059C0037 F, 06056C0046 F, 06056C0054 F and 06056C0038 F. As a result of the revisions to the FIRM maps, the potential for 100-year floods in Costa Mesa lie predominately with the flood channels.

Existing and proposed local drainage facilities are designed to provide a measure of control for storm water generated within Costa Mesa for a ten-year storm. As such, the level of protection decreases as the recurrence interval increases since the facilities are not capable of 25-year or 100-year storm runoff. Although the proposed improvements to the City's drainage facilities will reduce the damage from these higher than design storms, it is impractical to design the local drainage system for greater than a ten-year storm. Because of this, minor flooding will occur when local flows exceed the system's capacity or if inlets plug with trash and debris.

Local drainage and runoff problems can be controlled through proper anticipation of potential flood problems, analysis of existing and future system deficiencies and construction of appropriate flood control facilities. The Master Drainage Plan (refer to Exhibit 4.8-4, *Master Plan of Drainage*) was prepared for the City in December 1969, and is updated periodically. This plan delineates numerous specific projects to improve Costa Mesa's storm drain system. Continued implementation of this plan and the construction of the remaining improvements should provide the City with appropriate control over local drainage concerns.

As previously stated earlier in the Environmental Setting section, a small portion of the City of Costa Mesa is located within the dam inundation area of Prado Dam. The dam inundation area is limited to the area closest to Newport Bay. Prado Dam has been designed to protect against a 100-year flood; however, during any 100-year period there is a 39 percent risk that one or more floods would exceed the design level. Thus, there is the potential for properties within the City of Costa Mesa that are located within the Prado Dam inundation area to experience flooding impacts.

However, future development placed in the flood hazard zone would be subject to flooding in the event of 100-year storm or dam failure. Therefore, flooding impacts would be potentially significant. The policies proposed in the 2000 General Plan would reduce this significant impact to a less than significant level.

Policies in Proposed 2000 General Plan:

SAF-1A.4 Cooperate with local, State, and Federal flood control agencies to reduce the potential for flood damage in the City of Costa Mesa.

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.

SAF-1A.8 Publicize the extent of flood hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Develop an education program, such as the Flood Awareness Program, and emergency disaster plans for flooding.

SAF-1A.9 Encourage County, State, and Federal agencies to complete flood control improvements to the Greenville-Banning Channel to protect Costa Mesa residents and property located in the 100-year flood zone from a potential major disaster.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.8.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of mitigation measures and policies proposed in the 2000 General Plan, hydrology impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable hydrology impacts.

4.9 BIOLOGICAL RESOURCES

The purpose of this section is to identify existing biological resources within the City of Costa Mesa, analyze potential impact to these resources (including sensitive species) and recommend mitigation measures, if applicable, to reduce the significance of impacts which are identified. Information in this section is based on the Report on Field Surveys for the Biological Resources Section of the Conservation Element of the Costa Mesa General Plan prepared by BonTerra Consulting in May 2000. This section describes the biological character of the City in terms of vegetation, flora, wildlife, and wildlife habitats and analyzes the biological significance of Costa Mesa in view of federal, state and local laws and policies.

4.9.1 ENVIRONMENTAL SETTING

FLORA AND FAUNA

A majority of Costa Mesa's valuable biologic resources are located in areas free from large-scale development intrusion. Areas such as these are found in western Costa Mesa near the Santa Ana River (refer to Exhibit 4.9-1, *Biological Resources*). Additionally, the agricultural fields in northern Costa Mesa support a unique animal community related to field crop production.

FLORA

Prior to development in the City of Costa Mesa, the natural landscape was covered with a wide variety of native grasses with small sage scrub communities along the coastal bluffs and canyons. What remains of this natural environment is not representative of conditions at that time. The grasslands on the mesa at the Fairview Park site and Santa Ana River lowlands have been significantly altered by the introduction of nonnative grasses, grazing, agricultural production, discing and frequent human activity. Adjacent sage-scrub communities have been disrupted by bluff erosion and grading, while the smaller riparian community near the Santa Ana River has been impacted by efforts to channelize the river for flood protection purposes.

In spite of these alterations, examples of all three communities (grassland, sage-scrub and riparian) can be found in limited amounts within the present City limits. In addition, a detailed description of these and other plant communities broken down into finer categories can be found in the Fairview Park Master Plan. This document includes descriptions of sensitive species and habitats not included below, and it is hereby incorporated by reference.

Grasslands. Grasslands are generally found at low elevations on flat plains or gentle hillsides having a deep layer of clay-bearing soil. A list of plants generally associated with this community is included below in Table 4.9-1, *Plants of the Grassland Community*. Species most common to the Fairview Park and river lowlands are Russian thistle (*Salsola kali*), Curly Dock (*Rumex crispus*), mustard, Mexican tea (*Chenopodium ambrosiodes*), Bermuda (*Cynodon dactylon*), Brome, wild oat, Italian rye (*Lolium multiflorium*), clover (*Trifolium* sp.) and Buckwheat.

Sage Scrub. Sage scrub communities, consisting of grayish-green scrub usually less than three feet high, can be found at elevations less than 3,000 feet on foothills and coastal bluffs and canyons. Buckwheat, sagebrush, pitcher sage (*Salvia spatheca*), Brittlebrush (*Encelia californica*), and limited amounts of chaparral can be found along the river bluffs and canyons. The most prevalent form of sage in the Costa Mesa area is the coastal sage. Plants most

BIOLOGICAL RESOURCES

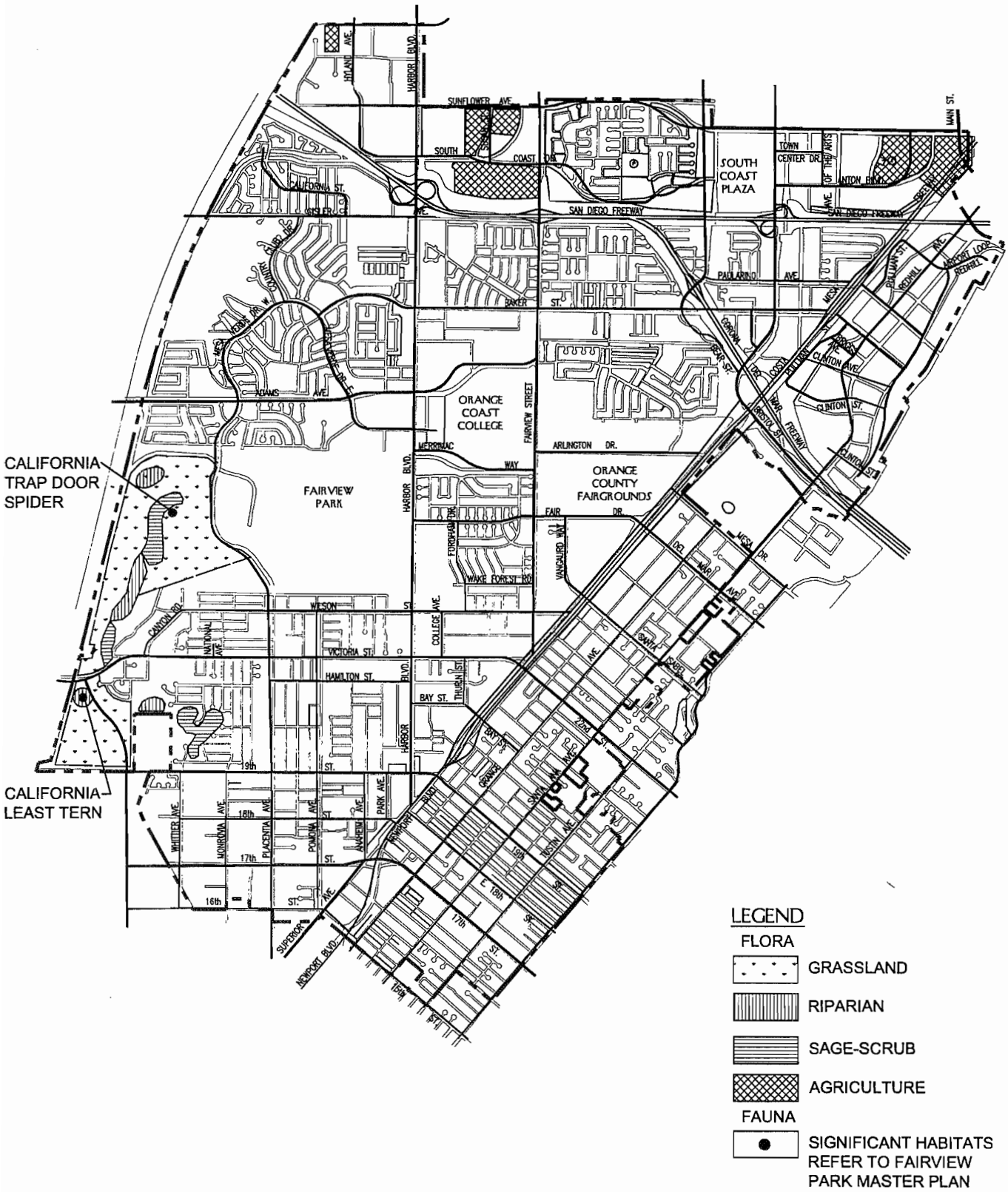

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EXHIBIT 4.9-1

TABLE 4.9-1
PLANTS OF THE GRASSLAND COMMUNITY

Common Name	Scientific Name	Status	Confirmed Observation	Possible Present
Desert needlegrass	*Achnatherum speciosum*	-	X	
Red-skinned onion	*Allium haematochiton*	-	X	
Southwestern beardgrass	*Andropogon glomeratus*	-	X	
California sagebrush	*Artemesia californica*	-	X	
Coulter's saltbush	*Atriplex coulteri*	CNPS 1B		X
Slender wild oat	*Avena barbata*	-	X	
Wild oat	*Avena fatua*	-	X	
Black mustard	*Brassica nigra*	-	X	
Red brome	*Bromus rubens*	-	X	
Poverty brome	*Bromus sterilis*	-	X	
Prostrate spineflower	*Chorizanthe procumbens*	CNPS 4		
Wild hyacinth	*Dichelostemma pulchellum*	-	X	
Shooting stars	*Dodecatheon clevelandii*	-	X	
California buckwheat	*Eriogonum fasciculatum*	-	X	
White-stemmed filaree	*Erodium moschatum*	-	X	
California poppy	*Eschscholzia californica*	-	X	
California Chocolate lily	*Fritillaria biflora*	-	X	
Southern tarplant	*Centromadia Parryi* ssp. *Australis*	CNPS 1B, FSC		X
Vernal barley	*Hordeum intercedens*	CNPS 3		X
Wild barley	*Hordeum murinum*	-	X	
Goldentop grass	*Lamarckia aurea*	-	X	
Coulter's goldfields	*Lasthenia glabrata ssp. Coulteri*	CNPS 1B, FSC		X (Historic)
Hairy peppergrass	*Lepidium nitidum*	-	X	
Small-flowered microseris	*Microseris douglasii var. platycarpha*	CNPS 4		X
Coastal prickly-pear	*Opuntia littoralis*	-	X	
California buttercup	*Ranunculus californicus*	-	X	
Johnson grass	*Sorghum halepense*	-	X	
Johnny jump-ups	*Viola pendunculata*	-	X	

FSC: Federal Species of Concern
CNPS 1B: California Native Plant Society List for Plants Rare or Endangered in California and Elsewhere
CNPS 3: California Native Plan Society List for Plants About Which We Need More Information – A Review List
CNPS 4: California Native Plan Society List for Plants of Limited Distribution – A Watch List

Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.

TABLE 4.9-2
PLANTS OF THE SAGE SCRUB COMMUNITY

Common Name	Scientific Name	Status	Confirmed Observation	Possible Present
Red-skinned wild onion	*Allium haematochiton*	-	X	
Aphanisma	*Aphanisma blitoides*	CNPS 1B, FSC		X
California sagebrush	*Artemesia californica*	-	X	
Coulter's saltbush	*Atriplex coulteri*	CNPS 1B		X
South coast saltscale	*Atriplex pacifica*	CNPS 1B, FSC		X
Parish's brittlescale	*Atriplex parishii*	CNPS 1B, FSC		X
Davidson's saltscale	*Atriplex serenana var. davidsonii*	CNPS 1B		X
Slender wild oat	*Avena barbata*	-	X	
Wild oat	*Avena fatua*	-	X	
Goldenstar	*Bloomeria crocea*	-	X	
Wavy-leaved soap plant	*Chlorogalum pomeridianum*	-	X	
Buckwheat	*Eriogonum fasciculatum*	-	X	
Decumbent goldenrush	*Isocoma menziesii var. decumbens*	CNPS 1B		X
Robinson's pepper-grass	*Lepidium virginicum var. Robinsonii*	CNPS 1B		X
Deerweed	*Lotus scoparius*	-	X	
Laurel sumac	*Malosma laurina*	-	X	
Melic grass	*Melica frutescens*	-	X	
Lemonadeberry	*Rhus integrifolia*	-	X	
California wild rose	*Rosa californica*	-	X	
White sage	*Salvia apiana*	-	X	
Purple sage	*Salvia leucophylla*	-	X	
Black sage	*Salvia mellifera*	-	X	
Hedge mustard	*Sisymbrium officinale*	-	X	

FSC: Federal Species of Concern
CNPS 1B: California Native Plant Society List for Plants Rare, Threatened or Endangered in California and Elsewhere

Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.

commonly associated with this community are noted in Table 4.9-2, *Plants of the Sage Scrub Community*.

Riparian. Riparian communities are associated with relatively permanent springs, streams, seeps and ponds. Within Costa Mesa such communities are found around the small pond near the Santa Ana River and Victoria Street, in the northwestern portion of the Fairview Park and along the bottom of Canyon Park. Because of the available water, these areas provide favorable habitats for a large variety of trees, shrubs and grasses. Such communities are generally characterized by the species identified in Table 4.9-3, *Plants of the Riparian Community*. Mulefat, tules (*Scripus acutus*), tamarisks (*Tamarisk tetandra*), pampas grass (*Cortaderia selloana*), arroyo willow, castor bean and stands of cane (*Arundo donax*) are common native and nonnative plants in Costa Mesa.

Vernal Pools. Vernal pools are wetlands that seasonally pond in small depressions as a result of a shallow relatively impermeable layer (e.g. clay or other impervious soil or rock layer) that restricts downward percolation of water. The dominant water source for vernal pools is precipitation with pools typically filling after fall and winter rains and evaporating during spring and summer. These seasonal ponds are fragile, easily disturbed ecosystems that provide habitat for indigenous specialized assemblages of flora and fauna, including several species which are either proposed or already Federally listed as threatened or endangered, such as the San Diego fairy shrimp (*Branchinecta sandiegonensis*). Several vernal pools are located within the north-central portion of Fairview Park.

Non-Native Vegetation. Subsequent urban development and agricultural production have introduced a wide variety of non-native vegetation to the area. These species were imported as agricultural crops (citrus fruits, avocados, grapes), for protection from winds (eucalyptus) and as ornamental landscaping. A majority of these trees, shrubs and flowers were brought from the Mediterranean Region, South Africa, South America, Central America, Australia and Eastern Asia, as well as northern California and eastern United States. Canary Island Pine, a variety of species of eucalyptus, deodar, podocarpus, pyracantha, azaleas and pittosporum are only a few examples. Today, species such as these are the dominant forms of vegetation within Costa Mesa.

FAUNA

Based on paleontologic records, it appears that Orange County was inhabited by a wide variety of wildlife ranging from bison, jaguars, camels, wolves, ground sloths, bears and sabre-toothed cats to shrews and rats. The skeletal remains of a nearly perfectly preserved mastodon was excavated in 1962, near the intersection of Boa Vista Drive and Nevis Circle. However, as was the case of Costa Mesa's vegetative heritage, today's range of wildlife has been substantially reduced to those species which have adapted to close human contact. What remains today is an abbreviated predator-prey food chain consisting of squirrels, voles, white-tail kites, redtail hawks, occasional coyotes and numerous dogs and cats. The dominant form of wildlife is the California ground squirrel (*Spermophilus beecheyi*).

There is a direct relationship between the type and diversity of plant materials found in an area and the type and diversity of wildlife supported by this vegetation. The plant communities on the County of Orange's Talbert Nature Preserve and the City's Fairview Park sites offer seasonally important sources of food for migratory birds, occasional nesting and feeding sites for sea and shore birds. In the same area, the bluffside vegetation and thickets provide habitats for more reclusive species of birds, mammals and reptiles.

TABLE 4.9-3
PLANTS OF THE RIPARIAN COMMUNITY

Common Name	Scientific Name	Status	Confirmed Observation	Possible Present
Big-leaf maple	*Acer macrophyllum*	-	X	
White alder	*Alnus rhombifolia*	-	X	
Mule fat	*Baccharis salicifolia*	-	X	
Santa Barbara morning-glory	*Calystegia sepium ssp. binghamiae*	CNPS 1B		X (Historic)
Salt marsh bird's-beak	*Cordylanthus maritimus ssp. maritimus*	FE, SE		X (Historic)
Los Angeles sunflower	*Helianthus nuttallii ssp. parishii*	FSC		X (Historic)
Western sycamore	*Plantanus racemosa*	-	X	
Sword fern	*Polystichum munitum*	-	X	
Fremont cottonwood	*Populus fremontii*	-	X	
Canyon oak	*Quercus chrysolepis*	-	X	
Castor bean	*Ricinus communis*	-	X	
Arroyo willow	*Salix lasiolepis*	-	X	
Mexican elderberry	*Sambucus mexicana*	-	X	
Coastal bulrush	*Scirpus robustus*	-	X	
Poison oak	*Toxicodendron diversilobum*	-	X	
Broad-leaved cattail	*Typha latifolia*	-	X	
California bay laurel	*Umbellularis califomica*	-	X	
Desert wild grape	*Vitis giardiana*	-	X	

FE: Federally-listed endangered
FSC: Federal Species of Concern
SE: State-listed endangered
CNPS 1B: California Native Plant Society List for Plants Rare or Endangered in California and Elsewhere

Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.

Some of these species which inhabit the remaining undeveloped lands within Costa Mesa are unique and of special interest. An example is the burrowing owl (*Speotyto cuniculara*). Observations of the owls have been reported on the Costa Mesa Golf Course and Country Club, and on the slopes of the Corona del Mar Freeway. The burrowing owl is a wild indigenous species of predatory birds which uses abandoned rodent burrows for nests, and is currently on the Audubon Society Blue List of rare birds.

Two other species which are becoming increasingly rare in the area occupy the County's parks and City's Fairview Park. The first, Coast horned lizard (*Phrynosoma loronatum*), is extremely rare in this area. Second is the reclusive trapdoor spider, found along the bluff edge feeding on small ground dwelling insects. These spiders are found in higher concentrations on the park site than elsewhere in Orange County. Provisions to retain a natural area for the spiders are included in the development plans for the park.

One sensitive species which frequents Costa Mesa is the California least tern (*Sterna albifrons*), included on the State and Federal list of endangered species. Although the primary nesting sites for the least tern are located farther south at the mouth of the Santa Ana River, the pond south of Victoria Street provides an occasional feeding area. The pond is of such importance that it has been proposed as an "essential habitat" for the least tern colony by the United States Department of Interior, Fish and Wildlife Service.

An additional species that has the potential to occur in the City is the San Diego fairy shrimp (*Branchinecta sandiegonensis*), which is a federally-listed endangered species. The United States Department of Interior, Fish and Wildlife Services has recently designated critical habitat for the San Diego fairy shrimp within the City of Costa Mesa.

Based on biological studies prepared as part of the Fairview Park Master Plan, numerous other sensitive species have been found at the park. Detailed accounts of these species found in that document are hereby incorporated by earlier reference.

A general list of wildlife species which are known, or are presumed to inhabit Costa Mesa is provided in Tables 4.9-4 and 4.9-5.

SIGNIFICANT HABITAT AREAS

The 1990 Costa Mesa General Plan EIR identified areas of "significant habitat" for three species which include the burrowing owl (*Speotyto cuniculara*), coast horned lizard (*Phrynosoma loronatum*) and California least tern (*Sterna albifrons*). On May 16, 2000, BonTerra Consulting conducted a field survey of areas indicated on Figure 15, *Biological Resources*, on page 56 of the 1990 General Plan to verify the presence of the trapdoor spider, burrowing owl, and California least tern. The field survey was designed to determine the potential for the identified species to be present at the following locations: (1) the California trapdoor spider in Fairview Park; (2) the burrowing owl in a parcel near the intersection of Placentia Avenue and the Fairview Channel immediately adjacent to the Costa Mesa Golf Course and on the Costa Mesa High School campus; and (3) the California least tern at Victoria Pond in the northwest corner of Talbert Regional Park.

Survey Methods

BonTerra Consulting conducted a review of available literature to verify records of presence of the California least tern and burrowing owl in areas specified in the Conservation Element of the 2000 General Plan. The California Department of Fish and Game Natural Diversity Data Base (CNDDB) and the Sea and Sage Audubon Orange County Atlas of Breeding Birds (OCABB) were reviewed.

The site survey was conducted on May 16, 2000 by BonTerra to visually verify the presence of the trapdoor spider, burrowing owl, and least tern, and/or indications of presence at the sites identified on Figure 15, *Biological Resources*, on page 56 of the 1990 General Plan. All wildlife species observed were recorded in field notes and are listed in Appendix G.

SURVEY RESULTS

California Trapdoor Spider

Trapdoor spiders dig tube-like burrows in the ground, which they seal with a hinged lid or trapdoor of silk, moss, and soil. They are found throughout southern California on sunny hillsides and sloping areas of hard soil, including almost vertical cliffs into which nearly horizontal tunnels can be cut as much as eight-feet deep. The California trapdoor spider is not a state- or federally-listed Threatened, Endangered, or Species of Special Concern.

TABLE 4.9-4
SPECIES LIST OF MAMMALS, REPTILES AND AMPHIBIANS

Common Name	Scientific Name	Status	Confirmed Observation	Evidence of Presence Found	Possibly Present
Species List of Mammals					
Coyote	*Canis latrans*	-	X		
Virginia opossum	*Didelphis virginiana*	-	X		
Black-tailed jackrabbit	*Lepus californicus*	-	X		
Striped skunk	*Mephitis mephitis*	-	X		
California vole	*Microtus californicus*	-	X		
House mouse	*Mus musculus*	-	X		
Long-tailed weasel	*Mustela frenata*	-	X		
Dusky-footed woodrat	*Neotoma fuscipes*	-	X		
Desert woodrat	*Neotoma lepida*	-	X		
Cactus mouse	*Permyscus eremicus*	-			X
California mouse	*Peromyscus californicus*	-	X		
Deer mouse	*Peromyscus maniculatus*	-			X
Western harvest mouse	*Reithrodontomys megalotis*	-			X
Broad-footed mole	*Scapanus latimanus*	-			X
Ornate shrew	*Sorex ornatus*	-	X		
California ground squirrel	*Spermophilus beecheyi*	-	X		
Desert cottontail	*Sylvilagus audubonii*	-	X		
Botta's pocket gopher	*Thomomys bottae*	-	X		
Species List of Reptiles and Amphibians					
Silvery legless lizard	*Anniella pulchra pulchra*	FS,CSC			X
Black-bellied slender salamander	*Batrachoseps nigriventris*	-	X		
Western toad	*Bufo boreas*	-	X		
Coastal western whiptail	*Cnemidophorous tigris multiscutatis*	-			X
Western skink	*Eumeces skiltonianus*	-			X
San Diego alligator lizard	*Gerrhonotus multicarinatus webbi*	-			X
San Diego fairy shrimp	*Branchinecta sandiegonensis*	FE			
Pacific tree frog	*Hyla regilla*	-	X		
Common kingsnake	*Lampropeltis getulus*	-	X		
Coast horned lizard	*Phrynosoma coronatum*	-	X		
San Diego gopher snake	*Pituophis melanuoleucus annectens*	-	X		
Bullfrog	*Rana catesbeiana*	-			X
Coast patch-nosed snake	*Salvadora hexalepis*	-			X
Western fence lizard	*Sceloporus occidentalis*	-	X		
Western terrestrial garter snake	*Thamnophis elegans*	-	X		
Side-blotched lizard	*Uta stansburiana*	-	X		

FS: Forest Service Sensitive Species CSC: State-listed California Species of Special Concern FE = Federally-listed Endangered

Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.

TABLE 4.9-5
SPECIES LIST OF BIRDS

Common Name	Scientific Name	Status	Confirmed Observation	Evidence of Presence Found	Possibly Present
Sharp-shinned hawk	*Accipiter striatus*	-	X		
Cooper's hawk	*Accipiter cooperii*	-	X		
Spotted sandpiper	*Actitis macularia*	-	X		
Mallard	*Anas platyrhynchos*	-	X		
Cinnamon teal	*Anas cyanoptera*	-	X		
American widgeon	*Anas americana*	-	X		
Green-winged teal	*Anas crecca*	-	X		
Northern shoveler	*Anas clypeata*	-	X		
Greater white-fronted goose	*Anser albifrons*	-	X		
American pipit	*Anthus reubescens*	-	X		
Great blue heron	*Ardea herodias*	-	X		
Burrowing owl	*Athene cunicularia*	CSC	X		
Lesser scaup	*Aythya affinis*	-	X		
Canvasback	*Aythya valisineria*	-	X		
Brant	*Branta bernicla*	-	X		
Bufflehead	*Bucephala albeola*	-	X		
Red-tailed hawk	*Buteo jamaicensis*	-	X		
Western sandpiper	*Calidris mauri*	-	X		
Sanderling	*Calidris alba*	-	X		
Dunlin	*Calidris alpina*	-	X		
Anna's hummingbird	*Calypte anna*	-	X		
Cactus wren	*Campylorhynchus brunneicapillus*	-	X		
Lesser goldfinch	*Carduelis psaltria*	-	X		
House finch	*Carpodacus mexicanus*	-	X		
American goldfinch	*Carudelis tristis*	-	X		
Turkey vulture	*Cathartes aura*	-	X		
Hermit thrush	*Catharus guttatus*	-	X		
Willet	*Catoptrophorous semipalmatus*	-	X		
Belted kingfisher	*Ceryle alcyon*	-	X		
Semipalmated plover	*Charadrius semipalmatus*	-	X		
Killdeer	*Charadrius vociferus*	-	X		
Western Snowy plover	*Charadrius alexandrinus nivosus*	FT,CSC	X		
Marsh wren	*Cistothoris palustris*	-	X		
Northern flicker	*Colaptes auratus*	-	X		
American crow	*Corvus brachyrhynchos*	-	X		
Yellow-rumped warbler	*Dendroica coronata*	-	X		
White-tailed kite	*Elanus leucurus*	-	X		
American kestrel	*Falco sparverius*	-	X		

TABLE 4.9-5
SPECIES LIST OF BIRDS – CONTINUED

Common Name	Scientific Name	Status	Confirmed Observation	Evidence of Presence Found	Possibly Present
American coot	*Fulica Americana*	-	X		
Common yellowthroat	*Geothlypis trichas*	-	X		
Black-necked stilt	*Himantopus mexicanus*	-	X		
Dark-eyed junco	*Junco hyemalis*	-	X		
Loggerhead shrike	*Lanius ludovicianus*	CSC	X		
Bonaparte's gull	*Larus Philadelphia*	-	X		
Ring-billed gull	*Larus delawarensis*	-	X		
Long-billed dowitcher	*Limnodromus scolopaceus*	-	X		
Short-billed dowitcher	*Limnodromus griseus*	-	X		
Song sparrow	*Melospiza melodia*	-	X		
Lincoln's sparrow	*Melospiza lincolnii*	-	X		
Northern mockingbird	*Mimus polyglottos*	-	X		
Ruddy duck	*Oxyura jamaicensis*	-	X		
Belding's Savannah sparrow	*Passerculus sandwhichensis* spp. *Beldingi*	SE	X		
California towhee	*Pipilo crissalis*	-	X		
Spotted towhee	*Pipilo maculates*	-	X		
Eared grebe	*Podiceps nigricollis*	-	X		
Pied-billed grebe	*Podilymbus podiceps*	-	X		
Blue-grey gnatcatcher	*Polioptila caerulea*	-	X		
Bushtit	*Psaltriparus minimus*	-	X		
American avocet	*Recurvirostra americana*	-	X		
Ruby-crowned kinglet	*Regulus calendula*	-	X		
Say's phoebe	*Sayornis saya*	-	X		
Black phoebe	*Sayornis nigricans*	-	X		
Black-chinned sparrow	*Spizella artogularis*	-	X		
California least tern	*Sterna antillarum browni*	FE,SE	X		
Spotted dove	*Streptopelia chinensis*	-	X		
European starling	*Sturnus vulgaris*	-	X		
Western meadowlark	*Sturnella neglecta*	-	X		
Bewick's wren	*Thryomanes bewickii*	-	X		
Lesser yellowlegs	*Tringa flavipes*	-	X		
Mourning dove	*Zenaidura macroura*	-	X		
Golden-crowned sparrow	*Zonotrichia atricapilla*	-	X		
White-crowned sparrow	*Zonotrichia leucophrys*	-	X		

FE: Federally-listed Endangered FT: Federally-listed Threatened SE: State-listed Endangered
ST: State-listed Threatened CSC: State-listed California Species of Special Concern

Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.

Due to the camouflaged appearance of the trapdoor spider, its presence is difficult to determine. Nevertheless, three separate lairs were observed on the northeastern slopes of Fairview Park in the small, vertical, hard soil cliffs of an eroded gully.

Burrowing Owl

The burrowing owl is the most threatened owl in Orange County. Fewer than 14 pairs remain. Eight of these pairs are protected at the Seal Beach Naval Weapons Station, while the remaining birds are in unprotected relict fragments of habitat, which are often in degraded conditions. The burrowing owl is listed as a Federal Species of Special Concern, a California Species of Special Concern, and a U.S. Fish and Wildlife Service (USFWS) Migratory Non-Game Bird of Management Concern.

The burrowing owl favors habitat consisting of flat ground or low rolling hills with short grasses. Overgrazed areas seem to be preferred. Nest burrows typically consist of California ground squirrel (*Spermophilus beecheyi*) burrows and the occasional drain pipe. Adult burrowing owls perch conspicuously during daylight at the entrance to the burrow nest or on a nearby low post.

The survey site immediately adjacent to the Costa Mesa Golf Course contains suitable nesting and foraging habitat for the burrowing owl. No burrowing owls or evidence of their presence (e.g., feathers, tracks, and/or pellets) were observed onsite during the field survey. Rodent burrows were too numerous to check individually. Imitation of calls produced no response. However, presence cannot be ruled out on the basis of this survey. The nesting pair observed at this location has been seen sporadically in recent years (Brian Daniels, pers. comm.).

The survey site on the Costa Mesa High School campus consists of bare ground and sparse non-native grasses surrounding the campus football field. No burrowing owls were observed onsite during the field survey. However, a burrow was found beyond the northern end of the football field at the base of a fence. The burrow tunneled under the paved road on the opposite side of the fence. A scatter of rodent bones at the mouth of the burrow indicated relatively recent use by the burrowing owl.

California Least Tern

The California least tern has been on both the federal and state lists of Endangered Species since 1971. Formerly an abundant breeder on the sandy beaches of Orange County, the California least tern is now found in only a few highly-protected colonies.

Historically, least terns have nested in one continuous colony along the nearly unvegetated sandy beaches of the entire northern coastline of Orange County as far south as the tip of the Balboa Peninsula. They may forage in estuaries, river mouths, and inshore ocean waters. Oceanfront development and recreational beach use have forced the least tern to crowd onto sandy islands in bays and estuaries. These nesting populations are vulnerable to flooding and predation by non-native species such as the red fox (*Vulpes vulpes*).

Efforts to save the California least tern have been directed toward the establishment of more sites for breeding colonies. Four such sites have been used regularly in Orange County. One of these colonies has been established at the Huntington State Beach/Santa Ana River interface less than a mile from the subject survey site.

The site for this survey consists of Victoria Pond in Talbert Regional Park at the intersection of Victoria Street and the Santa Ana River. Dominant vegetation consists of arroyo willow (*Salix laseolepis*), mule fat (*Baccharis salicifolia*), cottonwood (*Populus fremontii* ssp. *fremontii*), broad- leaved cattail (*Typha latifolia*), and giant reed (*Arundo donax*). Victoria

Pond's proximity to primary nesting sites for the least tern has made it an important foraging area. The presence of California least terns was verified during field surveys. Two least terns and two elegant terns (*Sterna elegans*) were observed foraging and feeding in the pond.

SURVEY RECOMMENDATIONS

The areas identified on Exhibit 4.9-1 were found to provide potential habitat for the identified species. Due to verification of use of bluff edges in Fairview Park by the trapdoor spider and the use of Victoria Pond by the California least tern, it is recommended that the status of these species as listed in the Conservation Element of the Costa Mesa General Plan remain the same. Furthermore, due to the suitability of habitat at the identified survey sites, the sporadic nature of sightings, and the limited nature of the field survey, it is recommended that the status of the burrowing owl, as listed in the Conservation Element of the Costa Mesa General Plan remain the same. Additional survey efforts would be required to determine the actual presence of this species.

NATURAL COMMUNITY CONSERVATION PLAN

The County of Orange Environmental Management Agency (EMA) prepared a Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) for the Central and Coastal Subregion of Orange County. The NCCP/HCP was adopted on July 17, 1996.

PURPOSE OF THE NATURAL COMMUNITY CONSERVATION PLAN/ HABITAT CONSERVATION PLAN

In 1991, the California Legislature enacted the NCCP Act and declared that "there is a need for broad-based planning to provide for effective protection and conservation of the state's wildlife heritage while continuing to allow appropriate development and growth."

The primary goal of the Orange County NCCP/HCP is to protect and manage habitat supporting a broad range of plant and animal populations that are now found within the Central and Coastal Subregion. To accomplish this goal, the NCCP/HCP creates a subregional habitat Reserve System and implements a coordinated program to manage biological resources within the habitat reserve. Specific project purposes of the NCCP/HCP are:

- Planning for the protection of multiple-species and multiple-habitats within the coastal sage scrub habitat mosaic by creating a habitat Reserve System that contains substantial coastal sage scrub, chaparral, grasslands, riparian, oak woodlands, cliff and rock, forest and other habitats;

- Developing a conservation program that shifts away from the current focus on project-by-project, single species protection to conservation and management of many species and multiple habitats on a subregional level;

- Allowing social and economic uses within the subregion that are compatible with the protection of Identified Species and Habitats;

- Protecting the federally-listed coastal California gnatcatcher in a manner consistent with Section 10(a) of the Federal Endangered Species Act (FESA) and the Special 4(d) Rule for the gnatcatcher while providing for future Incidental Take of the species;

- Protecting the other two "target species," the coastal cactus wren and orange-throated whiptail lizard, by treating them "as if they were listed" under Section 10(a) of FESA and allowing Incidental Take of these species;

- Protecting non-Coastal Sage Scrub (CSS) habitat within the CSS habitat mosaic at a level comparable to the protection provided for CSS, thereby contributing to the protection of a broader range of species than just the target species or CSS species;

- Addressing the habitat needs of the non-target species within the subregion and the non-CSS habitats, including protecting six other federally-listed species consistent with FESA Section 10(a) and treating 30 other "identified" species "as if they were listed" under Section 10(a) of the FESA;

- Addressing the conservation of sensitive species located on the Dana Point Headlands site, including the coastal California gnatcatcher, Pacific pocket mouse, other Identified Species and five designated plant species;

- Building upon prior regional open space planning that has occurred in Orange County and integrating that open space planning into the creation of the habitat Reserve System and subregional conservation strategy; and

- Addressing impacts to CSS and non-CSS habitats and related NCCP/HCP species addressed in the Joint EIR/EIS in a manner that will be used and relied upon in conjunction with future environmental reviews and documents.

SUBREGION DESCRIPTION

The Central and Coastal Subregion is a 208,000-acre area (about 325 square miles) that includes the central portion of Orange County, incorporating the area from the coastline inland to Riverside County. The subregion extends along the coast from the mouth of the Santa Ana River (Costa Mesa) to the mouth of San Juan Creek (Dana Point). The inland boundaries of the subregion follow State Route 91 along the west and El Toro Road and Interstate 5 to San Juan Creek to the east. Existing natural habitat, including 13 major vegetation types, cover about one-half of the overall Central and Coastal Subregion.

HABITAT RESERVE SYSTEM

The Habitat Reserve System is one of six components of the NCCP/HCP. The other five components include the Adaptive Management Program, Non-Reserve Supplemental Habitat Areas; North Ranch Policy Plan Area, Interim Management Program and Funding Reserve Creation and Habitat Management.

A 37,378-acre Habitat Reserve System was created to include significant areas of 12 of the 13 major habitat types located within the subregion. The Reserve System will protect more than 18,500 acres of CSS habitat and is also designed to function as a multiple-habitat system. In addition to CSS habitat, it also contains about 6,950 acres of chaparral, 5,700 acres of grasslands, 1,750 acres of riparian, 950 acres of woodland, 200 acres of forest habitat and significant portions of six other habitat types now existing within the subregion. Only coastal dune habitat is not included within the Reserve System. In terms of target bird species, the Reserve contains 370 coastal Gnatcatcher sites and 671 coastal cactus wren sites.

Habitat areas within the Reserve were identified as one of four categories to indicate the primary reason for inclusion in the Reserve. These Reserve habitat categories reflect the

Biological Goals and Objectives outlined in Section 3.1 of the NCCP/HCP document. The four categories are as follows:

- Target Species Habitat: Areas with significant coastal sage scrub components and target species populations. Habitat areas within this category make up the "core" of the Reserve (primary goals 1, 2, 3 and 7).

- Habitat Linkage: Areas of natural habitat with coastal sage scrub and other habitats that are especially important as linkages (primary goals, 3, 4 and 5).

- Biodiversity Habitat: Areas with minimal to modest coastal sage scrub and/or target species that contribute toward a more diverse and manageable reserve (primary goals 2, 3, 4, 6 and 7).

- Restoration Opportunity: Areas that are currently subject to intensive agricultural or functionally similar land uses (e.g., landfills) where restoration would add coastal scrub in key linkage areas and/or contribute to a more manageable Reserve boundary (primary goals 1, 2, 3, 4 and 7).

Within the Reserve System, the NCCP/HCP restricts the kinds of permitted uses to protect long-term habitat values. Residential, commercial and industrial uses are prohibited, as are new active recreational uses outside already disturbed areas. New recreational facilities will be sited in locations compatible with habitat protection based on the understanding that recreational use is subordinate to habitat protection within the Reserve.

EXISTING OPEN SPACE WITHIN THE SUBREGIONAL HABITAT RESERVE

A significant amount of public open space is included within the Reserve System. The existing public lands in the Reserve total 14,498 acres and are located within both the Central and Coastal areas. The public open space includes regional and wilderness parks managed by the County of Orange EMA, other regional parks/open space managed by cities located within the subregion, State parks or ecological reserves managed by the California Department of Fish and Game (CDFG).

The following existing facilities are within the Habitat Reserve: Aliso and Wood Canyons Regional Park, Irvine Regional Park, Laguna Coast Wilderness Park, Peters Canyon Regional Park, Santiago Oaks Regional Park, Talbert Nature Preserve, Upper Newport Bay Regional Park, Weir Canyon Wilderness Park, Whiting Ranch Wilderness Park, Laguna Beach open space, San Juan Capistrano open space, Coal Canyon Reserve, Crystal Cove State Park, Upper Newport Bay Reserve, University of California Irvine, and the California Ecological Reserve in the Laguna Coast Wilderness Park.

The only area within the City of Costa Mesa that falls within the Habitat Reserve System is Talbert Regional Park, which has been identified as an area providing important biodiversity habitat.

NATURE RESERVE OF ORANGE COUNTY

Subsequent to the adoption of the NCCP/HCP, the Nature Reserve of Orange County was established to oversee the Habitat Reserve System. The following agencies comprise the Nature Reserve of Orange County Directors: United State Fish & Wildlife Service, California Department of Fish and Game, California Department of Parks and Recreation, County of Orange, Irvine Ranch Water District, Metropolitan Water District, Southern California Edison, Santiago County Water District, University of California at Irvine, Transportation Corridor Agencies, City of Irvine, The Irvine Company, Chandis Sherman Company, three public representatives, California Department of Forestry, Coastal

Greenbelt Authority and the Orange County Fire Authority. For more information about the Reserve, contact the County of Orange Planning and Development Services Department at (714) 834-2552 or visit the county's website http://pdsd.oc.ca.gov/nr_nature.htm.

4.9.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Biological impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- 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;

- 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 Services;

- 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 pools, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

- 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;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (refer to Section 7.0, *Effects Found Not To Be Significant*); and/or

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.9.3 IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY RESULT IN IMPACTS TO SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES, AS WELL AS RIPARIAN, WETLAND OR OTHER SENSITIVE NATURAL COMMUNITIES.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Documented occurrences within the City of the following special species are as follows: Western Snowy plover (federally-listed as threatened), Belding's Savannah sparrow (state-listed as endangered), California least tern (federal and state-listed endangered), and salt marsh bird's beak (federal and state-listed endangered) as defined by the U.S. Fish and Wildlife Service and/or by the California Department of Fish and Game.

These species are federal or state-listed as threatened or endangered. Both federal and state laws protect threatened and endangered species. Two laws that apply to endangered species are the Federal Endangered Species Act of 1973 as amended (FESA) and the California Endangered Species Act (CESA). FESA prohibits acts of disturbance, which result in the "take" of threatened or endangered species. CESA also prohibits the taking of any endangered, threatened or rare plant and/or animal species in the state. "Take is defined as the killing, harming, or harassment of a listed species that is incidental to, but not the primary purpose of, an otherwise lawful activity. "Harm" is further defined to include the killing or harming of wildlife due to significant obstruction of essential behavior patterns (i.e., breeding, feeding, or sheltering) through significant habitat modification or degradation. The loss of the before mentioned species would be a potentially significant impact due to their status as threatened or endangered as listed by the U.S. Fish and Wildlife Service and/or by the California Department of Fish and Game (CDFG). The previously mentioned species inhabit coastal or wetland communities; no such communities would be impacted by the implementation of the proposed 2000 General Plan; therefore, impacts would not occur. Furthermore, any potential impacts to species that are federal or state-listed as threatened or endangered would be analyzed on a project-by-project basis.

California Species of Special Concern are species that have no special legal status, thus there are no provisions for protection, such as are provided for threatened and endangered species listed by the FESA and CESA. However, these species are taxa whose breeding populations in California have declined severely or are otherwise so low that extinction may occur. CDFG recommends that these species be given special consideration whenever possible such that the costs of future recovery efforts may be prevented or reduced. California Species of Special Concern that may occur in the study area are as follows: southern tarplant (*Centromadia Parryi ssp. Australis*), Coulter's goldfields (*Lasthenia glabrata ssp. Coulteri*), aphanisma (*Aphanisma blitoides*), south coast saltscale (*Atriplex pacifica*), Parish's brittlescale (*Atriplex parishii*), Los Angeles sunflower (*Helianthus nuttallii ssp. Parishii*), silvery legless lizard (*Anniella pulchra pulchra*), burrowing owl (*Athene cunicularia*), and loggerhead shrike (*Lanius ludovicianus*). The loss of the before mentioned species would be a potentially significant impact due to their status as Species of Special Concern as listed by the U.S. Fish and Wildlife Service and/or by the California Department of Fish and Game.

As mentioned previously the least tern, an endangered species that is protected under the Federal Endangered Species Act and the California Endangered Species Act, inhabits riparian communities in Costa Mesa. Impacts to the least tern require a permit from the U.S. Fish and Wildlife Service, which in turn requires rehabilitation or purchase of riparian habitat. Impacts to this sensitive community are therefore mitigated along with the impacts to the least tern. The removal of riparian vegetation is subject to jurisdiction under Section 1603 of the California Fish and Game code. Also, any dredge and fill activity in a drainage is subject to the jurisdiction of

the Army Corps of Engineers pursuant to Section 404 of the Clean Water Act. The conditions of the 1603 and 404 permits require habitat replacement that mitigates impacts to riparian or wetland communities. Implementation of the proposed 2000 General Plan is not anticipated to impact riparian habitat, as the riparian habitat shown on Exhibit 4.9-1 is contained with Fairview Park or Canyon Park, and no urban development is anticipated for either of these park sites.

Also, development associated with implementation of the proposed 2000 General Plan is not anticipated to impact sensitive biological resources given that the majority of biological resources are located within the Fairview Park, Canyon Park, or the Talbert Regional Park. It is worth noting, however, that potential impacts to wetland, riparian or other sensitive natural communities would be analyzed on a project-by-project basis. In consideration of the regulations previously identified and the 2000 General Plan policies listed below, biological resource impacts would be less than significant.

Policies in Proposed 2000 General Plan:

CON-1A.1 Ensure that all future development will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and incorporate feasible mitigation measures into the project design to reduce such effects.

CON-1A.2 Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.

CON-1A.5 Pursue the adoption of an off-site mitigation program for the loss of critical wildlife habitat and wetlands when on-site mitigation is determined to be infeasible. Off-site mitigation should occur within the City of Costa Mesa.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.9.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of the policies proposed in the 2000 General Plan, biological impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable biological impacts.

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4.10 HISTORIC AND CULTURAL RESOURCES

The City of Costa Mesa has established procedures for preserving its designated historic and cultural resources by adoption of the Historic Preservation Ordinance adopted on November 1, 1999. The Ordinance encompasses significance criteria requirements, the obligations required of historic property ownership, and a broad range of incentives available to owners of historic properties.

4.10.1 ENVIRONMENTAL SETTING

HISTORICAL DEVELOPMENT OF COSTA MESA

The history of Costa Mesa is the story of three communities of the past. An old boomtown called Fairview, the Boston farming colony of Paularino, and the Village of Harper once thrived within Costa Mesa's boundaries. Their growth and blending together played a significant role in the history of Orange County and California.

Sometime after 1800, three adobes were built along the bluffs of Costa Mesa overlooking the Santa Ana River. The first adobe, known as the Polloreno or Banning Adobe was located about one-third of a mile south along the bluff from Adams Avenue. It fell to ruin between 1903 and 1906 after treasure hunters dug around the old building looking for hidden gold. The second adobe, known as the Gabe Allen Adobe or the Estancia still exists. It is believed that the Estancia adobe was built by the padres from Mission San Juan Capistrano as a way station for herders. The third adobe, called the Rice Adobe was located just north of Gisler Avenue. This adobe was torn down by Edward Pomeroy, the owner at the time, in 1919, to keep treasure hunters off the property. The present city limits of Costa Mesa include two of these parcels and a portion of two others.

FAIRVIEW

Between the fall of 1887 and the summer of 1888, the town of Fairview was founded. The town centered around the present day intersection of Adams Avenue and Harbor Boulevard. In October 1887, a syndicate of local businessmen purchased various tracts in the Newport District and developed portions of them. Over the next few years development of Fairview grew at a rapid pace. During this time, the Fairview Post Office was established in a corner drug store and the three-story Hotel Fairview was also completed. Four other developments demonstrated the rapid rise of this new town: the discovery of a hot mineral water spring and natural gas, the publication of a local newspaper, and the Santa Ana, Fairview & Pacific Railroad.

Despite attempts to promote the continuing development of Fairview, by spring of 1889 it was over. The town began to collapse as rapidly as it had appeared. By 1889 the land boom of Southern California was over. Many of the land transactions throughout the region fell through. Fairview's expansion was curtailed at this point. In mid-March, a severe rainstorm washed out a section of the Fairview Railroad tracks. The roadbed midway between Fairview and Santa Ana, next to the Santa Ana River, which had overflown, was gone. In addition, many of the residents began to leave town including the editor and owner of the local paper, the town physician, the butcher, and the local sign painter. The once crowded streets soon became deserted. Formerly successful business establishments boarded up their doors and windows.

By 1911, all that remained in Fairview was the town's schoolhouse, the hotel, and a few scattered houses. The first of all that remained and important part of the community to go was the Fairview public school. The Fairview school closed its doors in 1915 when it merged with the Harper District. In 1918, an earthquake cut off the flow of hot mineral water to the hotel resort. This closed the hotel almost immediately, and the structure was sold and demolished two years later. The few remaining residential houses succumbed to new development in the 1930's and 1950's or to accidents such as fire.

PAULARINO

Paularino was considered a typical farming community which contained approximately 800 acres bounded by today's Fairview Road to the west, Newport Boulevard on the east, the San Diego Freeway on the north, and by a boundary line approximately one-half mile south of Baker Street. The Paularino community did not amount to more than a name with a few scattered farm houses, one public school building, and a railroad siding complete with a loading platform and a warehouse. The Paularino railroad siding was located on what is now the west side of Newport Boulevard between Paularino Avenue and Baker Street. It was connected to the Santa Ana & Newport Railroad, which ran between Santa Ana and Newport Beach. The lack of growth of Paularino eventually led to its demise.

HARPER

Harper was named after a rancher who came to the area after the Fairview land boom. Building activity was quiet on the mesa from 1903 to 1906. Developers and oil discoveries during the next six years promoted further settlement. These two factors led to the addition of stores, schools, highways, water systems, and churches. Parallel with the land development, the area experienced its first oil boom, which served to promote and expand population. Three oil wells went up in 1906 just south of the present Newport Harbor High School location. In the latter part of 1907, several more wells were installed on the northern end of the Newport Heights Tract. The oil boom was short-lived. The oil that had been found turned out to be a thick, sticky substance and thus, very difficult to pump. Within two or three years the old derricks were abandoned. The growth and development of Harper fell back upon land development.

In 1920 the farming community of Harper was renamed to Costa Mesa. In the summer of 1920, the second store on Newport Boulevard, the Wayside Market, opened for business. Several more store buildings went up along the boulevard during 1921, including a garage and blacksmith shop, barber shop and soda fountain.

Development increased throughout Costa Mesa, until January 21, 1932 when the Costa Mesa Branch of the Bank of Balboa closed its doors. The Great Depression continued unabated to any extent throughout 1933 and 1934. In December 1933, the branch line of the Southern Pacific Railroad, which ran from Santa Ana to Newport Beach along Newport Boulevard through the heart of town, was abandoned. The tracks were pulled up some two years later.

Growth continued in 1940 with the opening of several commercial stores including the new Sprouse-Reitz Variety at 1830 Newport Boulevard, the Myers & Myers Department Store at 1816 Newport Boulevard, and the Post Office at 1809 Newport Boulevard. Through 1940 Costa Mesa continued to be recognized as a small town. Then World War II accelerated Costa Mesa's growth.

COSTA MESA AND THE SANTA ANA ARMY AIR BASE

As world tension mounted, additional military installations were planned throughout the nation. A prime contract was awarded to the Griffith Company of Los Angeles for the construction of the United States Air Corps Replacement Training Center. Construction of

the base intensified after the United States formally declared war. On April 7, 1942, the base was renamed the Santa Ana Army Air Base (SAAAB). It consisted of three schools: the Air Force Classification Center, the Air Force Pre-Flight School for pilots, and the Air Force Pre-Flight School for bombardiers and navigators. The base eventually reached the size of 1,283 acres. It included the territory west from Newport Boulevard to Harbor Boulevard, south from Warehouse Road to the present Vanguard University. The main gate was located on Newport Boulevard.

After the war, in 1946, the War Department announced that the Base was for sale to any educational institution for the price of one dollar. Two hundred and forty-three acres of what had been choice farming land and sixty-nine old Air Force buildings were transferred from the War Assets Administration to the Orange Coast Junior College District. School opened for the first time on September 13, 1948. Also, in 1948, the Southern California Assemblies of God Churches purchased 126 acres of the Army Air Base from the War Assets Administration for a future campus. In 1950, a new Southern California Bible College opened. Today, all that remains of the SAAAB are a few "standardized designed" warehouses located near the corner of Dale Way and College Avenue, plus a few "standardized designed" buildings on the Orange County Fairgrounds, including the 1.4 acre Memorial Garden and Bird Sanctuary also located on the Fairgrounds.

PRESENT DAY HISTORICAL RESOURCES

To determine any existing evaluations and designations in the City of Costa Mesa, a records search and review of the National Register of Historic Places and its annual updates and, the 1995 California Historic Resources Inventory maintained by the State Office of Historic Preservation, was conducted. Table 4.10-1, *Historic Resources Inventory*, reflects the results of the research conducted for the City of Costa Mesa.

RESOURCES LISTING IN OR ELIGIBLE FOR THE NATIONAL REGISTER

One property in the survey area is currently listed as eligible for the National Register. This property is the Station Master's House located at 2150 Newport Boulevard.

Five properties, including the Station Master's House, in the survey area appear to meet the standards for listing in the National Register, and are shown on Exhibit 4.10-1, *Properties that Meet the Standards for Listing in the National Register.* These properties have been given an OHP rating of "3S" and are as follows:

- 420 West 19th Street – Methodist Church
- 1900 Adams Avenue – Diego Sepulveda Adobe
- 3315 Fairview Road – Segerstrom House
- 3315 Fairview Road – Segerstrom Barn
- 2150 Newport Boulevard – Station Master House

RESOURCES WORTHY OF LOCAL DESIGNATION

Twenty-six properties in the survey area have been evaluated as eligible for designation under an existing local historic preservation ordinance. The OHP rating classification given to these structures were "5S1" and "5D1." "5S1" applies to properties, which are eligible for individual designation under the local ordinance. "5D1" applies to contributors in recognizable groupings or districts which are likely to be designated as local historic districts.

PROPERTIES THAT MEET THE STANDARDS FOR LISTING IN THE NATIONAL REGISTER

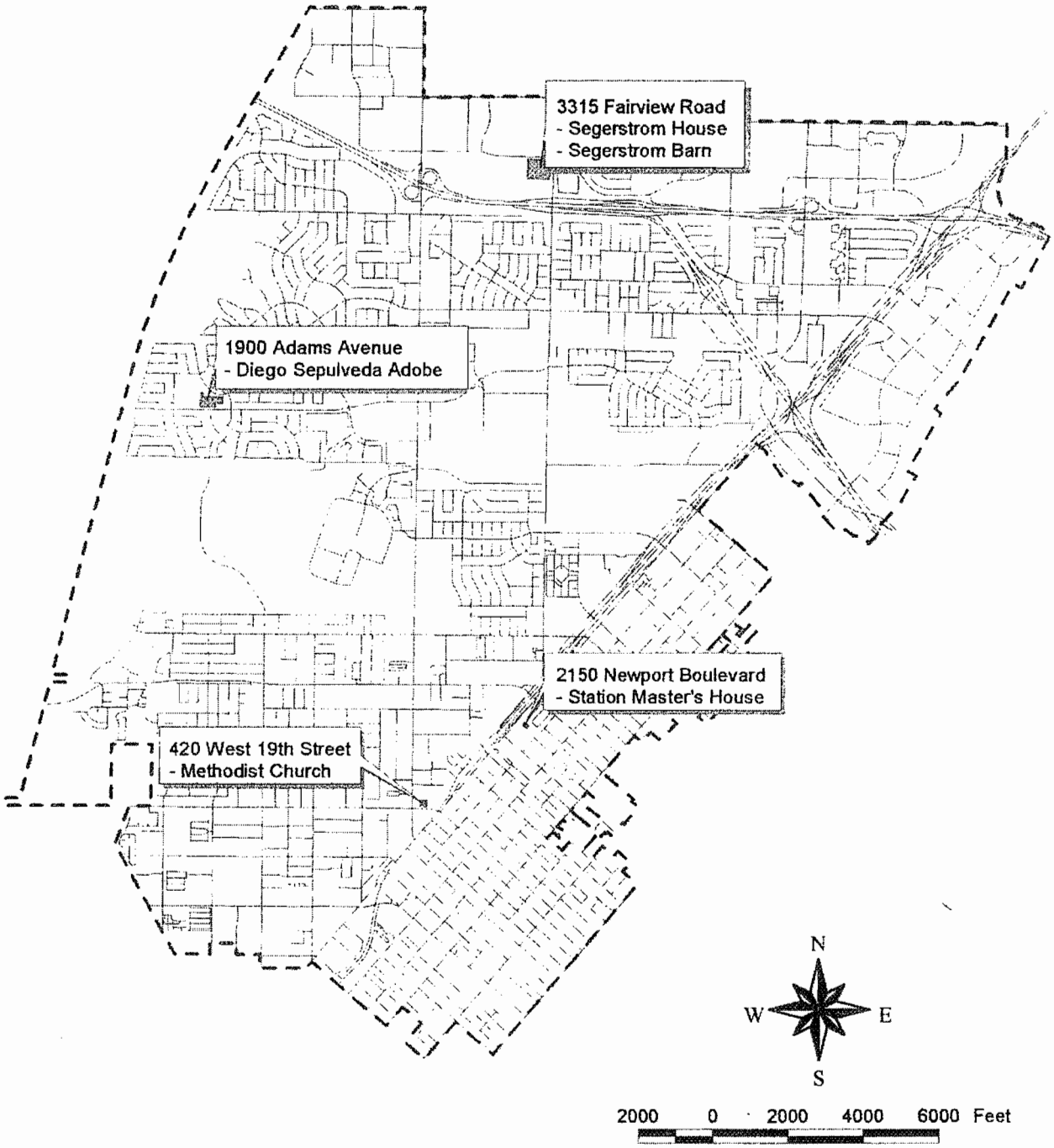

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EXHIBIT 4.10-1

RESOURCES WORTHY OF LOCAL NOTE

A total of 141 properties in the survey area were evaluated as worthy of note at the local level. These resources, primarily single-family residences, derive their significance from the historic development patterns and architectural characteristics which give the study area a cohesive identity. The OHP classification given to such buildings were "5S3" and were evaluated as eligible for special consideration in the local planning process.

In summary, the Citywide Survey conducted by PCR Services Corporation during July 1999, identified 4,332 properties that were constructed prior to 1954 (45 years or older), of which 3,348 were inventoried after completing the initial windshield survey and field research. Upon completion of in-depth field research and an intensive level survey approximately 29 properties were identified as significant federal, state, and/or local historic resources. Approximately 60 properties, including the 29 significant properties, were formally documented on State Inventory Forms (DPR523 forms).

CULTURAL RESOURCES

Costa Mesa is rich in archaeological resources. Indians first settled here prior to 1500 B.C. Over the years, discarded pottery and implements made of bone and stone found their way into the soil to await discovery hundreds or thousands of years later. Occasional burial sites have also been discovered. The most common indications of Indian habitation are concentrations of shells collected for food.

Seven previously recorded archaeological sites exist in Costa Mesa. These are primarily located on or near the bluffs overlooking the Santa Ana River or Upper Newport Bay. A brief description of each site follows. (The classification number indicates California - Orange County - site number.)

Ca-Ora-163. This site consists of two major segments located under what is now the Mesa Verde Country Club and surrounding homes. The site is described as a large elongated shell midden ranging from one to four feet in depth. (A midden is a heap of refuse - in this case shells - discarded from the kitchen or eating area of a previous civilization.) The site has been investigated on several occasions since 1938 and has yielded artifacts including hunting and food processing implements and human burials. The site has been subjected to considerable impacts due to the construction of the Country Club and adjacent homes, although portions of the site are believed to remain intact.

Ca-Ora-76. This location lies approximately 2,200 feet south of Ca-Ora-163 in the area around the intersection of Adams Avenue and Placentia Avenue. Like the previous site, substantial impacts have been incurred due to construction of residences and public streets, especially Adams Avenue. There are portions of the site which are believed to remain intact, near the intersection and in the vicinity of the Estancia Adobe. The site contains a shell midden with evidence of two habitation levels.

Ca-Ora-58 and Ca-Ora-506. Commonly referred to as the "Fairview Indian Site", these sites are located within the area of Fairview Park. Ca-Ora-76, described above, is believed to be a northerly extension of the same habitation complex on the bluff overlooking the Santa Ana River. Relatively minor damage has occurred in these areas as the land is largely undeveloped. The significance of these sites is indicated by the fact that they have both been placed on the National Register of Historical Places.

TABLE 4.10-1
HISTORIC RESOURCES INVENTORY

Map #	Address	Year Built	Property Type	Comments
I. Sites Eligible for National Register Listing and Local Register Listing				
1	420 W. 19th St.	1928	Religious	Spanish Colonial/Methodist Church
2	1900 Adams Ave.	c.1823	Adobe	Diego Sepulveda Adobe
3	3315 Fairview Rd.	1915	SF Residential	Craftsman/Segerstrom House
4	3315 Fairview Rd.	1928	Agricultural	Western Style/Segerstrom Barn
5	2150 Newport Blvd.	1880	Commercial	Queen Anne/Stationmaster House
II. Sites Eligible for Local Register Listing				
6	123 E. 18th St.	1926	SF Residential	Spanish Colonial
7	127 E. 18th St.	1926	SF Residential	Spanish Colonial
8	179 E. 18th St.	1923	SF Residential	Bungalow/Tewinkle House
9	565-7 W. 18th St.	1950	Government	Int'l. Style/Vet's Hall/Police Substation
10	1534 Adams Ave.	1963	Theater	Modern/International Style
11	147 Albert Place	c.1923	SF Residential	Bungalow
12	195 Albert Place	1924	SF Residential	Bungalow
13	1293 Baker St.	1928/30	SF Residential	Spanish Colonial/McClintock House
14	1950 Church St.	1928	Religious	Craftsman/Church
15	1817 Fullerton Ave.	c.1909	SF Residential	False Front/Blacksmith's Shop
16	137 Magnolia St.	c.1920	SF Residential	Bungalow/Blacksmith's House
17	200 Magnolia St.	1936	SF Residential	Monterey Style/Sparke's House
18	208 Magnolia St.	1927/40	SF Residential	Period Revival/Leroy Anderson
19	301 Magnolia St.	c.1923/39	Religious	Church
20	2180 Newport Blvd.	c.1962	Commercial	International Style/Stater Brothers
21	1734 Orange Ave.	c.1939/50	Religious	Mesa Bible Chapel
22	1835 Orange Ave.	1930	SF Residential	Craftsman/Bungalow
23	2048 Orange Ave.	1923	SF Residential	Craftsman/Bungalow
24	2172 Orange Ave.	1923	SF Residential	Craftsman/Pink House
25	2519 Santa Ana Ave.	1925	SF Residential	Bungalow
26	2529 Santa Ana Ave.[1]	1915	SF Residential	Bungalow/Huscroft House Relocated
27	1549 Tustin Ave.	1915	SF Residential	Craftsman/La Perle House
III. Sites Eligible for Local Register Listing as Historic District Contributors				
28	88 Fair Drive	1942	Military	Santa Ana Army/O.C. Fairgrounds
29	2701 Fairview Rd.	c.1950/55	Educational	Int'l Style/Orange Coast College

[1] This house has been relocated to a temporary location at the Orange County Fairgrounds until a permanent location can be determined.

Ca-Ora-165. Located at the intersection of Valley Road and Victoria Street, this site is comprised of shell midden containing several stone artifacts. Although the site is assumed to have been largely destroyed by residential construction in the area, portions may underlie undeveloped properties north of Victoria Street along Canyon Drive and Pacific Avenue.

Ca-Ora-297. Several fragments of stone tools were found when the site, located at the northwest corner of 17th Street and Pomona Avenue, was surveyed in 1971. At that time, bulldozers were operating adjacent to and on the site, and it is assumed to have been destroyed as it is presently occupied by industrial buildings.

Ca-Ora-687. This site, located south of Bristol Street and east of Santa Ana Avenue, was recorded in 1978. The site consists of two distinct locations, the more recent having been occupied some time between 500 A.D. and 1500 A.D. Prior to 1980, artifacts were salvaged from the site due to impending development plans. Artifacts included fragments of stone tools and two human burials.

In July and August of 1978, a systematic survey was conducted of the remaining undeveloped areas in the City. This project included a search of previous records and a field survey of vacant land. Besides the seven previously recorded sites, the survey identified at least nine additional locations of possible archaeological significance based on surface observations. The actual significance of the sites can only be determined after subsurface testing. Further information can be obtained from the report prepared for the City of Costa by Archaeological Associates in 1978.

PALEONTOLOGICAL RESOURCES

Most of the paleontological resources in Costa Mesa are found in the Palos Verdes Formation - a collection of sand and gravel deposits approximately 100,000 years old. These deposits were made during the time the Costa Mesa area was covered by the Pacific Ocean. Often referred to as Palos Verdes Sand, these deposits contain evidence of the kinds of life that inhabited the area prior to man's arrival. Scientists working in the Costa Mesa-Newport Beach area have identified more than 500 species of marine invertebrate fossils. These primarily include varieties of gastropods (marine snails) and bivalves (clams, oysters, mussels). Significant numbers of both marine and nonmarine vertebrate fossils have also been found (fish, birds, sea and land mammals).

Ten paleontologic localities have been identified within the City of Costa Mesa. These sites have been prioritized as to significance and urgency of action based on location and accessibility; mode of preservation; quality and abundance of specimens; ease of collecting; taxonomic composition (types of organisms) and diversity of the fossil assemblage; unique or special attributes; occurrence of previously undescribed, unusual or otherwise noteworthy taxa (genera or species); past, present and potential future contributions to academic research and public education. Sites were evaluated within the context of Orange County paleontological resources. The rating system ranges from first order (highest priority - recommended for in situ (in its present location on the site) preservation and accessibility for scientific study and public education to sixth order (poorly preserved fragments - no impact foreseen, no salvage recommended).

Sites identified in Costa Mesa are classified as third, fourth or fifth order. Third order (high priority) suggests further search for fossils prior to and during grading operations. Fourth order sites indicate the possibility of more significant resources being found beneath the surface. Monitoring by a qualified paleontologist of grading operations on and near the site is recommended. Fifth order sites include those not subject to impacts from impending development. Collections, especially for educational purposes, may be salvaged if destruction becomes imminent.

The sites, their approximate locations and significance are discussed below.

F-91. Near the intersection of Boa Vista Drive and Nevis Circle, a 1962 excavation produced the partial skeleton of a mastodon. The specimen was removed and is now on loan from the Costa Mesa Historical Society to the Natural History Foundation of Orange County. Although classified fourth order, the site has since been developed for single-family homes.

A-3129. This site is located on the plateau of Fairview Regional Park not far from the Fairview Indian Site. Fifty-two species of molluscs were identified here. The species identified indicate that the site has previously been covered by a bay or a protected beach. A-3129 has been classified as a fifth order site.

LACM-3267. This site is located at the northwest corner of 19th Street and Anaheim Avenue. An excavation here produced a mammoth tooth and a limb bone of an elephant (either mastodon or mammoth). Both are now in the collection of the Los Angeles County Museum. No further specimens were found and the site has since been developed. Fourth order classification has been assigned.

LACM-4219. A large assortment of vertebrate and invertebrate fossils were recovered from this site which is in the excavation for the Costa Mesa Freeway just south of Santa Isabel Avenue. Molluscs comprise the majority of the find and include more than 100 species. Vertebrate fossils recovered include those of fish, birds, sharks, sea lions and seals. The composition of the fauna suggests that this was once an open, shallow, sandy bottom marine environment. The site is considered to be third order.

JDC-CM-1. This is the first of four sites discovered during research for the 1980 General Plan. This locality is in the cliff on the north side of Victoria Street east of the Santa Ana River. Fragmented shell material from bivalve and gastropod molluscs have been identified. A fifth order classification has been assigned.

JDC-CM-2. Fossil molluscs occur in at least two separate intervals at this location. This fifth order site is in the west-facing bluffs of Canyon Park.

JDC-CM-2A. This site occurs directly north of JDC-CM-2 in a west-facing slope and contains numerous oyster shells and other molluscs. It lies stratigraphically above JDC-CM-2 and when considered together, they merit a third order priority.

JDC-CM-3. A small collection of shells representative of a bay-type environment can be found at this site located at the west end of 19th Street. The site is ranked fifth order.

JDC-CM-4. Although topographically lower than JDC-CM-2 and 2A, this site is younger or more recent. The site lies south of the bluffs containing sites JDC-CM-2 and 2A and is designated as a fifth order locality. It contains marine shells that barely, if at all, qualify as fossils due to their young geologic age.

VAC-CM-4. This site is located between Mesa Drive and Del Mar Avenue within the excavation for the Costa Mesa Freeway. Resources are similar to those found at LACM-4219 several hundred feet to the southwest. A wide variety of mollusks are exposed and in good condition, leading to the site's classification as third order.

4.10.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Cultural impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- Disturb any human remains, including those interred outside of formal cemeteries.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.10.3 IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY RESULT IN THE DEGRADATION OR LOSS OF HISTORIC STRUCTURES OR RESOURCES, OR CULTURAL (ARCHAEOLOGICAL AND PALEONTOLOGICAL) RESOURCES.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: As stated in Table 4.10-1, *Historic Resources Inventory*, there are 29 historic resources within the City of Costa Mesa that are eligible for the National Register Listing and/or Local Register Listing. Identified sites are located throughout the City and are primarily concentrated in areas that are fully developed. Implementation of the proposed 2000 General Plan would result in the development of 213 acres of vacant land. Therefore, the identified historic resource sites may be vulnerable to redevelopment activities, which often accompanies the revitalization process rather than impacts associated with new development or undeveloped sites.

However, potential impacts would be site-specific and an evaluation of potential impacts would be conducted on a project-by-project basis. This would be especially true of those developments located in areas considered to have a high sensitivity for cultural (archaeological, paleontological, and historical) resources. Each incremental development is required to comply with all applicable State and Federal regulations concerning preservation, salvage, or handling of cultural resources. In consideration of these regulations and the 2000 General Plan policies listed below, potential impacts upon cultural resources would not be considered significant.

Policies in Proposed 2000 General Plan:

HCR-1A.1 Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archaeological, and historical resources and the impact of proposed development on those resources.

HCR-1A.2 Require monitoring of grading operations by a qualified paleontologist or archaeologist when the site is reasonably suspected of containing such resources. If, as a result, evidence of resources is found, require the property to be made available for a reasonable period of time for salvage of known paleontological and archaeological resources by qualified experts, organizations, or educational institutions.

HCR-1A.3 Require development on land containing know archaeological resources to use reasonable care to locate structures, paving, landscaping, and fill dirt in such a way as to preserve these resources undamaged for future generations when it is the recommendation of a qualified archaeologist that said resources be preserved in situ.

HCR-1A.4 Encourage the preservation of significant historical resources as identified on Table HCR-1 by developing and implementing incentives such as building and planning application permit fee waivers, Mills Act contracts, grants and loans, implementing the State Historic Building Code and other incentives as identified in the City's Historic Preservation Ordinance.

HCR-1A.5 Promote the preservation of significant historical resources and encourage other public agencies or private organizations to assist in the purchase and/or relocation of sites, buildings, and structures deemed to be of historical significance.

HCR-1A.6 Encourage development of an interpretive center for paleontological, archaeological, and historical resources at Fairview Park. The center may contain resources found in the park area as well as resources found throughout the City.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.10.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of policies proposed in the 2000 General Plan, historic and cultural resource impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable historic and/or cultural impacts.

4.11 PUBLIC SERVICES AND UTILITIES

The analysis in this section focuses upon public services, utilities and service systems. Public services include fire protection, police protection, schools and libraries. Utilities and service systems include wastewater, water, and solid waste. Electricity, natural gas and telephone services are also evaluated.

4.11.1 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Public Services and Utilities impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

PUBLIC SERVICES

A significant impact would occur if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services including fire protection, police protection, schools, or other public facilities.

UTILITIES AND SERVICE SYSTEM

A significant impact would occur if the project:

- Exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Requires or results in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effect.
- Has insufficient water supplies available to serve the project from existing entitlement and resources, and new or expanded entitlement is needed.
- Results in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Is served by a landfill that does not have sufficient permitted capacity to accommodate the project's solid waste disposal needs.

- Does not comply with federal, state, and local statues and regulations related to solid waste.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.11.2 FIRE PROTECTION

ENVIRONMENTAL SETTING

The City of Costa Mesa Fire Department is responsible for fire prevention, enforcement of fire protection laws and ordinances, fire suppression, emergency medical services, hazardous materials response and weed abatement. These services are considered essential and must be continually reviewed and updated in the planning process. Fire protection incorporates all elements of the community, the private sector, the community agencies and the Fire Department. The Fire Department seeks to balance the various elements to better serve community needs through the use of built-in fire protection such as early warning and detection systems, automatic fire sprinklers, fire resistive design of structures and materials, fire prevention inspections and public education.

Modern cities have been successful in attracting and keeping business and industry by maintaining low, base fire insurance rates. These rates are set by ISO Commercial Risk Services, Inc., and are on a scale of one to ten with protection class one affording the best rates. Ratings are based essentially on the capability of the Fire Department to deliver needed quantities of water to building fires in a timely fashion. Factors considered in the rating include: required fire flow for buildings; available water supplies; fire station locations; fire equipment and personnel; fire inspection programs; firefighter training programs; and fire communications systems.

Costa Mesa has achieved and maintains a class two protection rating, which affords residents and business owners excellent base fire insurance rates. In order to maintain this high rating, the City must maintain a high level of fire protection and prevention as building densities increase and vacant land is developed. This is accomplished by continual monitoring of existing conditions, review of all building projects and planning for additional fire protection facilities, equipment, personnel and training to meet future needs.

The factors affecting the location of fire stations in the City include: economics; major fire potential; high life hazards; historical significance; response distances; street patterns; traffic volumes; and required fire flow. Table 4.11-1, *Fire Protection Facilities*, details the location, personnel and equipment for each station. The six existing fire station locations within Costa Mesa are shown on Exhibit 4.11-1, *Public Facilities*.

Another method of reducing response times is to ensure that all developments are provided with appropriate identification in terms of addresses visible from the street and appropriate fire apparatus access. Access considerations include width of roadways, vertical clearance, adequate turning radii, appropriate turnarounds and lack of obstructions.

PUBLIC FACILITIES

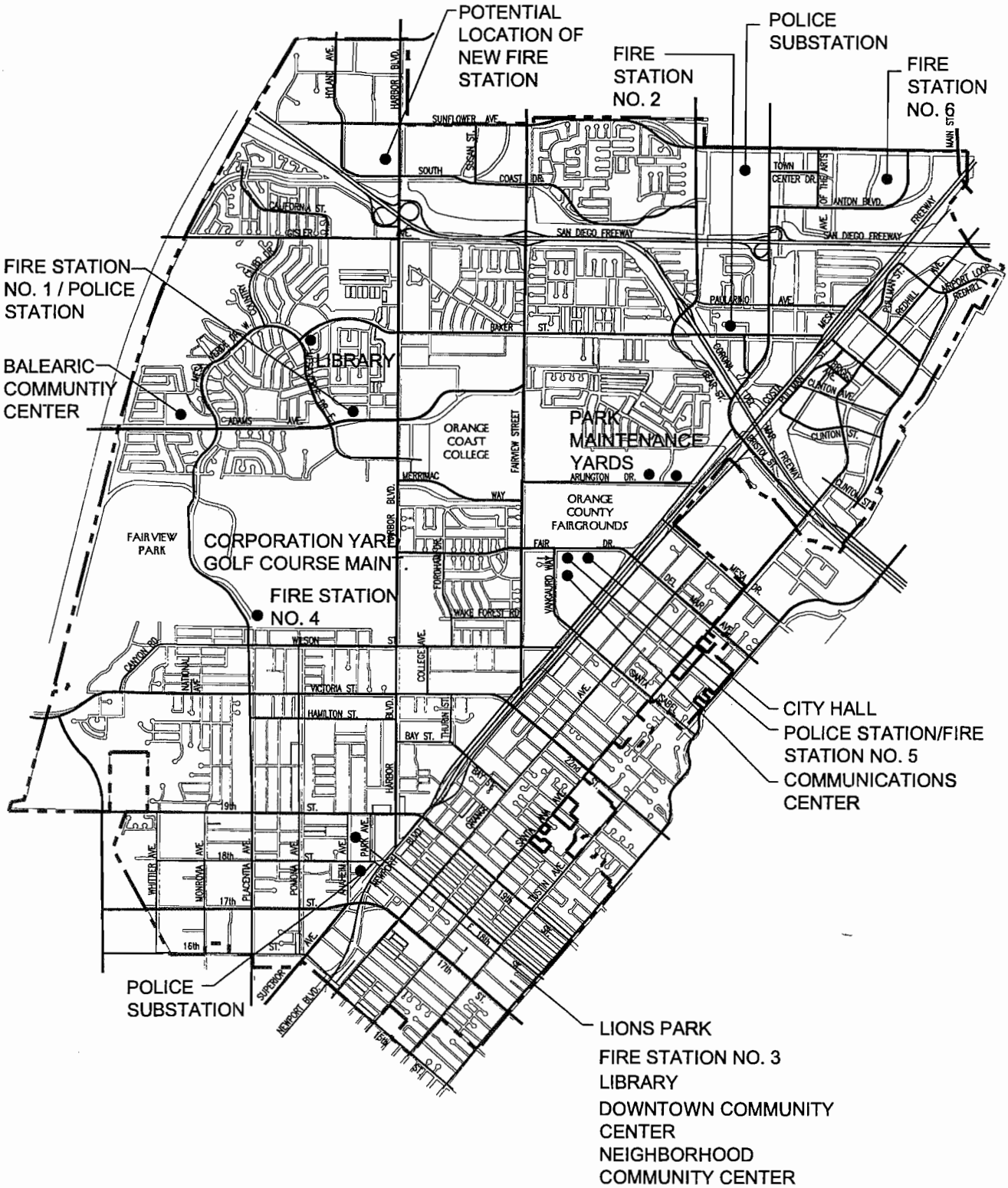

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EXHIBIT 4.11-1

TABLE 4.11-1
FIRE PROTECTION FACILITIES

Facility	Location	Personnel	Equipment
Station No. 1	2803 Royal Palm Drive	4 personnel	1 medic engine
Station No. 2	800 Baker Street	4 personnel	1 medic engine
Station No. 3	1865 Park Avenue	8 personnel	1 medic engine 1 quint
Station No. 4	2300 Placentia Avenue	4 personnel	1 medic engine
Station No. 5	2450 Vanguard Way	9 personnel	1 medic engine 1 truck 1 command vehicle
Station No. 6	3350 Sakioka Drive	4 personnel	1 quint

Notes:
1. A quint is a combination fire apparatus with the capabilities of both an engine and truck.
2. All stations have medic capabilities with the exception of Station No. 6.

The goal of the Costa Mesa Fire Department is to respond to fire and emergencies within five minutes, 80 percent of the time. Currently, the Costa Mesa Fire Department average response to emergencies is within five minutes 71 percent of the time citywide.[1] Additional support is available as automatic aid from the Santa Ana Fire Department for areas in the northern portion of the City. Further, the Costa Mesa Fire Department has a boundary drop in terms of emergency response within the cities of Fountain Valley, Huntington Beach and Newport Beach.[2]

WATER SUPPLY

In general, the required fire flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Fire flow requirements vary from 1,500 gallons per minute (GPM) in low density residential areas up to 5,500 gpm in commercial, industrial, and high density residential areas.

FIRE PREVENTION

Fire prevention activities include engineering research, enforcement of State laws and City ordinances, and public education to minimize avoidable fires. All businesses in the City are inspected at least annually for conformance with fire prevention laws and ordinances and elimination of fire hazards. Public education includes training programs for all age groups, industries, institutions and fire suppression members so that the public will be fire prevention conscious.

Fire Suppression

Since not all fires can be prevented, maintaining a well trained, capable and well equipped fire fighting force is essential. Quick containment and suppression are key considerations, therefore, response time is critical. Every effort is made to avoid excessive response times. Some of the key factors in reducing response times include maintaining the highest quality emergency

[1] Correspondence: Thomas Macduff, Fire Marshall, City of Costa Mesa Fire Department, April, 27, 2000.

[2] The boundary delineation for these four cities states which ever unit can arrive to the scene first will respond no matter what city the emergency is in. Essentially, in an emergency situation these four cities act as one.

communications system to ensure as little delay as possible between the receipt of an alarm and the dispatch of the closest and most appropriate fire apparatus.

Emergency Medical Services

Emergency medical services are also provided by the Fire Department. Specially equipped fire apparatuses provide advanced life support (paramedic) level service with State licensed paramedics. All other non-paramedic fire personnel are trained at the basic life support (emergency medical technician) level. The program strives to meet the goal of responding to 80 percent of requests for emergency medical care within five minutes.

Hazardous Materials incidents

Incidents involving hazardous materials have the potential of being very costly to the city in terms of risk, liability and potential of loss of life and property. All firefighters are trained to the hazardous materials first responder level, but the City does not have the capability to handle incidents of a major nature. Rather, the City contracts with the Orange County City Hazardous Materials Emergency Response Authority for response to major hazardous materials emergencies.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN THE NEED FOR ADDITIONAL FIRE FACILITIES AND ADDITIONAL PERSONNEL IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: The Costa Mesa Fire Department indicates there would be an additional demand for fire services associated with implementation of the proposed 2000 General Plan. According to the Fire Department, the current level of fire protection in general is considered adequate in terms of service, with the exception of the northwest section of the City. Within the northwest portion of the City responses to emergencies are within five minutes about 29 percent of the time.

As previously stated, a significant impact would occur if development authorized by the General Plan would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, the construction of which would cause significant environmental effects. Development in the year 2020 is anticipated to generate approximately 1,200 additional fire calls within the City. There would be a need for a fire station and one engine company to be constructed within the northwest portion of the City in order to provide the optimum fire protection for residents and businesses in the year 2020. The policies proposed in the 2000 General Plan listed below would reduce this significant impact to a less than significant level.

Policies in Proposed 2000 General Plan:

LU-3A.3 Establish a development impact fee program to fund additional fire and police personnel, facilities, and equipment to meet the demands of additional growth in the City.

LU-3A.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.3 POLICE PROTECTION

ENVIRONMENTAL SETTING

The City of Costa Mesa Police Department is responsible for maintaining the social order within prescribed ethical and constitutional restrictions through the enforcement of local, State, and Federal laws. The completion of this mission involves: crime prevention, field patrol (ground and air), crime investigation, apprehension of offenders, traffic enforcement and control, regulation of non-criminal activity, and the performance of a number of related and support services. The Police Department is comprised of 228 full-time personnel, of which 154 are sworn police officers and 74 are civilian support personnel. In addition, there are 55 part-time personnel, 12 Police Chaplains, 20 Police Explorers and approximately 35 Police Senior Volunteers that augment Department personnel. Based upon 1999 population estimates by the California State Department of Finance, Costa Mesa has a total population of 106,237, which reflects a ratio of 1 police officer per 685 persons.

To support the required personnel and equipment, the Police Department maintains a primary Police Facility located on Fair Drive in the Civic Center complex. The Police Facility was constructed in 1967, and is inadequate to support current personnel and equipment requirements. The Department also maintains three substations: one located in the South Coast Plaza complex, the Westside Sub-station located at 567 West 18th Street, and a small office in Fire Station No. #3 located at 2803 Royal Palm. An elevated heliport is located at the Police Facility in the Civic Center complex from which the Department operates three helicopters in conjunction with A.B.L.E. (Airborne Law Enforcement), a joint powers authority with the cities of Costa Mesa and Newport Beach to provide law enforcement helicopter patrol and related services.

The average response times to areas within the City of Costa Mesa are broken down into three areas. Refer to Exhibit 4.11-2, *Police Service Areas*. Average response times recorded during the 1999 calendar year are as follows: 10.39 minutes for Area I, 13.68 minutes for Area II and 14.16 for Area III. A review of calls, as shown in Table 4.11-2, *Response Calls*, indicates the different priority calls over a three-year period. Over these years the need for police protection services has remained fairly constant in terms of demand.[3] However, according to the City of Costa Mesa Police Department, there has been a definite change in the type of policing service that have occurred in recent years due to the Community Oriented Policing and Problem Solving philosophy implemented by the Department. In response to the community needs, the Police Department has expanded its primary role from enforcement to include problem solving as a major effect. The Police Department now addresses quality of life issues in addition to traditional methods of crime suppression.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN THE NEED FOR ADDITIONAL POLICE FACILITIES AND ADDITIONAL PERSONNEL IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

[3] Per telecon with Commander Richard S. Greer, Police Administrative Services Commander of the Costa Mesa Police Department, May 2000.

POLICE SERVICE AREAS

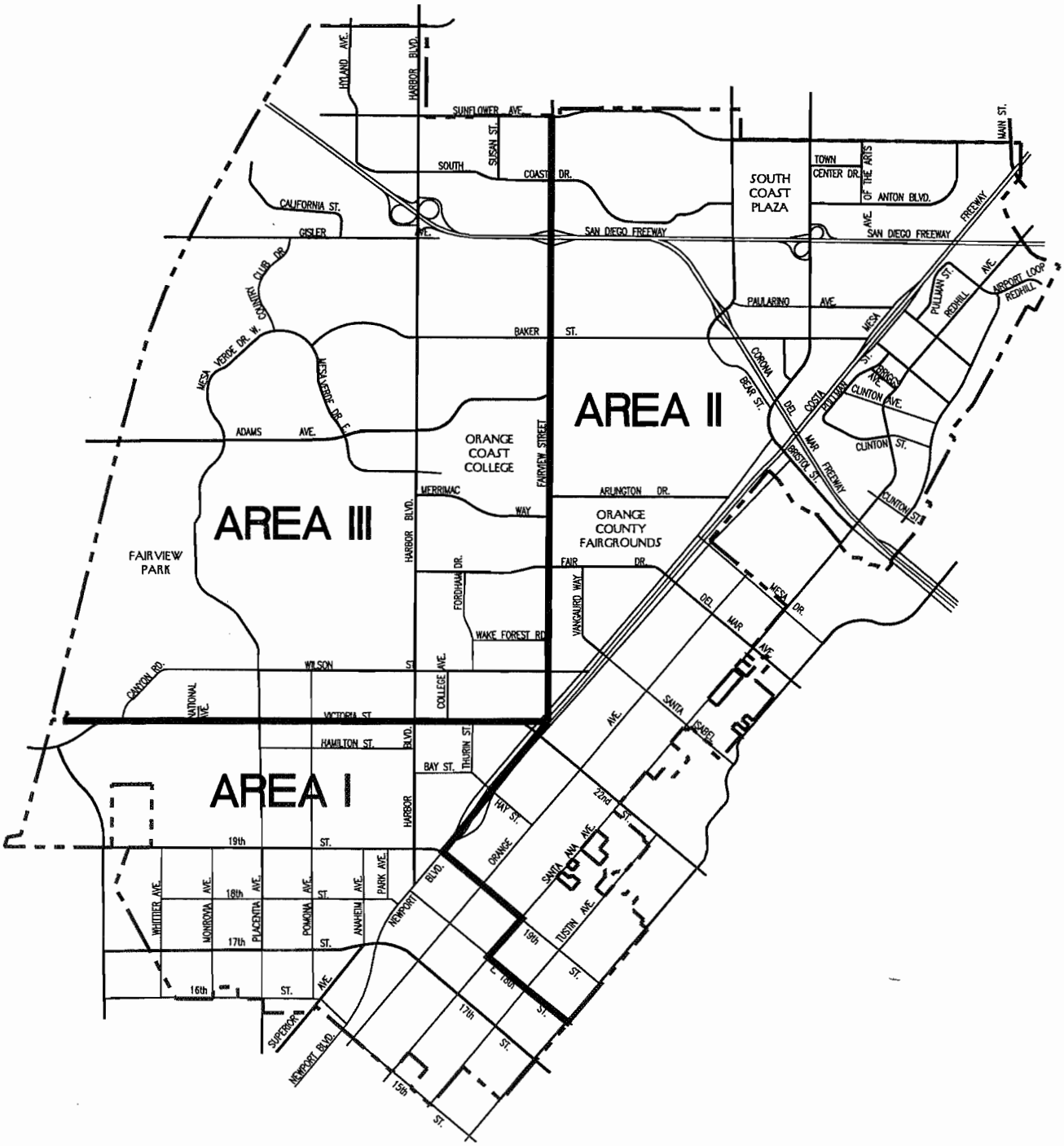

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EXHIBIT 4.11-2

TABLE 4.11-2
RESPONSE CALLS

Description	1996-1997	1997-1998	1998-1999
Number of emergency calls	1,378	1,301	1,182
Number of calls responded to within 5 minutes	1,113	1,141	1,017
Percent with less than 5 minutes	81%	88%	86%
Number of non-emergency calls	46,269	40,264	36,580
Number of calls responded to within 15 minutes	36,837	38,895	34,751
Percent with less than 15 minutes response	79%	97%	95%
Number of "Report Only" calls	5,005	5,582	5,371
Number of calls responded to within 30 minutes	3,903	5,068	4, 888
Percent with less than 30 minutes response	78%	91%	91%
Total average calls for service	53,012	47,147	43,135

Source: City of Costa Mesa Police Department, Richard S. Greer, Police Administrative Services Commander, May 10, 2000.

Impact Analysis: Personnel needs for the Police Department vary based on types and intensity of land use, the age of development, and a number of other factors. Thus, the number of personnel the Police Department deploys to a specific geographic area cannot be precisely calculated based on population size. Currently, the main Police Facility is inadequate to house the personnel and equipment. In the planning horizon year of 2020, there would be an increase of both population and development, which would result in the increase need for additional facility space, personnel, programs and equipment. Thus, implementation of the proposed 2000 General Plan would therefore result in potentially significant impacts to the City of Costa Mesa Police Department. However, the policies proposed in the 2000 General Plan listed below would reduce this significant impact to a less than significant level.

Policies in Proposed 2000 General Plan:

LU-3A.3 Establish a development impact fee program to fund additional fire and police personnel, facilities, and equipment to meet the demands of additional growth in the City.

LU-3A.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.4 SCHOOL FACILITIES

ENVIRONMENTAL SETTING

The City of Costa Mesa is located in two school districts: Newport-Mesa Unified School District (NMUSD) and the Santa Ana Unified School District (SAUSD). The majority of the City is within the boundaries of NMUSD, and only the Airport Industrial area is within SAUSD, which contains very few residential uses. In addition, SAUSD does not have any schools within the City of Costa Mesa. Therefore, this discussion will focus only on NMUSD.

Generally, the NMUSD schools that serve elementary students (kindergarten through grade eight) in the City of Costa Mesa are operating at or near existing capacity. As detailed in Table 4.11-3, *School Facilities*, NMUSD currently operates 18 public schools within the City of Costa Mesa and four public schools within the City of Newport Beach that serve Costa Mesa residents within their attendance area.

In addition to the 18 schools operating within the City of Costa Mesa, there are six additional school sites that are currently being leased out to various organizations. Table 4.11-4, *Closed School Sites*, identifies the location of the closed sites and what organization is currently occupying the facilities.

Since 1995, the entire NMUSD has grown by 2,796 students or a total increase of 15 percent. Of the total growth within the NMUSD, an increase of 2,663 students came from the schools located in and those who serve the Costa Mesa area. Additionally, the NMUSD has seen an increase in demand for special services, including Special Education, language development, pre-school programs, before and after school care, adult education and remedial/summer programs.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD INCREASE THE POPULATION IN THE CITY, WHICH IN TURN WOULD RESULT IN SIGNIFICANT ADVERSE PHYSICAL IMPACTS TO EXISTING SCHOOL FACILITIES.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the proposed 2000 General Plan would result in an increase of 1,892 dwelling units within the City of Costa Mesa. NMUSD has indicated that based on the student generation rate of 0.26 students per dwelling unit, 2020 development associated with the proposed 2000 General Plan would result in an increase of 492 students. However, NMUSD has indicated that dwelling units is only one many factors in determining facility impacts. Other factors that need to be considered include birthrates, immigration, general age of the population, and turnover of existing dwelling units. Over the next five years, the NMUSD is forecasting an increase of 1,120 students within the schools serving the Costa Mesa area.

NMUSD has indicated that the proposed 2000 General Plan would not require the need for additional school facilities to be constructed within the District. However, based on cumulative factors including the proposed 2000 General Plan, the District would need additional facilities at the elementary levels. Development projects in the City would be subject to the payment of development fees levied in accordance with Education Code Section 17620 and Government Code Sections 65995, 65995.5 and 65995.7. The payment of these fees would help to alleviate the impacts imposed on the District as a result of new development within the City.

TABLE 4.11-3
SCHOOL FACILITIES

School	Fall 1999 Enrollment	Fall 2000 Projection	Number of Classrooms	Relocatables
Adams Elementary	528	568	27	11
California Elementary	409	410	24	7
College Park Elementary	444	458	29	10
Davis Elementary	862	827	36	4
Woodland Elementary	523	516	27	10
Kaiser Elementary	701	720	40	9
Killybrooke Elementary	370	421	23	8
Mariners Elementary*	721	712	35	7
Newport Heights Elementary*	638	626	31	4
Paularino Elementary	417	419	33	16
Pomona Elementary	604	602	32	13
Rea Elementary	666	778	26	3
Sonora Elementary	365	375	29	10
Victoria Elementary	426	432	26	14
Whittier Elementary	614	637	39	25
Wilson Elementary	606	671	31	12
Ensign Intermediate*	1,145	1,165	43	6
TeWinkle Intermediate	973	1,015	42	5
Costa Mesa High School	1,876	1,914	87	-
Estancia High School	1,062	1,063	80	-
Newport Harbor High School*	2,159	2,273	100	-
Alternative Education Center	398	355	18	-

Source: Michael H. Fine, Assistant Superintendent of Business Services, Newport-Mesa Unified School District, May 10, 2000.
Notes: * These school sites are located within the City of Newport Beach that include Costa Mesa residents within their area.

TABLE 4.11-4
CLOSED SCHOOL SITES

School	Address	Lessee
Canyon	2350 Canyon Drive	Waldorf School of Orange County
Lindbergh	220 E. 23rd Street	Orange County Department of Education
Mesa Verde	2990 Mesa Verde Drive East	Coastline Community College
Harper	425 18th Street	One-half of site is occupied by NMUSD One-half is leased to Montessori School
Presidio	1001 Presidio Square	Coastline Regional Occupation Program
Balearic	1975 Balearic Drive	City of Costa Mesa

Policies in Proposed 2000 General Plan:

LU-3A.2 Strongly encourage protection and preservation of existing but underutilized school sites for future recreational, social, or educational uses.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or the payment of standard school fees are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.5 LIBRARY FACILITIES

ENVIRONMENTAL SETTING

The Orange County Public Library (OCPL) operates two library facilities within the City of Costa Mesa. These facilities are the Mesa Verde Branch and the Costa Mesa Branch.

The Mesa Verde Branch is located at 2969 Mesa Verde Drive and occupies 5,794 square feet of building space. This facility contains approximately 45,000 volumes of books, and 12 computers currently available to the public. Some of these computers are equipped with Internet access for people to expand their research, while the other terminals are connected to the database for Library Catalog. As demand increases for the Internet, additional terminals may become connected.

The Costa Mesa Branch is located at 1855 Park Avenue and occupies 7,500 square feet of building space. This facility contains approximately 45,000 volumes of books, and 14 computers including some with Internet access. In addition, this branch has a community meeting room which citizens are welcome to use for various functions.

Both the Mesa Verde Branch and the Costa Mesa Branch have children areas, young adult centers, and periodical browsing areas.

The current standard set by the OCPL System calls for 0.2 square feet per capita of library space. At this time the two facilities within Costa Mesa do not meet these standards. According to OCPL staff, there are no current plans to expand either of these facilities. The establishment of new branch within the City has been approved. The new facility is proposed to be located in rented quarters of approximately 1,500 square feet, however, the location of this facility has not been determined.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE 2000 GENERAL PLAN WOULD RESULT IN INCREASED DEMAND FOR THE LIBRARY FACILITIES WITHIN THE CITY IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: The population increase of 12,527 persons resulting from implementation of the proposed 2000 General Plan would result in a significant increase in usage of the Costa Mesa Branch Libraries. Both library facilities are currently operating over the OCPL standard for service. The increase in population would result in an increase of demand for service; however, the OCPL does not anticipate any other specific impacts on these facilities. With development of the proposed third branch within the City, the impact to library facilities would be reduced to a less than significant level.

Policies in Proposed 2000 General Plan: Not Applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.6 WATER

ENVIRONMENTAL SETTING

Water Supply

Costa Mesa is served by two water supply agencies: The Mesa Consolidated Water District (Mesa) and Irvine Ranch Water District (IRWD) (refer to Exhibit 4.11-3, *Water Supply Agency Boundaries*). A majority (85%) of the City is within the boundaries of Mesa, which also serves unincorporated areas of the County and portions of Newport Beach. Properties to the southeast of Newport Boulevard, between 23rd and Bristol Streets, are served by the IRWD. Both Mesa and IRWD are affiliated with both the Coastal Municipal Water District (Coastal) and the Municipal Water District of Orange County (MWDOC). In turn, Coastal and MWDOC are member agencies in the Metropolitan Water District of Southern California (MWD). Of additional note, as of Spring 2000, Coastal and MWDOC were in the process of a joint merger. MWD has the responsibility for acquiring, storing, and distributing supplemental (non-local or imported) water on a wholesale basis in the Southern California Coastal Plain.

Natural water supplies in Orange County are limited to three sources: 1) groundwater, 2) surface flows in the Santa Ana River originating in Riverside and San Bernardino Counties, and 3) local precipitation and runoff in Santiago Creek and other streams. Because the demand for water greatly exceeds the rate of replenishment of natural water sources, the majority of the urban and rural communities in Orange County are wholly or in part dependent upon water imported through the facilities of the MWD.

Mesa Consolidated Water District

The Mesa Consolidated Water District (Mesa) encompasses approximately 18 square miles. Mesa serves the City of Costa Mesa, part of Newport Beach and the John Wayne Airport. Mesa serves a population of 103,000 residents, and provides domestic and irrigation water services to 23,000 metered connections. On an annual basis, Mesa delivers 21,000 acre-feet (6.6 billion gallons) of water to various users.[4]

Irvine Ranch Water District

The Irvine Ranch Water District (IRWD) encompasses approximately 78,000 acres, or 123 square miles in southern-central Orange County. The IRWD serves all of the City of Irvine and the unincorporated areas of Foothill Ranch and Newport Coast. In addition, IRWD serves portions of Tustin, Santa Ana, Newport Beach, Costa Mesa, Orange and Portola Hills. In 1997, IRWD began providing water service to the Santa Ana Heights community.

The IRWD serves a population of 223,000, and provides water to approximately 63,000 domestic connections, which includes residential, commercial, industrial, fire protection, public authorities, construction, landscape irrigation and agricultural users. [5] In addition,

[4] Source: Mesa Consolidated Water District Facts and Figures, February 11, 2000.

[5] Source: Irvine Ranch Water District (IRWD) website: information regarding service area and facts and figures. Information was collected from the IRWD website in October 2000.

IRWD serves a total of 62,951 reclaimed water connections, which includes public authorities, landscape irrigation and agricultural users.

For the fiscal year 1998/1999, the IRWD delivered 43,338 acre-feet of treated (potable) water, 11,970 acre-feet of untreated (non-potable) water, and 13,693 acre-feet of reclaimed water for a total of 69,101 acre-feet.[6]

Water Sources

Water is imported into Orange County via two extensive systems of aqueducts operated by the Metropolitan Water District. At present, the primary source of supply is the Colorado River Aqueduct system. This aqueduct transports water from Lake Havasu on the Colorado River to Lake Mathews, MWD storage reservoir in Riverside County. From this point, water is carried to East Orange County Feeder No. 2, the main distribution line serving the County.

The second source of supply of imported water is the State Water Project (SWP). This system brings water from the Upper Feather River in north-central California via the California Aqueduct to Lake Castaic north of Los Angeles. From Castaic, the Foothill Feeder transports water to the Weymouth Filtration facility in La Verne. From this point, the Yorba Linda Feeder carries water to the Diemer Filtration Plant for distribution in Orange County.

Currently, Mesa and IRWD rely on both ground and imported water. Presently, 83 percent of Mesa's water supply is derived from groundwater from seven wells. The Orange County Water District manages the local area groundwater basin and utilizes advanced techniques for recharging the groundwater basin. This additional water source provides customers with water that is of higher quality and lower cost than water imported from MWD. Mesa's 2000 Master Plan calls for capital improvements including a deep water aquifer treatment facility that will increase groundwater production to 95 percent of the total water supply by 2000-2001, decreasing the dependence on higher cost import water.

Since Costa Mesa depends upon imported water for a portion of its water supply, the potential impacts of water supply and demand extend beyond the boundaries of the City and its two serving agencies. The availability of imported water is directly related to the water supply conditions in the source watersheds as well as demand for water throughout the State. Recurring dry years can affect Southern California's water allotment. All of Southern California is more reliant on water from the north since the MWD allotment of Colorado River water was reduced from 1.2 million to 0.55 million acre-feet per year at the completion of the Central Arizona project in 1985.

Mesa Consolidated Water District[7]

Approximately 75 percent of Mesa's water supply is pumped from natural underground water aquifers, which are located in the Orange County Groundwater Basin. The Orange County Water District (OCWD) manages this groundwater basin, supplying water to many areas in Orange County. The OCWD supplements nature by artificially replenishing the groundwater basin with imported and natural water supplies.

The remaining 25 percent of Mesa's water supply is imported from the MWD via two wholesale water agencies: The Municipal Water District of Orange County (MWDOC) and the Coastal Municipal Water District (Coastal). Imported supplies are transported through aqueducts from the Colorado River and Northern California. Imported water is more expensive than groundwater due to transportation and treatment costs.

[6] An acre-foot of water covers one acre of land one foot deep. One acre foot of water (approximately 326,000 gallons) represents the needs of two average families, in and around the home, for one year.

[7] Source: Mesa Consolidated Water District Facts and Figures, February 11, 2000.

In an effort to decrease dependence on expensive imported water supplies, Mesa is continuing to build local water wells and reservoirs to store groundwater for use during peak demand periods. Currently, Mesa owns and operates two reservoirs, which have the combined capacity to store more than 28 million gallons of water. Mesa is anticipating that smaller amounts of imported water will need to be purchased due to the increased use of colored water.

Colored water is an additional water resource, supplementing clear water. Colored water is pumped from deep aquifers in the Orange County Groundwater Basin. Colored water is the color of weak tea and has a sulfur smell. The color and odor are believed to originate from ancient redwood forests and peat. Colored water is treated using ozone and biofiltration to eliminate the color and odor, and chloramines for disinfection. Colored water is a high quality resource that meets and exceeds all state and federal water quality standards. Mesa is at the forefront of colored water treatment and is the first water purveyor in the United States to practice ozone treatment at the wellhead.

Irvine Ranch Water District

Approximately 50 percent of IRWD's water is purchased from the Metropolitan Water District of Southern California. This imported water comes from the Colorado River via the Colorado River Aqueduct and from Northern California via the State Water Project. The remaining 50 percent of the supply comes from local groundwater wells.[8]

To alleviate its dependency on imported water, in 1979 the IRWD began to develop a series of local wells called the Dyer Road Well Field Project. These wells, ranging from 400 to 1,200 feet in depth, extract high quality water from the Orange County Groundwater Basin. This groundwater now accounts for 50 percent of IRWD's total potable water supply.

Water Resources Master Plan.[9] The IRWD drafted a Water Resources Master Plan (WRMP) at the beginning of 2000. The Executive Summary chapter of the WRMP discusses the IRWD's recommendations regarding changes in the water resource mix.

The WRMP recommends that IRWD move from a heavy reliance on imported water to a greater utilization of local groundwater for cost, water quality and reliability reasons. New potable groundwater supplies would greatly reduce the reliance on imported water under normal operating conditions and under most emergency outage scenarios. An expansion of the Michelson Water Reclamation Plant (MWRP) treatment capacity and the inclusion of the San Joaquin Reservoir (SJR) as a reclaimed water seasonal storage reservoir are recommended to meet projected demand increases in the reclaimed water system. The resource mix for the year 2025 could potentially consist of nearly 70 percent clear and treated groundwater with only 5 percent of untreated imported water required for the nonpotable system.

Existing potable system sources are imported treated water purchased from MWD and local groundwater developed through the Dyer Road Well Field. IRWD plans to develop additional potable groundwater to meet its future demand. These projects would ultimately increase supply reliability and water quality, and may reduce overall supply costs.

Specific recommendations to maximize use of local groundwater supplies in the potable system include supporting the proposed Inland Well Fields. In addition, the capability of the Irvine Sub-basin to support additional groundwater yield should be evaluated. Finally, a well

[8] Source: Irvine Ranch Water District website, Water Sources & Changes. Data was collected from the IRWD website on October 12, 2000.

[9] Source: Irvine Ranch Water District, Water Resources Master Plan, January 2000.

WATER SUPPLY AGENCY BOUNDARIES

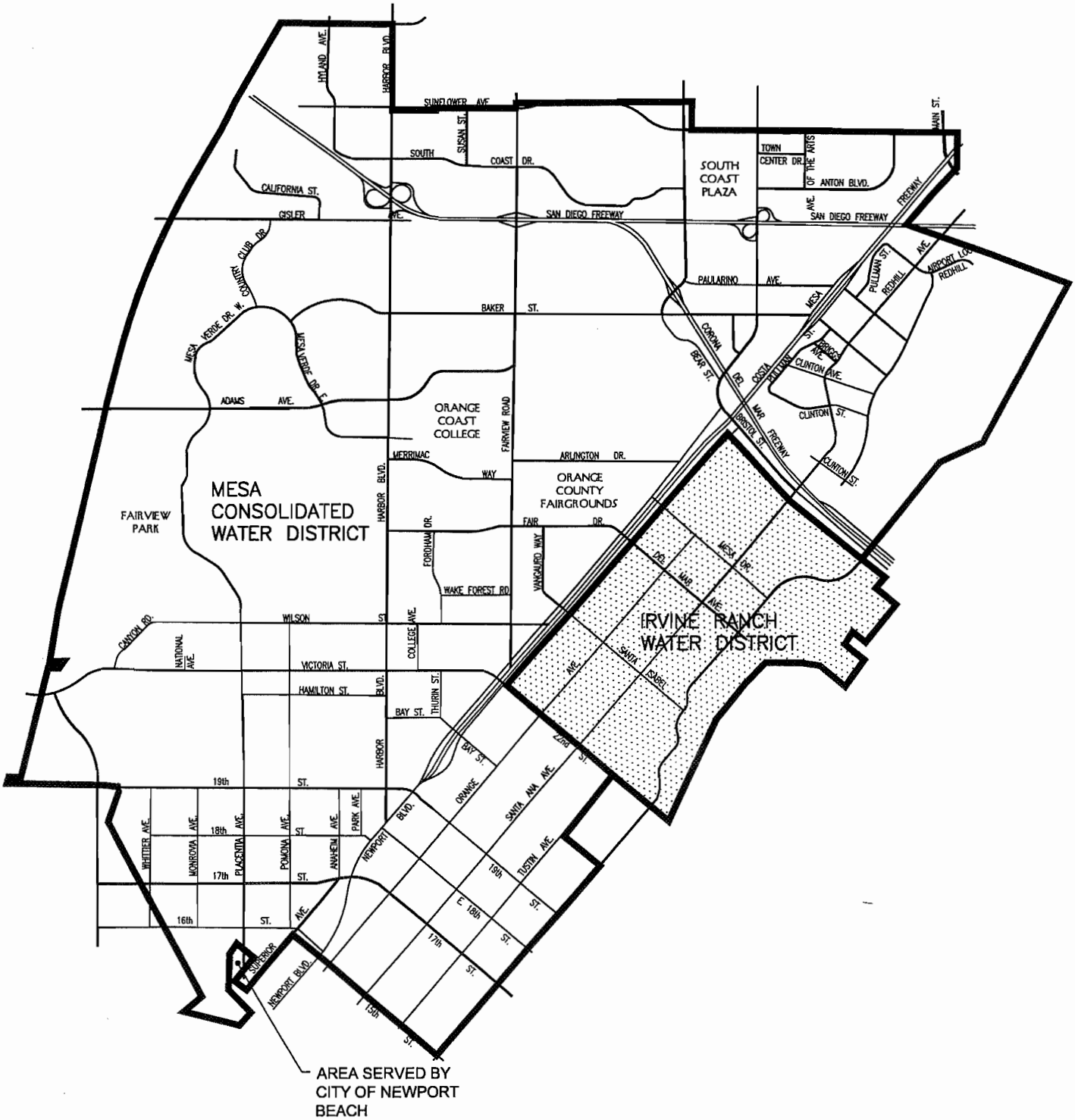

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EXHIBIT 4.11-3

rehabilitation program should be developed to monitor and maintain the long-term viability of groundwater production facilities.

Existing nonpotable system sources are treated wastewater from the MWRP, untreated water from Irvine Lake through the Irvine Lake Pipeline (ILP) and some local groundwater. The untreated source consists of untreated water purchased from the MWD and/or local runoff, depending on winter rainfall. To meet increasing demands for reclaimed water, existing sources must be expanded or new sources developed. An expansion of MWRP treatment capacity and reclaimed water seasonal storage from the conversion of the SJR from potable use would minimize the amount of imported treated water used in the reclamation water system. This would also reduce the amount of wastewater sent to the Orange County Sanitation District for treatment and disposal, and allow groundwater production to be concentrated in the potable water system.

WATER CONSERVATION

The importance of water conservation programs was brought into focus during several recent droughts in California. In response to the most recent drought, Metropolitan Water District implemented a mandatory water rationing plan for its customers. Both Mesa and IRWD have adopted water conservation policies.

The City of Costa Mesa also encourages water conservation in all new developments to incorporate all interior and exterior water conservation measures required by State law and the affected water agencies.

In cooperation with the OCWD, Mesa uses the OCWD's "Green Acres" reclaimed wastewater use program. Green Acres program water is highly treated and purified reclaimed wastewater, pumped in a separate distribution pipeline system, for use by selected users for nonpotable (nondrinking) purposes, including production processes and the irrigation of greenbelts, golf courses, parks, and other similar facilities. Areas that are within a five-mile radius of the OCWD "Water Factory 21" facility (near the Santa Ana River/San Diego 405 Freeway overpass, just outside of Mesa's borders) will have the opportunity to utilize this lower cost alternative water source in place of more scarce and more expensive groundwater and imported water.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN INCREASED DEMAND FOR THE WATER SERVICE WITHIN THE CITY IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: The population increase of 12,527 persons resulting from implementation of the proposed 2000 General Plan would result in a significant increase in usage of the water system. However, Mesa's water system is currently reliable and is reviewed on an annual basis. In order to maintain the high reliability, Mesa reviews and regularly updates its Master Plan of Capital Improvement Projects. The Master Plan of Capital Improvement Projects identifies new facility needs in addition to identifying the need of replacement or refurbishment of the existing facilities. Mesa plans to conduct an extensive update of the Master Plan, which will consider population growth, increases in density and changes in land use identified in the General Plan, as well as identifiable regulatory change that may impact facility needs.

In addition, IRWD has indicated that their facilities that run through a small portion of the City area are currently operating at adequate levels.

Implementation of the proposed 2000 General Plan would require Mesa to construct some new facilities. According to Mesa, preliminary review of the Capital Facilities Master Plan has identified the need to increase or rehabilitate groundwater production facilities, construct and upgrade some pipelines, construct facilities to balance the two pressure zones within the system, and increase water storage capacity. However, Mesa has indicated that they are currently constructing, or planning to construct, a variety of facilities to meet the water needs of the City.

Policies in Proposed 2000 General Plan:

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.7 SEWER SERVICES

ENVIRONMENTAL SETTING

The Costa Mesa Sanitary District (CMSD) is the local sewering agency for the majority of the City. The remaining portions of the City are served directly by the County Sanitation Districts of Orange County (CSDOC), which also treat the wastewater. Both CMSD and CSDOC maintain master plans based on anticipated land use intensities in order to estimate and plan for future needs. CSDOC's Master Plan guides wastewater collection, treatment and disposal activities through the year 2020.

Wastewater, collected by the Costa Mesa and County districts, is processed at CSDOC's treatment plants located in Fountain Valley and Huntington Beach. CSDOC operates under a five-year National Pollution Discharge Elimination System (NPDES) ocean discharge permit issued by the California Regional Water Quality Control Board and the EPA. This permit has a set discharge limit for biochemical oxygen demand (BOD) and suspended solids. Currently, CSDOC's discharge is close to the BOD limit.

Three elements of the sewage disposal system must be considered in conjunction with the General Plan: local collection lines, major trunk lines, and treatment facilities. County treatment plans had been planned in accordance with regional growth forecasts and the County Sanitation Districts recently updated their Master Plan to reflect current growth projections. The Costa Mesa General Plan is consistent with regional growth projections.

Collector and trunk lines should generally be adequate to accommodate sewage generated by future growth in Costa Mesa. Localized impacts may result from increases in development intensity beyond that envisioned by the 1970 General Plan for which the collector system was designed. The Costa Mesa Sanitary District will be impacted similarly. Such impacts are most likely to occur in conjunction with medium- and high-density residential developments, as well as in the urban center areas.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT RESULT IN ANY SIGNIFICANT IMPACTS TO SEWER SERVICE PROVIDED TO THE CITY IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: Implementation of the proposed 2000 General Plan would cause additional demand on the existing sewer system from increased sewage flows. According to the Costa Mesa Sanitary District there are existing 6" to 30" sewer lines located throughout the entire City of Costa Mesa. These sewer lines are currently operating in excellent condition with no anticipated need for expansion based on growth for the planning horizon year of 2020.

Policies in Proposed 2000 General Plan:

LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.

LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.8 SOLID WASTE

ENVIRONMENTAL SETTING

Landfill sites throughout the State are nearing capacity. In Southern California, this is especially a problem because new landfill sites are hard to locate due to limited land resources. In 1989, the State legislature passed AB 939, the California Integrated Waste Management Act. AB 939 requires all cities and counties within the State to prepare integrated waste management plans to attain solid waste reduction goals of 25 percent reduction by 1995 and 50 percent reduction by 2000. These plans were to include components for source reduction, recycling, and composting.

In January 1992, Costa Mesa prepared and adopted a source reduction and recycling element (SRRE). A description of the programs the City adopted in the final SRRE are provided below.

- Source reduction is any action that avoids the creation of waste by reducing waste as its source, including reducing packaging, reducing the use of non-recyclable materials, replacing disposable materials and products with reusable materials and products, reducing the amount of yard wastes generated and increasing the efficiency of the use of paper, cardboard, glass, metal, plastic, and other materials. It requires manufacturers and consumers to take an active role in reducing the amount of waste that is produced through changes in production methods and consumption patterns.

- Recycling is any action that avoids the creation of waste through the reuse or reprocessing of material. Recycling requires active participation by the community and can take any number of forms. Recycling can be stimulated at all levels of government and the private sector through education, regulation and legislation. The three areas recycling focuses on within Costa Mesa are 1) single-family residential; 2) multi-family residential, commercial, industrial and institutional uses and; 3) buy-back and drop-off recycling programs.

- Composting is a controlled biological decomposition of organic waste to a relatively stable humus-like material. As a waste diversion method composting provides an opportunity to substantially reduce the volume of yard waste and other organic material that is presently landfilled.

- Special wastes are relatively large, identifiable waste streams from the general municipal solid waste stream that have the potential to be segregated, reused, recycled, or disposed in a manner uniquely suited to that waste. Examples of special waste can include, but are not limited to ash, sewage sludge, industrial sludge, asbestos, auto shredder waste, and auto bodies. The management of these special wastes are primarily the responsibility of the County of Orange. The City of Costa Mesa will support the County of Orange in its efforts as indicated in this component.

- Education and public awareness in the area of recycling is important to increase the amount of refuse diverted from the waste stream. The City of Costa Mesa and the Costa Mesa Sanitary District (CMSD) are actively involved in educating the public and support of the goals and objectives of the County of Orange as well as the intent of AB 939.

The City of Costa Mesa promotes residents to use their own containers to separate waste from recyclable materials. According to the Costa Mesa Public Services Department, Costa Mesa

diverted 26 percent of its waste stream in 1995, 27 percent in 1996, 39.9 percent in 1997 and 51 percent in 1998.[10]

LANDFILLS

The County of Orange has four landfill facilities which serve the cities within the County. These landfills are located in Brea, Santiago Canyon, Irvine and San Juan Capistrano (this facility is both a landfill and a Household Hazardous Waste Collection Center). However, the County of Orange is currently in the process of closing the Santiago Canyon Landfill. The Santiago Canyon Landfill has been operating at a reduced level since 1993 with the closure of this facility anticipated for 2001.

According the County of Orange Integrated Waste Management Department (IWMD), the City of Costa Mesa is under contract to IWMD to commit all of its waste to the County landfill system. The Frank R. Bowerman Landfill located in Irvine is the closest facility to the City of Costa Mesa and therefore the City diverts the majority of its waste to this particular facility. As of 1998, the Frank R. Bowerman Landfill has been authorized to receive an annual average of 7,015 tons of waste per day (TPD) and is permitted to receive a daily maximum of no more than 8,500 TPD. The Frank R. Bowerman Landfill opened in 1990 and is scheduled to close in approximately 2024.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT RESULT IN SIGNIFICANT SOLID WASTE IMPACTS IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: Orange County's Countywide Integrated Waste Management Plan (CIWMP) contains future solid waste disposal demand based on the County population projections previously adopted by the Board of Supervisors. Integrated Waste Management Department (IWMD) database shows that the Orange County landfill system has capacity in excess of 30 years. This is well above the 15-year threshold established by the California Integrated Waste Management Board.

Orange County landfills are currently accepting additional waste from outside the County. It has been agreed that should the cumulative effect of development cause the daily tonnage ceiling of a particular facility to be exceeded, the waste being imported to that facility will be reduced by a corresponding amount. It has been assumed that there is adequate capacity in the future to accommodate solid waste generated in the City as a result of the proposed 2000 General Plan.

Furthermore, it should be noted that the State of California has required that by the start of this year, each city and county demonstrate a reduction of at least 50 percent in the amount of waste from that jurisdiction which previously was routed into landfills in 1990. The State requires that this level of reduction be sustained in perpetuity. As a direct result of the California requirements, the City of Costa Mesa has adopted a Source Reduction and Recycling Element (SRRE) which implements measures to increase recycling within the City.

Policies in Proposed 2000 General Plan: Not Applicable.

Mitigation Measures: No mitigation measures are required.

[10] As of April 2000, the City of Costa Mesa diversion rates for the year 1998 was the most current data available.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.9 ELECTRICITY

ENVIRONMENTAL SETTING

On March 31, 1998, the electricity generation market was deregulated creating the ability for other providers to supply electricity. However, as of June 1998, Southern California Edison (SCE) remains the primary supplier for the City of Costa Mesa. Electricity can be generated from a combination of oil, natural gas, hydroelectric, nuclear, or renewable sources (wind and solar).

SCE has a total service area of 50,000 square miles with a population of over 10 million. Costa Mesa constitutes just less than one percent of the population served by SCE.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT RESULT IN SIGNIFICANT IMPACTS TO ELECTRICITY SERVICE PROVIDED TO THE CITY IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: Implementation of the proposed 2000 General Plan would result in an increased demand for electricity. SCE has indicated that the future growth of Costa Mesa, as anticipated in the General Plan, is within the parameters of the overall projected load growth which they are planning to meet.

Southern California Edison (SCE) has committed $100,000,000 per year for the next 10 years system wide to maintain and replace their facilities as needed. SCE expects to dedicate a portion of that funding to distribution infrastructure upgrades and replacements within the City of Costa Mesa. SCE does not foresee any difficulties in providing service to the City of Costa Mesa, and therefore, the impact of the proposed 2000 General Plan is less than significant.

The City continues to seek opportunities to improve the energy efficiency of existing facilities. An example is the current program to replace traffic light signals with Light Emitting Diode (LED) fixtures.

Policies in Proposed 2000 General Plan:

CON-1A.6 Support environmentally acceptable and sustainable energy sources (especially renewable resources such as solar, wind, hydroelectric, and geothermal resources) for new development and significant redevelopment projects.

CON-1C.1 Continue the program of replacing mercury vapor and other street lights with high-pressure sodium vapor.

CON-1C.2 Apply the standards contained in Title 24 of the California Administrative Code of Regulations as applicable to the construction of all new dwelling units.

CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include

built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.

CON-1C.4 Continue to investigate the feasibility of municipal power programs.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.10 NATURAL GAS

ENVIRONMENTAL SETTING

The Southern California Gas Company supplies natural gas to 18 million consumers, which encompasses over 23,000 square miles of Southern California, including Costa Mesa. Ninety-five percent (95%) of the gas meters in the City are residential. As with fuel sources for electrical generation, the future of natural gas sources is uncertain.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT RESULT IN ANY SIGNIFICANT IMPACTS TO NATURAL GAS PROVIDED TO THE CITY IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.
Impact Analysis: Southern California Gas Company has indicated their ability to provide gas service to meet future growth within Costa Mesa as anticipated by the General Plan. All new gas service contracts would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service both present and future is based upon present conditions of gas supply and regulatory policies. Southern California Gas Company has indicated they would replace or repair any Gas Company facility that requires maintenance, as well as add facilities as necessary to meet the growing demand. Gas service to future development resulting from implementation of the proposed 2000 General Plan would be served from the existing mains without any significant impacts anticipated to be caused on the environment.

Policies in Proposed 2000 General Plan:

CON-1C.2 Apply the standards contained in Title 24 of the California Administrative Code of Regulations as applicable to the construction of all new dwelling units.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.11 TELEPHONE

ENVIRONMENTAL SETTING

Pacific Bell currently provides telephone service throughout the City of Costa Mesa. At present, telephone lines run throughout the City, including aerial, buried and underground facilities.

IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT RESULT IN SIGNIFICANT IMPACTS TO TELEPHONE SERVICE PROVIDED TO THE CITY IN THE PLANNING HORIZON YEAR OF 2020.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: Implementation of the proposed 2000 General Plan would result in an increased demand for telephone service. However, Pacific Bell has indicated that they have the facilities to supply the future demand resulting from implementation of the proposed 2000 General Plan. Therefore, telephone service impacts are considered to be less than significant.

Policies in Proposed 2000 General Plan: Not Applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.12 CABLE TELEVISION

ENVIRONMENTAL SETTING

Cable service within the Costa Mesa area is provided by AT&T Broadband.

IMPACTS AND MITIGATION

❖ **IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD NOT RESULT IN SIGNIFICANT IMPACTS TO CABLE SERVICE PROVIDED TO THE CITY IN THE PLANNING HORIZON YEAR.**

Level of Significance Before Policies/Mitigation: Less Than Significant Impact.

Impact Analysis: Implementation of the proposed 2000 General Plan would result in an increased demand for cable service. However, AT&T has indicated that they have the facilities to supply the future demand resulting from implementation of the proposed 2000 General Plan. Therefore, cable service impacts are considered to be less than significant.

Policies in Proposed 2000 General Plan: Not Applicable.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.11.13 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of policies proposed in the 2000 General Plan, along with project-specific review by the City and Service providers, public service and utility impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable public service and utility impacts.

4.12 PARKS, RECREATION AND TRAILS

The Open Space and Recreation Element of the 2000 General Plan outlines a strategy to preserve open space areas in the City and to meet the recreational needs of residents. Open space in Costa Mesa includes neighborhood and community parks, community centers, open space easements and golf courses. There are also County-owned regional facilities within and adjacent to the City limits and a large amount of institutional land. The total inventory of open space and recreation land comprises approximately 20 percent of the total land area of the City.

The Parks, Recreation and Open Space Master Plan is the primary implementation tool for the goals, objectives and policies included within the Open Space and Recreation Element of the 2000 General Plan. The Master Plan includes a more detailed analysis of the community's current and long-range open space and recreation needs, establishes priorities for meeting these needs and identifies a range of implementation measures.

4.12.1 ENVIRONMENTAL SETTING

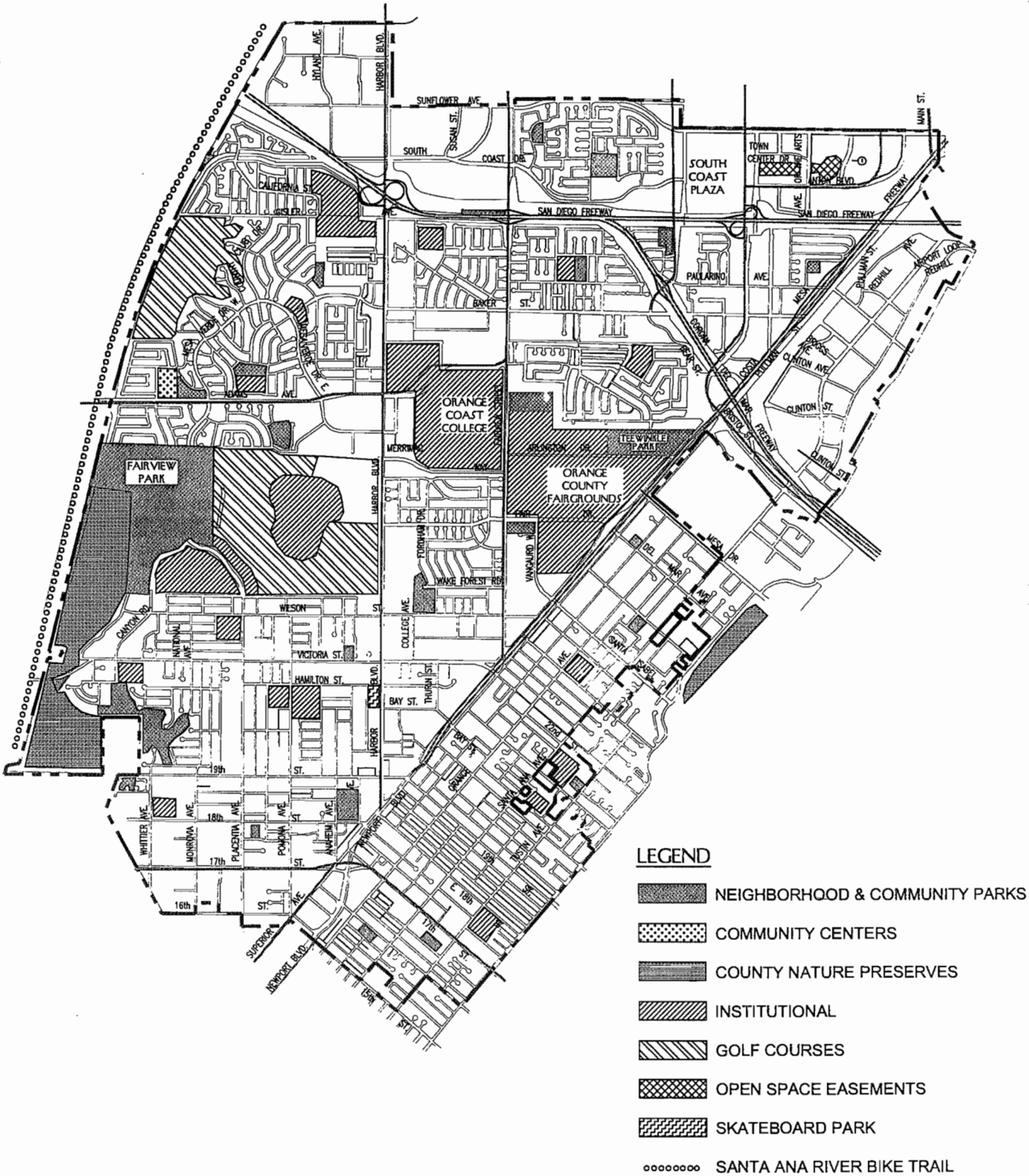
Costa Mesa's inventory of open space and recreation opportunities includes a diversity of facilities, ranging from highly developed, active recreation sites to low activity, passive open spaces. The existing network of open space and recreation facilities is illustrated in Exhibit 4.12-1, *Parks, Recreation and Open Space Inventory*, and inventoried in Table 4.12-1, *Open Space Inventory*.

TABLE 4.12-1
OPEN SPACE INVENTORY

Type of Facility	Acreage
Neighborhood and Community Parks	410.38
Community Centers	9.97
Regional Nature Preserve	211.00
Institutional Uses	696.20
Open Space Easements	6.19
Golf Courses	373.00
Total	**1,706.74**

While it is recognized that not all of the institutional uses are readily available for public recreational uses, this inventory is considerable and offers a wide variety of opportunities and benefits to the residents of the community. The following sections provide a more detailed description of the various components of the community's open space and recreation inventory.

PARKS, RECREATION AND OPEN SPACE INVENTORY



SCALE: 1"=4500'

Source: Parks, Recreation and Open Space Master Plan, September 1999

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EXHIBIT 4.12-1

NEIGHBORHOOD AND COMMUNITY PARKS

The backbone of the community's local open space network is the neighborhood and community park system. Currently, the 410.38 acres of parkland comprise approximately 24 percent of the total inventory. This acreage is spread between 27 sites, ranging in size from 0.16 acres to 211 acres. The largest community park owned by the City of Costa Mesa is the 211 acres Fairview Park, while the smallest city owned park consists of 0.16 acres at the Shalimar Pocket Park location. Table 4.12-2 identifies the size of each park site and provides an inventory of the number and type of recreation facilities provided.

COMMUNITY CENTERS

The Balearic Community Center also serves neighborhood and community park needs and has traditionally been included in the inventory of the local park system. While comprising only 1.5 percent of the total inventory, it does provide significant opportunities for active recreation facilities in addition to its existing social service and community recreation programs. Table 4.12-2 also lists the type of recreation facilities provided at the center. Another community center is included in the Lions Park.

REGIONAL RECREATION FACILITIES

County-owned Regional Recreation Facilities includes 211 acres (approximately 12 percent of the total inventory) of passive open space in the southwest corner of the City along the Santa Ana River lowlands. Talbert Nature Reserve will combine with the City's Canyon and Fairview Parks to provide a unique linkage of restored and enhanced natural environments totaling over 450 acres when completed.

Another major regional open space feature which will be available to Costa Mesa residents (but not included in the above inventory) is the 140-acre Upper Newport Bay Nature Preserve, to be developed east of the City limits along Irvine Avenue, south of University Drive. Actual components include the Peter and Mary Math Interpretive Center, trails and habitat stabilization and enhancement areas.

The Friends of Harbors, Beaches and Parks (FHBP) a non-profit, charitable California corporation organized in 1997 to promote the protection, expansion and enhancement of regional recreation and open space facilities in Orange County, currently proposed the implementation of the Orange Coast River Park (OCRP). OCRP is envisioned as a coordinated mosaic of the publicly owned and future anticipated dedication of parks and open space along the Santa Ana River between the Mesa Verde residential community and the Pacific Ocean. These properties include the following:

- Costa Mesa's Fairview Park;
- The County's Talbert Nature Preserve;
- The U.S. Army Corps of Engineers restored/U.S. Fish and Wildlife Service administered ecological reserve;
- The lands to be dedicated in conjunction with the entitlement of West Newport Oil Company/Taylor-Woodrow Company development project on the remnant Banning Ranch property;
- The former Pacific Coast Freeway lands declared surplus by Caltrans (between Superior and the West Newport Oil Company Property); and

TABLE 4.12-2
OPEN SPACE AND PARK FACILITY MATRIX

Open Space and Park Sites	Acreage	Baseball	Softball	Soccer Field	Utility Field	Basketball	Playground	Tennis Courts	Handball	Volleyball	Par Course	Picnic Tables	Shelter	Restrooms	Cooking Facilities	Parking Stalls	Drinking Fountain	Sinks	Fire Ring	Stand Seating	Bleacher	Amphitheater	Lake	Gazebo	Walking Trails	Pool
Brentwood	1.45						1			1		3	1		2	•	1									
Canyon	35						1																		1	
Civic Ctr. Park	2.49											1														
Civic Center	9.48																									
Community Garden	.5																									
Del Mesa	2.46				1	1	1			1		8	1	1	2	•	1	2								
Estancia	10											4		1		47	1									
Fairview	Dev 11 Undv 200				1											102									1	
Farm Sports Park	18			6																						
Gisler	3.15						1			1		2	1			10	1		1							
Harper	1						1					2				•										
Heller	2.61				1		1					3	1	1		•	3	2								
Lindbergh	1						1					2				•	1	1								
Lions	12.61						1		6			23	1	1	1	99	2	2		470						1
Marina View	2.29				1		1					4	2			•	1									
Mesa Verde	2.66						1					4	1			•										
Paularino	2.23						1			1		2	2			–										
Pinkley	2.58				1		1					10				•	1		1							
Smallwood	3.38		1			1	1			1		3		1		•	1									
Shalimar	.16						1																			
Shiffer	6.72				1	1	2		2	2	1	6	1	1		21	1									
Moon	1.2						1					4				8	1									
Suburbia II	0.6																									
Tanager	7.42				1	1	1			2	1	2				•	1									
TeWinkle	44.67	1	2		1		1	12		1	1	22	2	3		109	4				1	1	1	1		
Maple St. Park	.5																									
Vista	6.02				1		1					10		1	1	12	1									
Wakeham	9.91			1	1	1	1			1	1	10	3	1	2	24	1		3							
Willard T. Jordan	2.48				1		1					2	1			•	1	2								
Wilson	3.45						1			1		4	1	1	2	•	1									
Wimbledon	3.36				1	1	1				1	7				•	1									
Sub-Total	410.38																									
Community Centers:																										
Balearic	9.97			2	1	2	2		2			2				32	2									
Totals:	**420.35**	**1**	**3**	**4**	**13**	**9**	**25**	**12**	**10**	**13**	**6**	**140**	**19**	**13**	**10**		**28**	**9**	**5**	**470**	**1**	**1**	**1**	**1**	**2**	**1**

• = Street – = None

- The Huntington Beach Wetlands Conservancy parcel located between Brookhurst and Beach Boulevard.

Altogether, these lands comprise approximately 1,000 acres in the central Orange County coastal area, surrounded by a highly urbanized area with a general deficit of public parks and open space.

INSTITUTIONAL USES

The inventory of institutional land uses is as varied as the entire open space and recreation inventory. Institutional uses included in this category include public and private school sites, the Orange County Fair and Exposition Center, Fairview Development Center, and Harbor Lawn Cemetery. When the specific use (i.e., cemetery) or private ownership (i.e., Vanguard University) precludes use of these sites for public recreation, they still provide the benefits of visual open space or relief from typical urban development patterns. This category is the largest component of the open space inventory, approximately 41 percent.

Schools and colleges make up nearly three-fourths (366.18 acres) of the total inventory of institutional uses (506.52 acres). Because these facilities often provide local and community level recreation needs when not in use during school hours, they play a critical role in the citywide open space and recreation inventory. These facilities can augment those provided by the neighborhood and community system and can combine, through formal joint-use agreements, to meet the overall open space and recreation needs of the community. The type and range of recreation facilities provided by each of the schools and colleges is identified in Table 4.12-3.

OPEN SPACE EASEMENT

While comprising the smallest portion of the total open space inventory (0.4 percent), the two existing open space easements provide significant open space benefits because of their location in the most densely developed section of the City. The 2.9-acre easement within Town Center provides a grassy, park-like, open space feature which bisects the development in an east-west direction. The Lakes easement (3.29 acres) provides a more urban feel of hardscape and an open water element which unifies the individual components of this mixed use area.

GOLF COURSES

The two golf courses within the City provide the final 22 percent of the total citywide open space inventory. The courses include the public Costa Mesa Golf and Country Club (238 acres) and the private Mesa Verde Country Club (136 acres). An additional 129 acres of private golf course area is provided by the Santa Ana Country Club, located outside of existing City limits but within the City's sphere of influence.

BIKEWAYS

Although not included in the open space inventory, the City's bikeway network is a significant recreation facility. The network includes a series of local bike lanes, routes and trails as well as the regional Santa Ana River Bike Trail. The bikeway system provides access between a majority of the existing local open space and recreation sites and opportunities to access surrounding regional facilities, especially local beaches. Bikeways also offer opportunities for an alternate transportation mode of commuters.

TABLE 4.12-3
SCHOOL FACILITY MATRIX

Public Schools	Acreage	Baseball	Softball	Soccer Field	Turf Area	Basketball	Multi-Use Courts	Track	Play Equipment	Climbing Apparat.	Handball	Volleyball	Tennis	Swimming Pool
Adams School	10.00			•		•								
Back Bay High School	6.00		•	•	•	•								
California School	10.00		•	•(2)	•	•	•		•	•	•			
College Park School	8.00		•	•	•	•	•		•	•	•(2)			
Costa Mesa High School	67.00	•(4)	•	•(3)	•	•	•	•			•		•(8)	•
Davis Intermediate	19.00				•	•		•						
Estancia High School	40.00	•(2)	•	•	•	•	•	•			•		•(8)	•
Harper School/Newport Mesa Support Services	2.11			•(2)	•	•	•					•		
Woodland Elementary School	10.00	•		•		•			•		•			
Kaiser School	18.00	•(2)		•(3)	•	•	•	•		•				
Killybrooke School	10.00			•	•	•				•	•			
Lindbergh School	9.20				•	•	•			•	•			
Mesa Verde School	3.00				•									
Parsons School	10.00				•									
Paularino School	9.00				•	•	•			•	•			
Pomona School	7.00			•	•	•	•			•	•			
Rea School	10.0													
Sonora School	10.00				•	•	•			•	•			
TeWinkle Inter. School	30.00	•(3)	•(2)	•(3)	•	•(4)		•				•		
Victoria School	7.00			•	•	•	•			•				
Whittier	9.00		•		•		•		•	•	•			
Wilson	9.00				•		•			•				
Woodland School	9.00				•	•	•			•				
Colleges:														
Coastline Community	9.97		•		•		•							
Orange Coast	20.00	•	•	•	•			•			•(indoor)		•(12)	•
Vanguard University	13.90	•	•	•				•						
Totals:	**366.18**	**14**	**11**	**23**	**22**	**21**	**15**	**7**	**4**	**12**	**12**	**2**	**28**	**3**

4.12.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Parks and recreational impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- 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; and/or

- 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.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impact are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.12.3 IMPACTS AND MITIGATION MEASURES

❖ **IMPLEMENTATION OF THE 2000 GENERAL PLAN COULD RESULT IN SIGNIFICANT IMPACTS TO THE ADEQUATE AVAILABILITY OF PARKLAND AND RECREATIONAL FACILITIES WITHIN THE CITY.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis:

Parkland

The Costa Mesa had a total population of 106,237 in 2000, and 410.38 acres of neighborhood and community parks. The City's standard for permanent public open space is 5.76 acres for every 1,000 residents. This figure consists of 4.26 acres dedicated to neighborhood and community parks and 1.5 acres dedicated in school yards.

In 2000, the City's available parkland does not achieve the standard of 4.26 acres per 1,000 population, and is deficient by 42.19 acres. The specific acreage regarding open space at school facilities was not available from the Newport-Mesa Unified School District, Vanguard University, Coastline Community College or Orange Coast Community College. Using an estimate that 66 percent of school facilities are used for open space purposes, the existing school facilities provide a total of 241.68 acres. In 2000, the City's available open space at school facilities exceeds the requirement of 159.36 acres, thus providing a surplus of 82.32 acres.

By 2020, the proposed 2000 General Plan increases the population in the City by 12,527 people to 118,764. Based on the parkland ratio of 4.26 acres per 1,000 population, this additional 12,527 residents would create a demand for approximately 53 additional acres of parkland Citywide. Adding the 53 acres to the approximately 42 acres, which represents the deficiency in the year 2000, results in an overall deficiency of approximately 95 acres in the year 2020. The proposed 2000 General Plan does not designate additional acreage for neighborhood and community parks, but maintains policies to acquire additional parkland. Thus, a less than significant impact in this regard would result from implementation of the proposed 2000 General Plan.

As previously mentioned, the proposed 2000 General Plan increases the population to 118,765. Based on a school yard ratio of 1.5 acres per 1,000 population, the additional 12,527 people would create a demand for approximately 18.79 acres of school yard open space. While no additional acreage increases are anticipated for school facilities, there would still be a surplus of approximately 63.53 acres of school yard open space in 2020. Thus, a less than significant impact in this regard would result from implementation of the proposed 2000 General Plan.

The shortfalls/surpluses in parkland acreage based on the City's adopted standard were noted above. Despite the shortage of land available for open space in 2020, Costa Mesa may obtain parkland though the following methods: parkland dedication requirements, specific plans, parkland lease arrangements, assessment districts, developer land dedications and exactions, and the local assistance grants.

Parkland Dedication Requirements. The parkland dedication requirements (or fees-in-lieu) in the subdivision ordinance should remain at 4.26 acres per 1,000 residents. The remaining one and one-half acres per 1,000 residents are provided at school sites.

Funds for park development are limited and financing mechanisms for future facilities must be explored. Financing options to investigate include assessment districts and developer land dedications and exactions.

California Department of Parks and Recreation Local Assistance Grants. The Local Services Section of the State Department of Parks and Recreation administers grant programs that provides funds to local and state agencies and other organizations. Grants are generally for park, recreation and resources related projects.

The passage of the "Safe Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Bond of 2000" (Proposition 12) provides funds for local assistance grants, as provided for in Sections 5096.310, 5096.331 through 5096.345 and 5096.348 of the Public Resources Code. The following grant programs to be administered by the California Department of Parks and Recreation include: 1) Grant Program for Improvement to those units of the State Park System administered by Local Agencies; 2) California Heritage Grant Program; 3) Per Capita Grant Program I (Statewide); 4) Per Capita Grant Program II (Small Cities and Districts); 5) Roberti-Z'bert-Harris Grant Program; 6) Riparian and Riverine Habitats Grant Program; 7) Non-motorized Trails Grant Program; 8) Murray-Hayden (Urban Youth Services) Grant Program; 9) Dr. Paul Chaffee Zoological Program; 10) National Marine Sanctuaries Grant Program; 11) Urban Centers and Education Grant Program; and 12) Regional Youth Soccer/Baseball Facilities Grant Program.

The City is eligible for funds through the per capita grants, and could compete for other funds such as the Roberti-Z'bert-Harris Grants.

Services and Facilities

According to the City of Costa Mesa Department of Public Services, Parks and Parkways Division, the current parks and recreational facilities are deficient in terms of service for the City. Any additional population within the City would result in an increased use on these facilities that are already in need of improvements. Thus, a significant impact in this regard would result from implementation of the proposed 2000 General Plan.

In conclusion, the policies proposed in the 2000 General Plan listed below, as well as the City's standard condition of approval regarding land dedication or in-lieu fees, would reduce the significant impacts with respect to park acreage, recreation facilities, and services to a less than significant level.

Policies in Proposed 2000 General Plan:

OSR-1A.1 Provide a minimum of 5.76 acres of permanent public open space (consisting of 4.26 acres of neighborhood and community parks and 1.5 acres in school yards) for every 1,000 residents.

OSR-1A.2 Provide maximum visibility and accessibility for future public parks by locating such facilities adjacent to existing or planned public streets.

OSR-1A.3 Encourage the acquisition of land for neighborhood or community parks for active recreational use.

OSR-1A.4 To the extent legally possible, require other local, regional, State, or Federal agencies to maintain an adequate inventory of open space lands within Costa Mesa.

OSR-1A.5 Encourage, through development rights transfers or other incentives, the development of private permanent open space, and recreation facilities to meet the needs of the City's residents.

OSR-1A.6 Encourage, through open space easements, development rights transfers or acquisition, zoning regulations, or other incentives, the long-term maintenance of existing open space lands.

OSR-1A.7 Require, through development standards and planned development review criteria, the integration of open space uses (plazas, courtyards, landscaped areas, etc.) into major commercial and industrial development or redevelopment projects.

OSR-1A.8 Continue to require, through development standards, the integration of open space and recreational uses and facilities into all multiple-family residential projects.

OSR-1A.10 Strongly encourage improved maintenance of City and school district facilities used for recreation and organized sports activities. Strongly support recreation programs that benefit the youth of the community.

OSR-1A.11 Retain all existing open space in Lions Park.

OSR-1A.12 Preserve and enhance existing wetlands areas.

OSR-1A.13 Encourage the preservation of views of coastal resources from City and County parkland and public streets within Costa Mesa.

OSR-1A.14 Through continued implementation of the Parks, Recreation and Open Space Master Plan, actively pursue the acquisition and development of pocket and neighborhood parks within park deficient areas.

OSR-1A.15 Update the Parks, Recreation and Open Space Master Plan on a regular basis.

OSR-1A.16 Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval:

- In compliance with Resolution #98-67 adopted by the City Council on July 1998, new residential developments shall comply with the established park land dedication and in-lieu fee exactions.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.12.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of policies proposed in the 2000 General Plan, along with project-specific review by the City, parkland and recreation facility impacts would be less than significant. The proposed 2000 General Plan would not result in any significant and unavoidable parkland or recreation facility impacts.

4.13 PUBLIC HEALTH AND SAFETY

This section describes the means by which hazardous materials are regulated from a federal, state and local perspective and discusses potential adverse impacts to human health and the environment due to exposure of hazards. For this EIR, the term "hazardous material" includes any material that, because of its quantity, concentration, or physical, chemical, or biological characteristics, poses a considerable present or potential hazard to human health or safety, or to the environment. It refers generally to hazardous chemicals, radioactive materials, and biohazardous materials. "Hazardous waste," a subset of hazardous material, is material that is to be abandoned, discarded, or recycled, and includes chemical, radioactive, and biohazardous waste (including medical waste).

4.13.1 ENVIRONMENTAL SETTING

REGULATORY SETTING

STATE AND FEDERAL HAZARDOUS WASTE MANAGEMENT

The Environmental Protection Agency (EPA) and the California Department of Toxic Substance Control (DTSC) have developed and continue to update lists of hazardous wastes subject to regulation. Regulation of hazardous wastes is provided on both the state and federal level.

REGIONAL HAZARDOUS WASTE MANAGEMENT

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines.

In response to the growing Statewide concern of hazardous waste management, State Assembly Bill 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to assure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

The Orange County Board of Supervisors in February 1987 (Resolution No. 87-221), authorized the preparation of the Orange County Hazardous Waste Management Plan. The final plan was adopted in January 1989 and subsequently amended in 1991. The City of Costa Mesa subsequently approved the County Plan in 1989 and the amendment in 1991. The State Department of Health Services approved the County's Plan in late 1991.

Orange County Hazardous Waste Management Plan

The Orange County Hazardous Waste Management Plan provides policy direction and action programs to address current and future hazardous waste management issues that require local responsibility and involvement in Orange County. In addition, the Plan discusses hazardous waste issues, and analyzes current and future hazardous waste generation in the County.

The purpose of the Authority is to coordinate local implementation of a regional action program to effect comprehensive hazardous waste management throughout Southern California. The action program focuses on the development of programs to equitably site needed hazardous waste management facilities; to promote on-site resource reduction, treatment and recycling; and to provide for the collection and treatment needs of small quantity hazardous waste generators.

An important component of the County Hazardous Waste Management Plan will be the monitoring of hazardous waste management facilities to ensure compliance with Federal and State hazardous waste regulations. The siting criteria and any subsequent environmental documentation required pursuant to CEQA will also ensure the mitigation of adverse impacts associated with the siting of any new hazardous waste facility.

Household Hazardous Waste Program

The County of Orange selected permanent Household Hazardous Waste collection facilities as the most appropriate method for managing this waste category. Currently, there are four Household Hazardous Waste Collection Centers that serve the county. These facilities are located in Anaheim, Huntington Beach, Irvine and San Juan Capistrano.

The City of Costa Mesa supports the County's Household Hazardous Waste Program and monitors participation of city households. If participation rates are low, the City will intensify efforts to increase public awareness and participation.

LOCAL HAZARDOUS WASTE MANAGEMENT

As the agency responsible for providing fire protection and emergency service within the City, the Costa Mesa Fire Department regulates the use and storage of hazardous materials for the City and provides emergency response to accidental release of hazardous substances. The City's Fire Department implements the State's Right-to-Know Ordinance which gives it the authority to inventory hazardous substances used by businesses.

Costa Mesa Household Hazardous Waste Element

In April 1992, Costa Mesa prepared and adopted a Household Hazardous Waste Element (HHW). This Element is consistent with the County of Orange Hazardous Waste Management Plan. The HHW supports the countywide strategy to collect and dispose of household hazardous waste from the community. The City does not incorporate an independent collection and disposal program as part of the HHW Element. The City will continue to support the County of Orange's program through public education efforts.

EXISTING HAZARDS WITHIN COSTA MESA

Hazardous materials in the City are produced by point-sources and non-point sources. Hazardous materials associated with non-point sources include waste oil, antifreeze, and other pollutants associated with motorized vehicles.

Since there are no on-site treatment facilities in Costa Mesa, hazardous waste from these businesses must be transported to appropriate waste management facilities or storage sites by certified hazardous waste hauling companies.

Since the I-405 is a major transportation corridor connecting San Diego to Los Angeles and the I-5, the transportation of hazardous waste through Costa Mesa. The U.S. Environmental Protection Agency and the U.S. Department of Transportation regulate the transportation of hazardous waste.

Superfund Sites

According to the EPA's Superfund website, www.epa.gov/superfund/sites, there are no National Priorities List (NPL) Superfund sites within the city limits. In addition, according to the California EPA, Department of Toxics Substances Control Calsites for 1998, there are approximately seven superfund sites located with the City of Costa Mesa limits.

4.13.2 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Hazards and Hazardous Material impacts resulting from the implementation of the proposed 2000 General Plan may be considered significant if they cause any of the following results:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- 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 (refer to Section 7.0, *Effects Found Not to Be Significant*);
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area (refer to Section 7.0, *Effects Found Not to Be Significant*);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan(refer to Section 7.0, *Effects Found Not to Be Significant*); and/or
- 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 (refer to Section 7.0, *Effects Found Not to Be Significant*).

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation,

it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

4.13.3 IMPACTS AND MITIGATION MEASURES

ROUTINE HAZARDOUS MATERIALS USE, GENERATION AND TRANSPORT

❖ **NEW COMMERCIAL OR INDUSTRIAL DEVELOPMENT ALLOWED UNDER IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY RESULT IN AN INCREASED RISK OF UPSET ASSOCIATED WITH THE ROUTINE USE, GENERATION, AND TRANSPORT OF HAZARDOUS MATERIALS, WHICH MAY POTENTIALLY POSE A HEALTH OR SAFETY HAZARD.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: New non-residential development that occurs in the City may result in an increase in commercial and industrial uses that use hazardous materials or generate hazardous waste. The types and quantities of hazardous materials utilized by the various types of businesses that may locate in the City would vary tremendously and, as a result, the nature of potential hazards would also be varied. Such substances can range from common automobile oil and household pesticides to chlorine, dry-cleaning solutions, ammonia, or substances used in commercial and industrial operations. Since the proposed 2000 General Plan does not include any specific development projects, no specific type of hazard associated with the use of these materials can be identified and the likelihood of a hazard presenting a serious health or safety to the public cannot be determined at this time. However, it can be generally concluded that any additional non-residential development in the City would result in an increase in the use and transport of hazardous materials and an increase in the generation of hazardous waste. The consequence of this increased presence of hazardous materials in the City is an increase in the potential for human exposure to these substances, with possible public health and safety consequences.

New businesses that locate near residential areas or within ¼-mile from a school may expose these sensitive land uses to greater risk of exposure to hazardous materials, wastes, or emissions. In most instances, a buffer in the form of a major street, channel, or intervening land use separates residential areas from industrial areas.

While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to maintain risks to acceptable levels. As described in the Setting section, there are several federal, state and local regulatory agencies that oversee hazardous materials handling and management. Oversight by the appropriate agencies and compliance with applicable regulations are considered adequate to off-set the negative effects related to the use and transport of hazardous materials in the City. In addition, the following 2000 General Plan policies and mitigation measures would further reduce hazardous materials impacts to a less than significant level.

Policies in Proposed 2000 General Plan:

LU-1F.1 Protect existing stabilized residential neighborhoods, included but not limited to mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.

LU-1F.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to

abate weed-filled yards when any of the above are deemed to constitute a heath, safety or fire hazard.

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

❖ ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS USES, STORED, OR TRANSPORTED IN THE CITY MAY RESULT IN A PUBLIC HEALTH RISK.

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: As described previously, new commercial and industrial development or the expansion of commercial and industrial uses would result in an increase in the use and transport of hazardous materials in the City. The increased use and transport of hazardous materials in the City increases the potential for accidental releases of hazardous materials. Typical incidents that may result in accidental releases of hazardous materials include leaking underground storage tanks, accidents during transport causing a "spill" of a hazardous material, and/or natural disasters causing the unauthorized release of a substance. These and other types of incidents can cause contamination or soil, surface water, and groundwater, in addition to any toxic fumes that may be generated. If not cleaned up immediately and completely, the same hazardous substances would migrate into the soil or enter a local stream channel causing contamination of soil and water. Contamination of the local groundwater table may also occur. Depending on the nature and extent of the contamination, natural habitat and wildlife may be seriously impacted and groundwater supplies may become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water may have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Accidental releases would most likely occur in the commercial and industrial areas and along transportation routes leading to and from these areas. Commercial and industrial areas are distributed through the City, but the primary concentrations of businesses are located along the San Diego and Costa Mesa Freeways in the northern portion of the City and adjacent the southwestern City boundary. Transportation routes include the Freeways and main surface streets.

The use and storage of hazardous substances is regulated by Cal-EPA, the State Water Resources Control Board, the Orange County Fire Department (Hazardous Materials Program), and the Costa Mesa Fire Department. The California Highway Patrol and the

California Department of Transportation enforce hazardous substance transportation regulations. The Costa Mesa Fire Department provides emergency response to accidental release of hazardous substances. The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous materials above a certain quantity prepare a plan which must include an inventory of hazardous substances on the premises. An Emergency Management and Prevention Plan (RMPP) may be required for businesses that use acutely hazardous substances and are located in proximity to sensitive land uses. As part of the RMPP, businesses that handle acutely hazardous materials must include a hazard and operability study (HAZOP) which analyzes potential hazards to sensitive populations in the vicinity. The Costa Mesa Fire Department oversees the submittal of Business Emergency Plans, which are intended to mitigate the potential release of a hazardous substance to minimize potential harm or damage. Oversight by the appropriate agencies and compliance with applicable regulations are considered adequate to offset the negative effects related to the accidental release of hazardous materials in the City. In addition, the following 2000 General Plan policies would further reduce hazardous materials impacts to a less than significant level.

Policies in Proposed 2000 General Plan:

LU-1F.1 Protect existing stabilized residential neighborhoods, included but not limited to mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.

LU-1F.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a heath, safety or fire hazard.

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites.

Mitigation Measures: No mitigation measures beyond the policies identified in the proposed 2000 General Plan are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

HAZARDOUS MATERIALS CONTAMINATION

❖ **DEVELOPMENT ALLOWED UNDER IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN MAY EXPOSE PEOPLE TO EXISTING AREAS OF HAZARDOUS MATERIALS CONTAMINATION DURING CONSTRUCTION ACTIVITIES DEPENDING ON THE SPECIFIC DEVELOPMENT SITE SELECTED.**

Level of Significance Before Policies/Mitigation: Potentially Significant Impact.

Impact Analysis: There are numerous sites within the City that are identified on one or more hazardous materials records list. Some of these sites may have contained or currently contain hazardous materials sources, such as leaking underground storage tanks. Hazardous materials releases from some of these sites may have affected soils and groundwater in the City. Releases that affect groundwater have the potential to migrate off each individual contamination site and onto adjacent properties and/or public right-of-way. Construction activities associated with development under the proposed 2000 General Plan may adversely disturb soils or groundwater containing hazardous concentrations of contaminants.

For those buildings to be removed as a result of the 2000 General Plan redevelopment, which were constructed prior to 1978, the potential for asbestos containing material (ACM) and/or lead-based paint to be found on-site is likely. Demolition of these structures may produce solid waste containing asbestos and/or lead-based paint. Improper handling and disposal of asbestos and/or lead-based paint associated with demolition waste may pose a potential health risk to people.

Future projects resulting from development of the 2000 General Plan shall be required to comply with all applicable local, state and federal regulations and policies regarding hazardous materials. Required hazardous materials review may include additional analyses of hazardous materials records and/or preparation of an Environmental Site Assessment (ESA) to identify and document potential health risks as a result of the presence of hazardous materials in the vicinity of the site, in accordance with American Society for Testing and Materials (ASTM) Standard Practice E 1527-94. In addition, the following 2000 General Plan policies and mitigation measures would further reduce hazardous materials impacts to a less than significant level.

Policies in Proposed 2000 General Plan:

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites.

City Conditions of Approval: Future development projects shall be subject to the following conditions of approval.

- Prior to construction of development projects, a Phase I hazardous materials review shall be conducted for each project which includes, or is potentially affected by, a property identified in local, state or federal records as containing a hazardous materials issue. Depending on the results of this study, further investigation and remediation may be required in accordance with local, state, and federal regulations and policies.

- If during demolition of any building, paint is separated from the building material (e.g. chemically or physically), the paint waste will be evaluated independently form the building material by a qualified hazardous materials inspector to determine its proper

management. All hazardous materials shall be handled and disposed of in accordance with local, state and federal regulations.

- Prior to any demolition work, buildings built prior to 1978 shall be sampled as part of an asbestos survey in compliance with the National Emission Standards For Hazardous Air Pollutants (NESHAP). Those buildings built after 1978 shall be inspected for compliance with the NESHAP. If asbestos is found in the building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials (ACMs) shall be performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant. Asbestos shall be removed and disposed of in compliance with applicable state laws.

Mitigation Measures: No mitigation measures beyond the policies ident'fied in the proposed 2000 General Plan or standard conditions of approval are required.

Level of Significance After Policies/Mitigation: Less Than Significant Impact.

4.13.4 UNAVOIDABLE SIGNIFICANT IMPACTS

With implementation of policies proposed in the 2000 General Plan listed above, public health and safety impacts would not be significant. The proposed 2000 General Plan would not result in any significant and unavoidable public health and safety impacts.

4.14 CUMULATIVE IMPACTS

This section of the EIR analyzes potential impacts of reasonably foreseeable growth in combination with the proposed 2000 General Plan.

4.14.1 INTRODUCTION

The CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts ...". The CEQA Guidelines Section 15130, as revised October 26, 1998, states that the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great a detail as is provided for the effects attributable to the Plan alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary in an adequate discussion of cumulative impacts:

(1) Either:

a. A list of relevant past, present and probable future projects, producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or

b. A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

1. When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resources being examined, the location of the project and its type...

2. "Probable future projects" may be limited to those projects requiring an agency approval for an application which has been received at the time the notice of preparation is released, unless abandoned by the applicant; projects included in an adopted capital improvements program, general plan, regional transportation plan, or other similar plan; projects included in a summary of projections or projects (or development areas designated) in a previously approved project (e.g., a subdivision); or those public agency projects for which money has been budgeted.

3. Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

(2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.

(3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigation or avoiding the project's contribution to any significant cumulative effects.

(4) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

Cumulative impacts may be discussed in terms of General Plan impacts, in combination with impacts anticipated for future development (including approved and planned development within the City and surrounding affected area). The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality, or local, such as noise.

Quantification can be difficult for cumulative impacts, as it requires speculative estimates of impacts including, but not limited to, the following: the geographic diversity of impacts (impacts of future development may affect different areas); variations in time of impacts; and data for year 2020 projections may change following subsequent approvals. However, every attempt has been made herein to make sound qualitative judgements of the combined effects of, and relationship between, land uses and potential impacts.

This EIR assesses the overall environmental effects of the proposed 2000 General Plan at a program level of detail. This EIR evaluates the overall (cumulative) effects of 2020 development in accordance with the land use designations, land use assumptions, and all goals, objectives, policies, and implementing strategies contained in the proposed 2000 General Plan. Therefore, the environmental analyses in Sections 4.1 through 4.13 of this EIR addressed the cumulative effects of development within the City and Sphere of Influence.

In compliance with CEQA Guidelines Section 15130(1)(b), this Section describes the environmental effects of the proposed 2000 General Plan in combination with the effects of regional growth, as forecasted in the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG), and the OCP-2000 Projections, as forecasted by the Center for Demographic Research, California State University, Fullerton.

There are approximately 106,237 residents located within the City of Costa Mesa in the year 2000. These residents receive public services from the public agencies discussed in Section 4.11. Since the City is substantially built out, the ultimate City population under General Plan Update would not be expected to substantially increase. The City of Costa Mesa is anticipated to accommodate a population of 118,764 in the year 2020, which represents an approximately 12 percent increase over 20 years. Therefore, an additional 12,527 residents are anticipated in the City by 2020.

The Southern California Association of Governments (SCAG) projects that Orange County's population is estimated to grow from 2,859,100 in 2000 to approximately 3,244,800 in year 2020. This would represent an increase in population of approximately 385,700 people over this time period. The number of households in Orange County is projected to increase from approximately 910,100 in the year 2000 to approximately 1,102,300 in the year 2020. The number of jobs in Orange County is projected to increase from approximately 1,381,700 in year 2000 to 2,116,600 in year 2020.

4.14.2 CUMULATIVE ANALYSIS

Potential cumulative impacts of the proposed 2000 General Plan, in combination with SCAG and OCP-2000 projections, as described in Section 4.14.1, are discussed below. Pursuant to Section 15355(b) of the CEQA Guidelines, "The cumulative impact...is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects."

Cumulative development associated with the proposed 2000 General Plan and future growth within Orange County would result in potential impacts to land use; population, employment, and housing; aesthetics; transportation/circulation; air quality; noise; geology and seismic hazards; hydrology and drainage; biological resources; cultural resources; public services and utilities; parks/recreation/trails; and public health and safety.

LAND USE

The proposed 2000 General Plan would involve no major modifications to the existing land use designations (categories) within the City, and only one minor land use designation change for a 0.34-acre parcel. However, development in the year 2020 associated the proposed 2000 General Plan would contribute to a cumulative influence on proposed land uses in the City, as scattered adjacent parcels in the vicinity are vacant and/or underutilized and may be included in future development and/or redevelopment activity. The increased utilization of these areas is not necessarily a negative influence, as cumulative projects may revitalize underutilized areas within the region.

On a project-by-project basis under the proposed 2000 General Plan, any new development would result in the loss of vacant open space areas and increased human activity in the City. Because the proposed 2000 General Plan would result in less than significant land use impacts, and due to the fact that all future projects would be required to mitigate their respective land use impacts, the incremental impact of the proposed 2000 General Plan, when considered in combination with development of the region, would not cause cumulatively significant impacts related to land use.

POPULATION, EMPLOYMENT AND HOUSING

Population, housing and employment trend data relevant to the City of Costa Mesa, County of Orange and region extending into the year 2020 is provided in Table 4.2-1 in this EIR. Current projections shown in Table 4.2-1 represent the numeric interpretation of the 1990 Costa Mesa General Plan, County General Plan and regional plans. The proposed 2000 General Plan is intended to refine the policies for future growth within the City of Costa Mesa. Orange County projections include these considerations and account for the proposed development within the City and sphere of influence area; thus no significant cumulative impacts are expected.

As shown in Table 4.2-1, the central Orange County region is anticipating moderate growth over the next 20 years. The proposed 2000 General Plan would contribute to regional growth with respect to population, housing and employment. However, implementation of the proposed 2000 General Plan would not significantly alter regional growth rates because the anticipated growth has been included in both County (OCP-2000) and regional (SCAG) projections. Growth in general may have the potential to result in other significant environmental consequences. However, those issues are addressed elsewhere in this EIR.

AESTHETICS

Costa Mesa and the surrounding area is considered primarily a developed community. New development in the City and the region would intensify the urban character of the region. However, implementation of the goals and policies of the Community Design Element of the proposed 2000 General Plan would serve to enhance the physical setting within the City. New development, on a project-by-project basis, within Costa Mesa and in surrounding cities would be required to undergo design review by its local jurisdiction to ensure compatibility with the surrounding land uses. Therefore, the proposed 2000 General Plan would not result in significant cumulative aesthetic impacts.

TRANSPORTATION/CIRCULATION

The proposed 2000 General Plan traffic analysis considers the impacts of traffic traveling through, as well as within the City of Costa Mesa. Future cumulative travel patterns within and through the City of Costa Mesa would be directly influenced by changes to the surrounding regional transportation system. Implementation of the proposed 2000 General Plan would result in no direct impacts to roadway segment capacity within the City. This conclusion is based upon an assumption that the Gisler Avenue Bridge will be subsequently deleted from the City's Master Plan of Highways. However, at the present time, the Gisler Avenue Bridge is included on both the OCTA MPAH and the City's MPH.

Gisler Avenue, west of Harbor Boulevard, is forecast to exceed capacity, with a volume of 30,000 ADT on a segment with a capacity of 25,000 ADT. This forecast includes the proposed Gisler Bridge over the Santa Ana River, which adds approximately 8,000 ADT to Gisler Avenue and is a major contributing factor to the exceedance of Gisler Avenue's capacity in the future. The City of Costa Mesa is opposed to the construction of the Gisler Avenue and 19th Street bridges over the Santa Ana River and would like to have these segments of roadway removed from the OCTA MPAH and the City's MPH. In order to accomplish this, a multi-jurisdictional study, the Santa Ana River Crossing Study (SARX), is currently evaluating the impacts of these bridge deletions from the OCTA MPAH. When the SARX study is completed and approved, appropriate updates would be made to the City's MPH in accordance with the OCTA MPAH.

Since this proposed bridge is likely to be deleted from the City's Master Plan of Highways, the deficiency shown above would likely not occur. Without construction of the proposed bridge, Gisler Avenue, west of Harbor Boulevard would operate at approximately 21,000 ADT in 2020, which is under the capacity of 25,000 ADT.

It is noted that since the fate of the proposed Gisler Bridge is unknown, this impact would remain cumulatively significant and unavoidable until the proposed bridge is omitted from the County's MPAH and the City's MPH. Once the proposed Gisler Bridge is omitted from the County's MPAH and the City's MPH, cumulative traffic impacts for this one roadway segment would be less than significant.

AIR QUALITY

The proposed 2000 General Plan, in conjunction with cumulative development in the region, would contribute to increased air pollutant emissions. The proposed 2000 General Plan proposes the development of available (vacant and underutilized) areas within Costa Mesa. Development would include infill construction, and the buildout of existing specific plan areas and areas designated for development. The proposed 2000 General Plan includes measures intended to minimize the necessity and length of vehicular trips. Additionally, the proposed 2000 General Plan includes measures to minimize stationary source emissions. On a regional basis, the South Coast Air Quality Management District has addressed mitigation of

air quality impacts. However, with mitigation, cumulative air quality impacts are anticipated to be potentially significant.

NOISE

Increased traffic volumes resulting from proposed 2000 General Plan development and development of surrounding municipalities in the County are anticipated to result in cumulatively substantial increases in vehicular noise levels along major thoroughfares in the area. Although residences and other sensitive land uses located along these segments may be currently impacted by existing traffic noise, future conditions would be expected to further such impacts. However, since the proposed 2000 General Plan involves no major modifications to the existing land use designations (categories) within the City, and only one minor land use designation change for a 0.34-acre parcel, it would not directly result in increased traffic noise in the area.

In addition to traffic noise, future projects under the proposed 2000 General Plan would increase the ambient noise levels within the City as a result of short-term construction activities and long-term operations. In order to mitigate adverse noise impacts, development proposals would continue to be reviewed for compliance with criteria set forth in the proposed 2000 General Plan. Acoustical studies shall be required and noise attenuation features incorporated into new development where necessary to comply with specific interior and exterior noise levels. Future projects under regional buildout conditions would be required to satisfy the similar noise criteria and requirements of the municipality in which such projects are undertaken. The incremental impact of the proposed 2000 General Plan when considered in combination with regional buildout would therefore be less than significant.

GEOLOGY AND SEISMIC HAZARDS

Future development in the region would encounter geologic and seismic risks based on their individual site constraints. The geologic impacts of developing individual projects would be specific to each site and would not combine to cause cumulative impacts.

Increased development densities in the surrounding areas could expose more persons and property to potential impacts due to seismic activity and expansive or otherwise unstable soils. However, on a project-by-project basis, construction in accordance with the standards of the Uniform Building Code would reduce the cumulative potential for structural damage due to seismic activity to the maximum extent feasible.

HYDROLOGY AND DRAINAGE

Future projects implemented under the proposed 2000 General Plan, and other regional projects, would increase the amount of impervious surfaces in the region. Increased amounts of impervious surfaces in the region would interfere with groundwater recharge, as the percolation rate of precipitation into groundwater aquifers would be reduced. Further, alterations of site topography as a result of future projects undertaken in compliance with the proposed 2000 General Plan would result in modified drainage patterns that could result in erosion or siltation. Additionally, runoff from graded surfaces and soil accumulations in new driveways and parking lots would increase sedimentation and pollutants in storm water which ultimately flows to Newport Bay. However, as described in Section 4.8 of this EIR, implementation of proposed 2000 General Plan policies would reduce the 2000 General Plan impacts related to hydrology and drainage to a less than significant level.

Cumulative development in the region under SCAG's 2020 projections would result in alterations to the drainage pattern and flow rates. Impacts would be mitigated on a project-by-project basis because each project would be required to be designed to minimize both the

volume and velocity of surface runoff through proper design of subsurface drains, on-site retention, appropriate grading and landscaping programs. Also, with implementation of regional drainage plans, cumulative impacts upon drainage and flood control are not anticipated to be significant. As such, the incremental contribution of the proposed 2000 General Plan to potential hydrologic impacts would be considered less than significant.

BIOLOGICAL RESOURCES

Given the built-out nature of the City, along with limited opportunities for species to establish in undisturbed areas, no significant cumulative effects are anticipated to plant or animal species. New development would be subject to environmental review and required to mitigate any biological resource impacts on a project-by-project basis.

CULTURAL RESOURCES

Future development in the region may encounter cultural resources. The cultural resource impacts of developing individual projects proposed under the proposed 2000 General Plan would be specific to each site and would not combine to cause cumulative impacts. New development would be required to comply with existing federal and state laws protecting archaeological, paleontological and historic resources on a project-by-project basis. Significant artifacts would be appropriately archived as they are recovered.

PUBLIC SERVICES AND UTILITIES

Future projects proposed under the proposed 2000 General Plan would generate residents which would further burden elementary, intermediate and high schools, as well as other public services and utilities, and would therefore result in potentially significant impacts on such services and facilities. Projects implemented under the proposed 2000 General Plan would be required to pay school fees in proportion to the square footage of the development as mitigation for these impacts. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative schools impacts by providing funding for new and/or renovated schools equipment and facilities.

On a project-by-project basis, development of future projects in the region, as well as under the proposed 2000 General Plan, may result in increased demands upon existing public facilities and services. However, as described in Section 4.11 of this EIR, the proposed 2000 General Plan would not substantially lower the current level of service of the respective public service departments after implementation of policies and/or mitigation measures. Future projects would be required to mitigate impacts on public facilities and services through the direct provision of such facilities, the payment of fees, or other project-specific mitigation measures. 2020 development associated with the proposed 2000 General Plan would not approach regional constraints or limits related to water supply, wastewater treatment, electricity and natural gas, or landfill capacity due to the sufficient remaining capacity of such services (refer to Section 4.11 of this EIR). As such, the incremental contribution of the proposed 2000 General Plan to public facilities and services impacts, when combined with other regional projects, would result in a less than significant cumulative impact.

PUBLIC HEALTH AND SAFETY

Extensive Federal, State, and local regulations guide the use, disposal and transport of hazardous materials. These regulations, which are rigorously enforced at all levels of government, combined with the planning and environmental review practices of local governments and continued pollution prevention practices by industry are considered adequate to offset potentially significant cumulative impacts.

SECTION 5.0
ALTERNATIVES TO THE PROPOSED ACTION

5.1 INTRODUCTION

CEQA requires EIRs to discuss a range of reasonable alternatives to a project, or to the project location, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives (CEQA Guidelines, Section 15126.6(a)). This section describes alternatives which satisfy these two criteria, i.e., alternatives which both: (a) attain most of the project's basic objectives; and, (b) substantially lessen the project's potentially significant environmental effects. Pursuant to Section 15126.6 (f)(1) of the CEQA Guidelines, *among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).* Although these factors do not present a strict limit on the scope of reasonable alternatives to be considered, they help establish the context in which "the rule of reason" is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making.

This alternatives analysis is directed toward identifying ways to accomplish project objectives, while minimizing or avoiding any significant environmental effects.

This alternatives analysis differs from most, because the proposed project (the 2000 General Plan) is a technical update and reformat of the 1990 General Plan. No changes in land use intensity, land use designations or substantial changes to adopted goals, objectives or policies are proposed in the 2000 General Plan. As such, the range of feasible alternatives that reduce significant effects of the proposed project are limited. Also, an extensive range of alternatives was evaluated as part of the review and adoption of the 1990 General Plan. These alternatives are summarized to provide background information for this technical update. Finally, an alternative that addresses a concurrent General Plan Amendment for the Segerstrom Home Ranch is included to provide and identify impacts of this project on the 2000 General Plan.

ALTERNATIVES ANALYZED IN 1990 GENERAL PLAN EIR

A range of alternatives was analyzed in the Final 1990 General Plan EIR. The four alternatives to the Draft 1990 General Plan addressed in the Final 1990 General Plan EIR included: 1) No Project Alternative, 2) General Plan Steering Committee Alternative, 3) Costa Mesa Residents for Responsible Growth Alternative and 4) No City Growth Plus Future Regional Growth Alternative.

NO PROJECT ALTERNATIVE

The first alternative, the No Project Alternative, would correspond to a decision not to update the 1981 General Plan. Impacts of such a decision would result in noncompliance with the

State law that mandated an amendment to the Housing Element by July 1, 1989. In addition, without an amendment to the 1981 General Plan, more specific building intensities would not be established for the commercial, industrial and institutional land use designations.

The Final 1990 General Plan EIR concluded that the No Project Alternative was not a reasonable alternative to the Draft 1990 General Plan for the following reasons: 1) the 1981 General Plan Land Use Map contained numerous General Plan and zoning inconsistencies, 2) the 1981 General Plan included a marina in the City's coastal area, 3) would not update the technical background information in the 1981 General Plan, 4) did not meet State requirements for establishing nonresidential building intensities, and 5) was not a comprehensive policy document reflecting present needs of the community from 1990 to 2010.

GENERAL PLAN STEERING COMMITTEE RECOMMENDATIONS ALTERNATIVE

Alternative Two, General Plan Steering Committee Recommendations, was generated by the General Plan Steering Committee in October 1989 after their review of the previous Draft General Plan. The densities proposed under this alternative reduced development potential in most General Plan land use categories. This alternative proposed reducing the density in the Low, Medium and High Density Residential categories, as well as reducing the Floor Area Ratio (FAR) in the Commercial, Industrial and Institutional categories.

The Final 1990 General Plan EIR concluded that this alternative was reasonable in that it meets the State law requirements. However, despite an overall decrease in population, housing and employment, the impacts associated with this alternative did not require mitigation measures that were significantly different or less environmentally significant than those associated with the Draft 1990 General Plan. The mitigation measures for this alternative would be the same as those for the Draft 1990 General Plan for the following issue areas: geology/soils, hydrology, biological resources, cultural resources, land use, housing/employment/population, air quality, noise, sewer/wastewater, water, solid waste/hazardous waste, natural gas and electricity/energy, police services, fire services, education, parks, and coastal resources.

The Final 1990 General Plan EIR also concluded that Alternative Two did identify additional areas for the preservation of single-family homes when compared to the Draft 1990 General Plan. However, this Alternative reduced the ability of the City to provide additional housing by 5,300 dwelling units when compared to the Draft 1990 General Plan.

Also, the incremental decreases in traffic volumes associated with this Alternative would result in fewer modifications to the Master Plan of Highways. However, the major projects on the Master Plan of Highways would still be required, such as the completion of the Costa Mesa Freeway, the widening of Wilson Street, East 19th Street, 22nd Street, etc.

COSTA MESA RESIDENTS FOR RESPONSIBLE GROWTH RECOMMENDATIONS ALTERNATIVE

Alternative Three, Costa Mesa Residents for Responsible Growth Recommendations, was generated by the Costa Mesa Residents for Responsible Growth (CMRRG) in August 1989 after their review of the Draft General Plan and Draft EIR #1043. This Alternative was similar to Alternative Two above, with the exception of an additional reduction in the High Density Residential, Commercial Center and Public/Semi-Public land use categories. In addition, this Alternative did not include the Urban Center Mixed Use category. Instead, this Alternative proposed the Urban Center Commercial category.

The Final 1990 General Plan EIR concluded that Alternative Three, as recommended by the citizens group, was reasonable in that is meets State law requirements similar to Alternative Two.

In addition, the Final 1990 General Plan EIR concluded that despite an overall decrease in population, employment and housing, the impacts associated with Alternative Three did not require mitigation measures that were significantly different or less environmentally significant than those associated with the Draft 1990 General Plan. The mitigation measures for this Alternative would be the same as those for the Draft 1990 General Plan for the following issue areas: geology/soils, hydrology, biological resources, cultural resources, land use, housing/employment/population, air quality, noise, sewer/wastewater, water, solid waste/hazardous waste, natural gas and electricity/energy, police services, fire services, education, parks, and coastal resources.

Also, the incremental decreases in traffic volumes associated with Alternative Three would still require additional circulation improvements, although some minor intersection improvements would not be required. However, the major projects on the Master Plan of Highways would still be required, such as the completion of the Costa Mesa Freeway, the widening of Wilson Street, East 19th Street, 22nd Street, etc.

NO CITY GROWTH PLUS FUTURE REGIONAL GROWTH ALTERNATIVE

Alternative Four, No City Growth Plus Future Regional Growth, assumed that the City had reached buildout conditions and no more growth would occur. However, since the City of Costa Mesa is surrounded by cities that use Costa Mesa's circulation system and which are expecting to grow through the life of the General Plan, impacts beyond "existing conditions" would still occur in areas such as traffic, air quality and noise.

The Final 1990 General Plan EIR concluded that Alternative Four was environmentally superior due to the fact that it holds all development within the City to "existing conditions." However, this Alternative was not feasible from a practical or legal standpoint. The City may have faced "taking" claims on all of the vacant or underdeveloped property in the City. Also, this Alternative would not permit the City to meet affordable housing and regional housing needs.

In addition, the Final 1990 General Plan EIR concluded that increased traffic levels with corresponding noise and air quality impacts would occur as a result of growth in the surrounding areas and additional circulation improvements beyond "existing conditions" would still be required in the City to accommodate regional growth.

Also, Alternative Four was contrary to the stated objective of the project, which was to adopt a General Plan that guides the growth and development of the City is an orderly fashion through the 1990s.

1990 GENERAL PLAN EIR ALTERNATIVES ANALYSIS CONCLUSIONS

Four alternatives to the Draft 1990 General Plan were analyzed in the Final 1990 General Plan EIR: the "No Project" Alternative as required by CEQA, two reduced density alternatives as proposed by the City's General Plan Steering Committee and a citizen's group (Costa Mesa Residents for Responsible Growth), and an alternative that does not permit any additional growth in the City. Table 5-1, *1990 General Plan and Alternatives Density/Building Intensity Standards*, summarizes the various aspects of these alternatives and the Draft 1990 General Plan.

Of the four alternatives, only the reduced density alternatives (Alternative Two and Alternative Three) were determined to be reasonable and environmentally superior to the Draft 1990 General Plan. Ultimately, the City adopted a somewhat modified version of Alternative Two as the Final 1990 General Plan. The adopted 1990 General Plan most closely reflects the land use intensities presented in Alternative Two.

ALTERNATIVES ANALYSIS IN THE 2000 GENERAL PLAN EIR

The development of the alternatives for this EIR included a review of alternatives in the Final 1990 General Plan EIR. The feasibility of carrying forward any or all of the alternatives in the Final 1990 General Plan EIR into the 2000 General Plan EIR was reviewed. It was determined that a more current version of the No Project/No Build Alternative (No City Growth Plus Regional Growth) would be included in the 2000 General Plan EIR to comply with CEQA, but Alternatives Two and Three would not be included in the 2000 General Plan EIR.

After determining the feasibility of using alternatives from the Final 1990 General Plan EIR, the identification of alternatives to the proposed 2000 General Plan was undertaken with the City of Costa Mesa. The development of new and feasible alternatives included a review and consideration of the objectives established for the 2000 General Plan and General Plan EIR, which are restated from Section 3.3 below.

The following three alternatives have been identified for detailed analysis in this section:

- No Project/No Build (No City Growth Plus Regional Growth);
- No Project/Existing (1990) General Plan Alternative; and
- 2000 General Plan Plus Home Ranch Alternative.

The potentially significant impacts associated with implementation of the proposed 2000 General Plan are set forth in Section 4.0 of this EIR. The proposed 2000 General Plan would result in significant and unavoidable impacts in regards to transportation/circulation, noise, and air quality. All other potentially significant impacts can be mitigated to less than significant levels with implementation of the identified mitigation measures and policies proposed in the 2000 General Plan. This section considers alternatives to otherwise avoid or minimize these impacts.

The analysis of alternatives includes the assumption that all applicable mitigation measures associated with the proposed 2000 General Plan would be implemented with the appropriate alternatives. However, applicable mitigation measures and policies have been incorporated to reduce or avoid the potential impacts of the alternative under consideration, and may not precisely match those identified for the Plan. A description of each alternative and a comparative environmental evaluation to the identified impacts of the proposed 2000 General Plan begins on page 5-6.

TABLE 5-1
DRAFT 1990 GENERAL PLAN AND ALTERNATIVES
DENSITY/BUILDING INTENSITY STANDARDS

Land Use Designation	Draft 1990 General Plan	Alternative One No Project	Alternative Two Steering Committee	Alternative Three CMRRC	No City Growth Plus Future Regional Growth Alternative Four
Low Density Residential	< 8 units/ac	< 8 units/ac	6 – 8 units/ac	< 6 units/ac	Existing Conditions
Medium Density Residential	≤ 15 units/ac	8 – 15 units/ac	8 – 12 units/ac	6 – 12 units/ac	Existing Conditions
High Density Residential	≤ 25 units/ac	15 – 30 units/ac	12 – 20 units/ac	12 – 24 units/ac	Existing Conditions
Urban Center Residential	*	30 – 50 units/ac	*	*	Existing Conditions
Neighborhood Commercial	0.45 FAR	**	0.25 FAR Retail 0.35 FAR Office	0.25 FAR Retail 0.30 FAR Office	Existing Conditions
General Commercial	0.50 FAR	**	0.30 FAR Retail 0.40 FAR Office	0.30 FAR Retail 0.35 FAR Office	Existing Conditions
Commercial Center	0.75 FAR	**	0.35 FAR Retail 0.45 FAR Office	0.30 FAR Retail 0.45 FAR Office	Existing Conditions
Urban Center Mixed Use	1.15 FAR	*	*	*	*
Urban Center Commercial	1.15 FAR	*	0.50 FAR Retail 0.60 FAR Office	0.45 FAR Retail 0.65 FAR Office Plus Residential	*
Cultural Arts Center	1.77 FAR	*	*	*	*
Regional Commercial	0.70 FAR	*	*	*	*
Business Park Mixed Use	0.47 FAR	*	*	*	*
Light Industry	0.40 FAR	**	0.35 FAR	0.35 FAR	Existing Conditions
Industrial Park	0.45 FAR	**	0.40 FAR	0.40 FAR	Existing Conditions
Public/Semi-Public	< 0.30 FAR	**	0.25 FAR	0.25 FAR	Existing Conditions
Golf Course	< 0.01 FAR	**	< 0.01 FAR	< 0.01 FAR	Existing Conditions
Fairgrounds	< 0.30 FAR	*	*	*	*

Notes:
* Designation not included in alternative.
** No FAR established in alternative.

2000 GENERAL PLAN AND GENERAL PLAN EIR OBJECTIVES

The City of Costa Mesa's objectives for the 2000 General Plan and General Plan EIR are as follows:

- Update the City's environmental baseline conditions to the year 2000.
- Update the General Plan development projections for the year 2020, including projections for dwelling units, non-residential square footage, population and employment.
- Review 1990 General Plan goals and policies for relevancy completion and applicability for the future long-term development in the City of Costa Mesa.
- Conform with Section 21000 et. seq. of CEQA, which requires that environmental impacts be addressed and mitigated.
- Prepare and certify a General Plan EIR (Program EIR) that will serve as a first tier environmental document, consistent with the requirements of Section 15152 of the CEQA Guidelines.
- Provide a basis for informative decisions when considering the 2020 development associated with implementation of the 2000 General Plan in the City of Costa Mesa.
- Provide a legally defensible environmental foundation upon which decisions may be evaluated and justified.

5.2 NO PROJECT/NO BUILD (NO CITY GROWTH PLUS REGIONAL GROWTH)

5.2.1 DESCRIPTION

The No Project/No Build (No City Growth Plus Regional Growth) Alternative would maintain the status quo of existing land use conditions and levels of development in the City of Costa Mesa, with no additional development permitted. Land use designations under the No Project/No Build Alternative would be identical to those under the proposed 2000 General Plan. However, any development that would occur as part of implementation of the proposed 2000 General Plan would not occur under this alternative. By definition, this alternative prohibits issuance of building permits for new residential units or additional non-residential square footage. However, the City of Costa Mesa would continue to be impacted by growth occurring in surrounding cities. This regional growth would result in impacts beyond "existing conditions" in such topic areas as traffic, air quality, noise, and public services and utilities.

5.2.2 IMPACT EVALUATION

LAND USE

The No Project/No Build Alternative would not result in any changes to existing land uses or development levels within the City of Costa Mesa. Under this alternative, the 210 acres of vacant land would remain undeveloped. The vacant land is within an established urban area and represents an opportunity for infill development. However, under this alternative infill

development is not a feasible opportunity. Nor is the opportunity for "underdeveloped" parcels to expand the use or construct a new use on the site. In this regard, the No Project/No Build Alternative is considered environmentally inferior to the proposed 2000 General Plan.

POPULATION, EMPLOYMENT, AND HOUSING

This alternative would result in the City neglecting its obligation to maintain a current Housing Element, which must include the City's plan for attempting to meet its share of the region's future housing needs. The City's quantified objectives for 1998 to 2005 include the provision of 1,160 dwelling units for very-low, low, moderate and above-moderate income levels. Of the 1,160 units, 809 have been allocated to new construction, 238 for rehabilitation and 113 for preservation. Under the No Project/No Build Alternative, the City of Costa Mesa would not develop any additional housing units, which would not allow the City to meet its quantified objectives for housing as outlined in the Housing Element. Opportunities to increase employment within the City would be also lost with this alternative, as no additional development in the City would occur. In this regard, the No Project/No Build Alternative is considered environmentally inferior to the proposed 2000 General Plan.

AESTHETICS

The No Project/No Build Alternative would result in no net change to the landform and visual character of the area given that no additional development beyond existing levels would be permitted. General Plan goals and policies addressing aesthetics and light and glare, as well as development standards specified in other planning documents, such as adopted Specific Plans, would not be applied given that no new development would be permitted under this alternative. Thus, the aesthetic character of the City would remain the same as its exists today. In this regard, the No Project/No Build Alternative is considered environmentally inferior to the proposed 2000 General Plan.

TRANSPORTATION/CIRCULATION

In 2000, four roadway segments within Costa Mesa have traffic volumes that exceed the capacity of the roadway. These road segments include: 1) Victoria Street west of Placentia Avenue, 2) Newport Boulevard north of 17th Street, 3) Newport Boulevard south of 19th Street, and 4) Newport Boulevard south of Harbor Boulevard.

The City of Costa Mesa is surrounded by cities that currently use the City's circulation system as part of their regional transportation system. These surrounding cities are anticipating additional growth through the life of the General Plan, which would result in additional regional traffic on the City's transportation system. However, under this alternative the City of Costa Mesa does not anticipate any new development. Also, this alternative assumes that the current conditions of roadway segments and intersections within the City would remain the same as existing conditions with no future improvements. Therefore, the No Project/No Build Alternative is considered environmentally inferior to the proposed 2000 General Plan in regards to transportation/circulation impacts.

AIR QUALITY

The No Project/No Build Alternative would reduce potential air quality impacts associated with increased traffic from the proposed 2000 General Plan. While this alternative does not include new traffic from the proposed 2000 General Plan, the City would continue to be impacted by regional traffic on the existing circulation system. The regional traffic would create additional trips and thus, additional air quality impacts over existing conditions that would impact residents of Costa Mesa.

The proposed 2000 General Plan is intended to promote the mix of housing and employment opportunities in the City, which may reduce the number and length of vehicle trips in the City and the region. Additionally, the proposed 2000 General Plan would not result in land use designation changes that would expose people to odorous emissions, toxic air contaminants, or other air contaminants. Thus, the No Project/No Build Alternative is considered environmentally inferior to the proposed 2000 General Plan in regards to air quality.

NOISE

Noise impacts associated with the No Project/No Build Alternative would be less than for the proposed 2000 General Plan, given that no new development and its associated vehicle trips would increase existing noise levels in the City. However, it should be noted that there are some instances of noise standard exceedance in the City. These situations would not be mitigated and would continue under this alternative.

While this alternative does not include new traffic from the proposed 2000 General Plan, the City would continue to be impacted by regional traffic on the existing circulation system. The regional traffic would create additional trips and thus, additional noise impacts over existing conditions that would impact residents of Costa Mesa.

Given that the proposed 2000 General Plan includes goals and policies to address noise impacts to sensitive uses and to address project-specific noise impacts, the No Project/No Build Alternative is considered environmentally inferior to the proposed 2000 General Plan.

GEOLOGY

As no new development would occur under this alternative, impacts such as an increase in the number of structures and/or people potentially exposed to geologic and seismic hazards would not occur. Development under the proposed 2000 General Plan would result in a small increase in the number of people in Costa Mesa, and approximately 210 acres of vacant land that would eventually be developed. As such, a slight increase in geologic and seismic impacts would occur if the proposed 2000 General Plan were implemented rather than the No Project/No Build Alternative. However, all geologic and seismic impacts associated with the proposed 2000 General Plan would be less than significant. In this regard, the No Project/No Build Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

HYDROLOGY AND DRAINAGE

Implementation of this alternative would result in no new or additional development that could be impacted by potential hydrology and drainage hazards (i.e., flood hazards). The demand for the City's water supply would remain stable, since no new development would occur. Development under the proposed 2000 General Plan would result in a slight increase in the population of the City, resulting in a corresponding increase in the demand for water. The No Project/No Build Alternative would result in less impacts to hydrology and drainage than the proposed 2000 General Plan in regards to the City's water supply.

However, all hydrology and drainage impacts associated with the proposed 2000 General Plan would be less than significant. The proposed 2000 General Plan includes policies that encourage the wise use of the City's water supply. These would not be implemented under the No Project/No Build Alternative. Additionally, proposed policies regarding the construction of necessary storm drain improvements to eliminate potential flood hazards would also not be implemented. Therefore, in regards to potential hydrology and drainage impacts, this alternative is considered environmentally inferior to the proposed 2000 General Plan.

BIOLOGICAL RESOURCES

Impacts associated with biological resources would be similar for this alternative as compared to the potential impacts under the proposed 2000 General Plan. Therefore, in regards to potential impacts on biological resources, the No Project/No Build Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

CULTURAL RESOURCES

Under this alternative, impacts to existing cultural resources would be reduced from the proposed 2000 General Plan because no additional development would occur. In regards to cultural resources, the No Project/No Build Alternative is considered environmentally superior to the proposed 2000 General Plan.

PUBLIC SERVICES AND UTILITIES

Generally, the level of service and demand for service would remain similar to what currently exists in the City. No additional impacts to services are anticipated if no further development was to occur. However, there is the potential for growth occurring in the region to impact the quality of public services and utilities currently provided in the City. While the full extent of impacts to public services and utilities from regional growth can not be determined, it is estimated that the impact would be less than that anticipated under the proposed 2000 General Plan. In this regard, the No Project/No Build Alternative is considered environmentally superior to the proposed 2000 General Plan.

PARKS/RECREATION/TRAILS

The No Project/No Build Alternative would result in a significant impact on recreational resources, given that the City does not currently meets its standard of 4.26 acres of parkland per 1,000 residents. The proposed 2000 General Plan would further increase the deficiency of parkland in the City. However, the 2000 General Plan proposes goals and policies to ensure that sufficient parkland is provided. In addition, the City's standard condition of project approval requires new residential developments to comply with established parkland dedication or in-lieu fee exactions. The 2000 General Plan goals and policies and standard condition of approval mitigate impacts associated with the implementation of the proposed 2000 General Plan to a less than significant level. However, no new development or additional parkland would be provided under the No Project/No Build Alternative. In this regard, the No Project/No Build Alternative is considered environmentally inferior to the proposed 2000 General Plan.

PUBLIC HEALTH AND SAFETY

Impacts associated with exposure to hazardous waste and air craft hazards would be similar under either the No Project/No Build Alternative or the proposed 2000 General Plan. Thus, in this regard, the No Project/No Build Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

5.2.3 CONCLUSION

The No Project/No Build (No City Growth Plus Regional Growth) Alternative would result in no change to the existing conditions within the City of Costa Mesa. Therefore, no new or additional environmental impacts would directly result from this alternative. However, the City would continue to be impacted by growth occurring in neighboring cities and in the region.

Impacts from regional growth are anticipated to create additional traffic, air quality, noise, and public service and utility impacts over existing conditions.

The No Project/No Build Alternative would prevent the City of Costa Mesa from making needed improvements to existing properties, infrastructure, public facilities, parks and recreation facilities, and public services. Existing conditions under this alternative would be maintained, not improved, and would continue to be impacted by regional growth.

Adoption of the No Project/No Build Alternative does not allow for infill development or the opportunity to expand or construct a new use on an "underdeveloped" parcel. Limiting the ability to expand or improve buildings or parcels may force existing businesses or residents to leave, since their needs will not be able to be met in the City. This could create new or additional impacts in other cities.

Overall, the level of impact under the No Project/No Development Alternative is less than significant with the exception of traffic impacts. And this alternative results in regional impacts to the City with respect to traffic, air quality, noise, and public services and utilities. However, this alternative does not significantly reduce or avoid any potential impacts of the proposed 2000 General Plan.

The No Project/No Build Alternative fails to accomplish the project objectives and has other potential environmental impacts resulting from its implementation. The No Project/No Build Alternative, due to these reasons, is not considered environmentally superior to the proposed 2000 General Plan.

5.3 NO PROJECT/EXISTING (1990) GENERAL PLAN

5.3.1 DESCRIPTION

As required by Section 15126(e) of the CEQA Guidelines, as revised October 26,1998, the No Project/Existing (1990) General Plan Alternative describes buildout of the City of Costa Mesa in accordance with existing zoning and General Plan land use designations under the policies and implementing strategies of the 1990 General Plan, adopted in 1992. A description of the basis for the City's decision to proceed with an update of the 1990 General Plan is provided in Section 3.0 of this EIR. This alternative assumes that the 1990 General Plan would continue to provide outdated information regarding several issues, such as City traffic conditions, land use database, community noise levels, and air quality data.

The 15 land use designations in the 1990 General Plan, and their associated residential densities or floor area ratios, were not modified in the proposed 2000 General Plan. Nor were any new land use designations (categories) added in the proposed 2000 General Plan. However, the proposed 2000 General Plan does include one land use map modification for a 0.34-acre parcel on the northeast corner of Victoria and Maple Streets. The designation was modified from public street to Public Use – Institutional in the proposed 2000 General Plan. The proposed 2000 General Plan also includes, but is not limited to, the following: an update of the Costa Mesa Traffic Model (CMTM), modifications to the City's Master Plan of Highways, and modifications to the City's Master Plan of Bikeways. The No Project/Existing (1990) General Plan would not include the changes or modifications noted above or detailed in Section 3.0, *Project Description*, of this EIR.

5.3.2 IMPACT EVALUATION

LAND USE

The proposed 2000 General Plan revises the existing Land Use Element by updating the land use database. Under the No Project/Existing (1990) General Plan Alternative, the Land Use Element would continue to provide outdated information that does not reflect the current conditions in the City. However, the omission of these clarifications from the General Plan would not result in any additional impacts when compared to the proposed 2000 General Plan. Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan. Therefore, land use designations under the No Project/Existing (1990) General Plan Alternative would be similar to those under the proposed 2000 General Plan. Therefore, implementation of this alternative would not result in additional impacts related to compatibility with applicable plans, policies, or regulations, or loss of open space/vacant land. Land use impacts under this alternative would be similar to those under the proposed 2000 General Plan. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

POPULATION, EMPLOYMENT AND HOUSING

The 1990 General Plan population, housing and employment projections are slightly greater than the projections in the proposed 2000 General Plan. However, the proposed 2000 General Plan has been modified to reflect the current trend of the County and the overall regional development. Since only one minor land use map change for a 0.34-acre parcel is proposed as part of the proposed 2000 General Plan, impacts to population, employment and housing would be similar to those for the 1990 General Plan.

A key difference between the 1990 General Plan and the 2000 Plan as it relates to population, employment and housing is the planning horizon of each Plan. The 1990 General Plan planning horizon extended to buildout of the City (designated as Post-2010), while the 2000 General Plan planning horizon extends to a specific horizon year of 2020. Two objectives for the 2000 General Plan are to update the City's environmental baseline conditions to 2000 and to update the General Plan development projections for the year 2020, which would include projections for dwelling units, non-residential square footage, population and employment. Given the two objectives stated in the previous sentence, the 1990 General Plan does not reflect the most current population, employment and housing numbers or projections. In this regard, the No Project/Existing (1990) General Plan Alternative is considered environmentally inferior to the proposed 2000 General Plan.

AESTHETICS

Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, the same land use designations would be developed under this alternative. Thus, the vacant sites would be developed under both of these scenarios at the same level of intensity. Since the aesthetics impacts are expected to be the same for the No Project/Existing (1990) General Plan Alternative as under the proposed 2000 General Plan, the effect on the overall aesthetics of the City would be similar. Therefore, aesthetic impacts under this alternative would be similar to those under the proposed 2000 General Plan. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

TRANSPORTATION/CIRCULATION

Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, the same land use designations would be developed under this

alternative. Associated average daily traffic trips under the No Project/Existing (1990) General Plan would be similar to those under the proposed 2000 General Plan.

However, the 2000 General Plan proposes to update the Costa Mesa Traffic Model, modify the way the City designates roadways on the City's Master Plan of Highways (MPH) to bring the MPH into compliance with the Orange County Transit Authority (OCTA) Master Plan of Arterials (MPAH), downgrade a segment of 17th Street from just west of Tustin Avenue to Irvine Avenue from a Major Arterial to a Primary Arterial to be consistent with OCTA's MPAH, and modify portions of the Master Plan of Bikeways. A more detailed description of these proposed changes can be found in Section 3.4, *Project Characteristics*, of this EIR. None of the modifications identified in the proposed 2000 General Plan would occur under the 1990 General Plan.

As noted above, the proposed 2000 General Plan would update the traffic model. Under this alternative, the 1990 General Plan would continue with an outdated traffic model, which does not reflect current conditions or current assumptions regarding regional growth or traffic. Use of an outdated traffic model does not allow the City to revisit and/or update the traffic impact fees on an annual basis, as necessary.

In this regard, the No Project/Existing (1990) General Plan Alternative is considered environmentally inferior to the proposed 2000 General Plan.

AIR QUALITY

Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, land use designations and associated vehicle trips and air contaminant emissions under the No Project/Existing (1990) General Plan Alternative would be similar to those under the proposed 2000 General Plan. Additionally, neither the 1990 General Plan nor the proposed 2000 General Plan would result in land use designation changes that would expose people to odorous emissions, toxic air contaminants, or other air contaminants. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

NOISE

Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, land use designations and associated vehicle trips and noise impacts under the No Project/Existing (1990) General Plan Alternative would be similar to those under the proposed 2000 General Plan. Implementation of this alternative would not result in additional impacts related to noise when compared to the proposed 2000 General Plan. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

GEOLOGY

The Safety Element of the 1990 General Plan contains similar goals and policies as those in the proposed 2000 General Plan. In addition, only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, land use designations under the No Project/Existing (1990) General Plan Alternative would be similar to those under the proposed 2000 General Plan.

Implementation of this alternative would not result in additional impacts related to development in areas of ground surface rupture due to faulting, seismic shaking, seismically-induced ground deformation, including liquefaction, landsliding and slope instability, erosion, or expansive soils, when compared to the proposed 2000 General Plan. In this regard, the

No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

HYDROLOGY/DRAINAGE

The Conservation Element of the 1990 General Plan would have similar goals and polices as those in the proposed 2000 General Plan. Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, land use designations under the No Project/Existing (1990) General Plan Alternative would be identical to those under the proposed 2000 General Plan. Impacts under this alternative would be similar to those of the proposed Project. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

BIOLOGICAL RESOURCES

Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, the same areas would be developed under this alternative. Thus, the vacant sites would be developed under both of these scenarios at the same level of intensity. Since the biological resources impacts are expected to be the same for the No Project/Existing (1990) General Plan Alternative as under the proposed 2000 General Plan, the effect on the overall biological resources of the City would be similar. Therefore, biological impacts under this alternative would be similar to those under the proposed 2000 General Plan. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

CULTURAL RESOURCES

Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, the same areas would be developed under this alternative. Thus, the vacant sites would be developed under both of these scenarios at the same level because both development scenarios include increased residential and non-residential development in areas where development has not previously occurred. Since the cultural resources impacts are expected to be the same for the No Project/Existing (1990) General Plan Alternative as under the proposed General Plan, the effect on the overall cultural resources of the City would be similar. Therefore, impacts to cultural resources under this alternative would be similar to those under the proposed 2000 General Plan. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

PUBLIC SERVICES AND UTILITIES

Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, land use designations under the No Project/Existing (1990) General Plan Alternative would be identical to those under the proposed 2000 General Plan. Implementation of this alternative would not result in additional impacts related to the demand for additional police, fire, school, parks and recreation, solid waste, storm drain, water supply, or wastewater facilities and services, when compared to the proposed 2000 General Plan. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

PARKS/RECREATION/TRAILS

The proposed 2000 General Plan addresses parks, recreation facilities and trails within the City of Costa Mesa, as does the 1990 General Plan. Information regarding these issues is

largely unchanged, but has been updated in the proposed 2000 General Plan. In addition, the proposed 2000 General Plan identifies a new 0.34 park site on the northeast corner of Victoria and Maple Streets.

The No Project/Existing (1990) General Plan Alternative would result in a significant impact on recreational resources, given that the City does not currently meets its standard of 4.26 acres of parkland per 1,000 residents. The proposed 2000 General Plan would further increase the deficiency of parkland in the City. However, the 1990 General Plan would have similar goals and policies relating to open space and recreation as those in the proposed 2000 General Plan. In addition, the City's standard condition of project approval requires new residential developments to comply with established parkland dedication or in-lieu fee exactions. Thus, impacts are anticipated to be similar under either this alternative or the proposed 2000 General Plan, and would be subject to the same goals and policies and conditions to mitigate impacts to less than significant levels. In this regard, the No Project/No Build Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

PUBLIC HEALTH AND SAFETY

Only one minor land use map change for a 0.34-acre parcel is proposed as part of the 2000 General Plan; therefore, land use designations under the No Project/Existing (1990) General Plan Alternative would be similar to those under the proposed 2000 General Plan. Thus, the vacant sites would be developed under both of these scenarios at the same level of intensity. Impacts associated with exposure to hazardous waste would be similar under this alternative to those of the proposed 2000 General Plan. In this regard, the No Project/Existing (1990) General Plan Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

5.3.3 CONCLUSION

The No Project/Existing (1990) General Plan Alternative would result in similar environmental impacts as the proposed 2000 General Plan for land use, aesthetics, air quality, noise, geology, hydrology/drainage, biological resources, cultural resources, public services and utilities, parks/recreation/trails, and public health and safety. This alternative would generate greater impacts than the proposed 2000 General Plan with respect to population/employment/housing and transportation/circulation. Implementation of the 1990 General Plan does not eliminate significant traffic, air quality, or noise impacts.

However, as it is the intent of the proposed 2000 General Plan to provide new information based on current conditions within the City, the 1990 General Plan evaluated under the No Project/Existing (1990) General Plan Alternative would not serve the City as adequately as the proposed 2000 General Plan.

Overall, the 1990 General Plan and the proposed 2000 General Plan would result in similar environmental impacts with the exception of those previously mentioned. Thus, the No Project/Existing (1990) General Plan Alternative is not considered environmentally superior when compared to the proposed 2000 General Plan.

5.4 2000 GENERAL PLAN PLUS HOME RANCH ALTERNATIVE

5.4.1 DESCRIPTION

For this alternative, a different development scenario is proposed for the Segerstrom Home Ranch site (Home Ranch), which is generally bounded by Sunflower Avenue to the north, the San Diego Freeway (I-405) to the south, Fairview Road to the east and Harbor Boulevard to the west. All other proposed designations and densities shown in the proposed 2000 General Plan on the General Plan Land Use Map would remain the same for all other areas of the City.

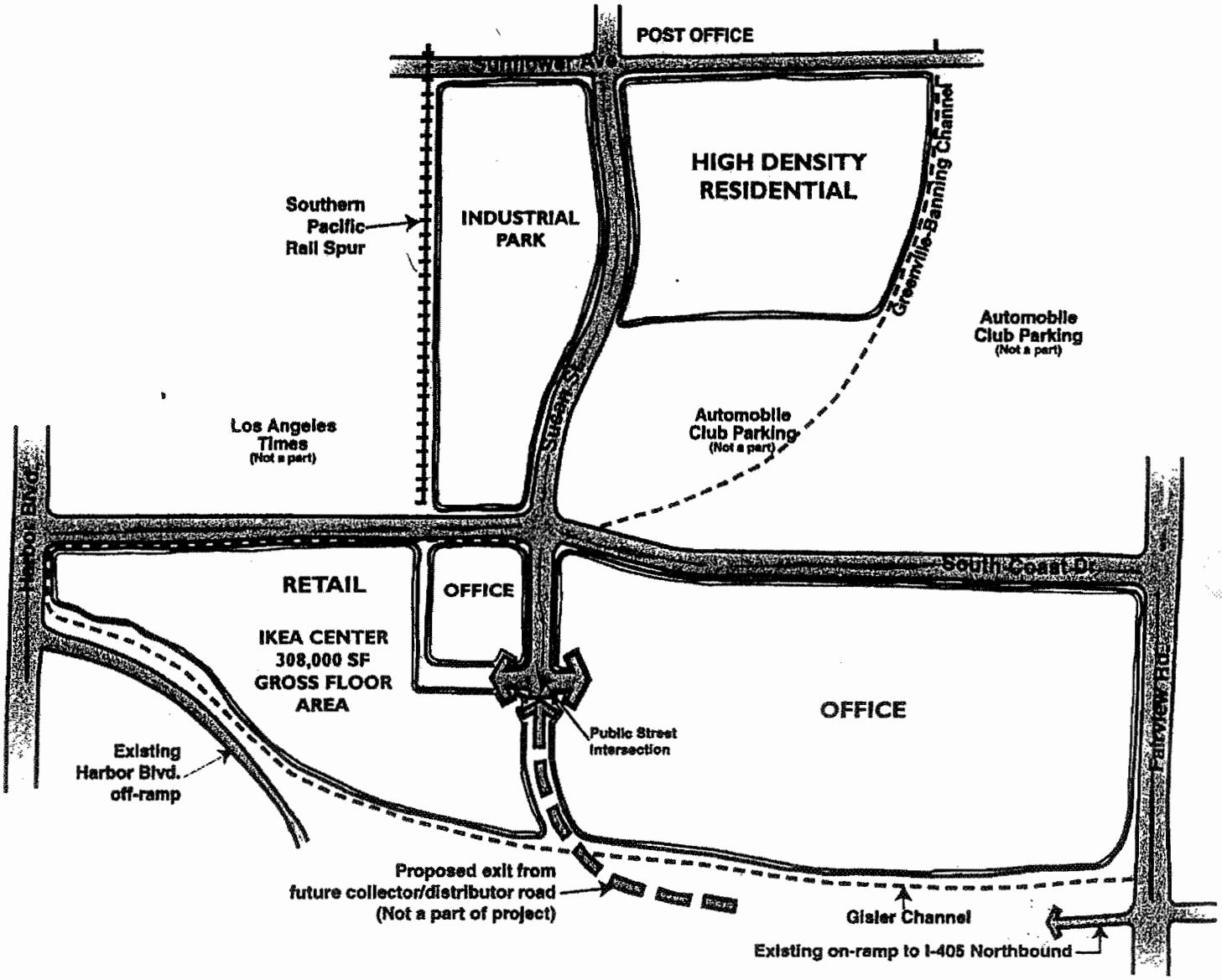
The Home Ranch project would involve the development of retail, office, office-related, light industrial and residential uses on the Home Ranch site (refer to Exhibit 5-1, *Home Ranch Alternative – Proposed Land Uses*). A phased development is proposed for 308,000 gross square feet for the IKEA home furnishings store on approximately 17.2 acres, 791,050 square feet of office and office-related uses on 45.4 acres, 252,648 square feet of industrial park development on 14.5 acres and 464 high density apartments on 16.0 acres. Additionally, the project proposes flood control channel improvements to the existing Greenville-Banning Channel and Gisler Channel. Retention of the Segerstrom House, associated guest house and garage, and Segerstrom Barn are assumed as part of the project. The remaining structures would not be retained on the site at project buildout.

This alternative would also modify the land use designations for this site 1) from Medium Density Residential to High Density Residential and Industrial Park and 2) from Industrial Park to Commercial Center (refer to Table 5-2, *Home Ranch Alternative Proposed General Plan and Zoning Designations.*) In addition, floor area ratios and density limits have been established to correspond to the change in land use designations (refer to Table 5-3, *Home Ranch Alternative Floor Area Ratios/Density Limits*). And last, new trip budgets have been determined for the Home Ranch Alternative (refer to Table 5-4, *Home Ranch Alternative Existing and Proposed Vehicular Trip Budgets*). As of May 2001, a Draft Program EIR (Home Ranch Program EIR 1048, SCH No. 2000071050) for the proposed Home Ranch project had been circulated to the public for 45 days and the City began preparation of Response to Comments and the Final EIR.

5.4.2 IMPACT EVALUATION

The Home Ranch Draft Program EIR 1048, dated January 3, 2001 served as the basis for the impact evaluation contained herein.

HOME RANCH ALTERNATIVE- PROPOSED LAND USES



N.T.S.

Source: Exhibit 2-4, Proposed Land Uses. Draft Home ranch Program EIR-1048, prepared by Bonterra Consulting, January 3, 2001

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EXHIBIT 5-I

TABLE 5-2
HOME RANCH ALTERNATIVE
PROPOSED GENERAL PLAN AND ZONING LAND USE DESIGNATIONS

Existing General Plan Land Use Designation	Existing Acreage/Location	Proposed General Plan Land Use Designation	Proposed Acreage/Location
Medium Density Residential	30.5 acres north of South Coast Drive	High Density Residential	16 acres north of South Coast Drive and east of Susan Street
		Industrial Park	14.5 acres north of South Coast Drive and west of Susan Street
Industrial Park	62.84 acres south of South Coast Drive	Commercial Center	62.84 acres south of South Coast Drive
Existing Zoning Designation	**Existing Acreage/Location**	**Proposed Zoning Designation**	**Proposed Acreage/Location**
PDR-MD (Planned Development Residential-Medium Density)	30.5 acres north of South Coast Drive	PDR-NCM (Planned Development Residential-North Costa Mesa)	16 acres north of South Coast Drive and east of Susan Street
		PDI (Planned Development Industrial)	14.5 acres north of South Coast Drive and west of Susan Street
PDI (Planned Development Industrial)	62.84 acres south of South Coast Drive	PDC (Planned Development Industrial)	62.84 acres south of South Coast Drive

Sources: C.J. Segerstrom & Sons, July 2000, Costa Mesa Zoning Code, March 15, 1999.
Table 2-5, page 2-12, *Home Ranch Draft Program EIR 1048*, January 3, 2001.

TABLE 5-3
HOME RANCH ALTERNATIVES FLOOR AREA RATIOS/DENSITY LIMITS

Land Use	Acreage	Proposed Gross Floor Area/Units	Proposed FAR[1]/Density	Permitted Maximum FAR/Density
IKEA Site: Retail	17.2	308,000 sq.ft.	0.41 FAR[2]	0.35 FAR
Office	45.4	791,050 sq.ft.	0.40 FAR	0.45 FAR
Industrial	14.5	252,648 sq.ft.	0.40 FAR	0.40 FAR
High Density Residential: North Costa Mesa Specific Plan Area	16	464 du	29 du/ac[2]	Base Density: 25 du/ac Maximum Density: 35 du/ac
Mesa Consolidated Water District Well Site	0.24	N/A	N/A	N/A
Total	**93.34**	**1,351,698 sq.ft. 464 du**		

Notes:
1. No density transfers would be permitted between the IKEA site and the remainder of the project site.
2. Site-specific intensity/density limit.

Sources: C.J. Segerstrom & Sons, June 2000, Costa Mesa Zoning Code, March 15, 1999; North Costa Mesa General Plan, April 19, 1999.
Table 2-7, page 2-15, *Home Ranch Draft Program EIR 1048*, January 3, 2001.

TABLE 5-4
HOME RANCH ALTERNATIVE EXISTING AND PROPOSED VEHICULAR TRIP BUDGETS

Location	Existing Permitted Land Uses	Acres	Existing Vehicle Budget	
			A.M. Peak Hour Trips	P.M. Peak Hour Trips
South of South Coast Drive	Industrial Park	62.84	855	884
North of South Coast Drive	Medium Density Residential	30.50	275	370
Total:			**1,130**	**1,254**
Location	**Proposed Land Uses**	**Acres**	**Proposed Vehicle Budget**	
			A.M. Peak Hour Trips	**P.M. Peak Hour Trips**
Southeast corner of Harbor Boulevard/South Coast Drive	IKEA home furnishings store	17.2	43	431
South and north of South Coast Drive (west of Susan Street) (excluding IKEA)	Office, office-related, and industrial park uses	59.9	1,458	1,411
South and South Coast Drive and east of Susan Street	High Density Residential	16.0	237	288
Total:			**1,738**	**2,130**
Net Increase:			**+608**	**+876**

Source: North Costa Mesa Specific Plan, April 9, 1999 and Austin-Foust Associates, Inc., November 2000.
Table 2-8, page 2-16, *Home Ranch Draft Program EIR 1048*, January 3, 2001.

LAND USE

CONSISTENCY WITH PROPOSED 2000 GENERAL PLAN

The Home Ranch Alternative is inconsistent with the site's General Plan land uses designations of Industrial Park and Medium Density Residential, and would require an amendment to the 2000 General Plan Land Use Policy Map to High Density Residential for the 16 acres north of South Coast Drive and east of Susan Street, Industrial Park for the 14.5 acres north of South Coast Drive and west of Susan Street, and Commercial Center for the remaining 62.84 acres south of South Coast Drive. A rezone consistent with these proposed General Plan land use designations would also be required.

The Home Ranch Alternative would provide more housing units than under the land use designations in the proposed 2000 General Plan. The provision of housing units is consistent with the Goal HOU-3, Provision of Adequate of Sites, in the proposed 2000 General Plan.

CONSISTENCY WITH NORTH COSTA MESA SPECIFIC PLAN

The intent of the North Costa Mesa Specific Plan is to implement the policies of the Costa Mesa General Plan through the adoption of development standards. Although the Home Ranch Alternative requires an amendment to the proposed 2000 General Plan, the alternative is generally consistent with the following applicable development standards of the North Costa Mesa Specific Plan: Land Use Compatibility/Integration, Assessment of Environmental Effects, Siting Considerations, and Design Considerations.

CONSISTENCY WITH CITY OF COSTA MESA ZONING CODE

In order to provide zoning consistent with the proposed 2000 General Plan land use designations, 14.5 acres north of South Coast Drive and west of Susan Street would need to be rezoned to PDR-MD (Planned Development Residential – Medium Density) to PDI (Planned Development Industrial); 16 acres north of South Coast Drive and east of Susan Street would need to be rezoned from PDR-MD to PDR-NCM (Planned Development Residential – North Coast Mesa); and the 62.84 acres south of South Coast Drive would need to be rezoned from PDI to PDC (Planned Development Commercial).

Under this alternative, the North Costa Mesa Specific Plan would need to be amended to provide all zoning ordinance and development standards for the Home Ranch site. The Zoning Code would take precedence only when the North Costa Mesa Specific Plan is silent on a zoning issue.

The proposed 2000 General Plan Land Use Element and Land Use Policy Map does not account for the development proposed under the Home Ranch Alternative. Implementation of the Home Ranch Alternative would require amendments to the 2000 General Plan, the North Costa Mesa Specific Plan and the City's Zoning Code. In this regard, the Home Ranch Alternative is considered environmentally inferior to the proposed 2000 General Plan.

However, it is the discretion of the City's decisionmakers to determine the appropriate land uses in the City, including the land use designations and density permitted on the Home Ranch site.

POPULATION, EMPLOYMENT AND HOUSING

The Home Ranch Alternative would provide 98 more dwelling units, 73 more residents and approximately 1,362 full- and part-time employment positions than the proposed 2000 General Plan. The Home Ranch Alternative would generate full- and part-time employment opportunities at various income levels, would provide and generate the need for additional housing in the City and region, and would incrementally increase the population of the City. The additional residents generated by the Home Ranch Alternative would not significantly impact the ability of the City to serve its population. In addition, the Home Ranch Alternative could result in more intense employment generation than anticipated in regional and local growth forecasts as a result of increasing the amount of site acreage for non-residential land uses. And as such, the Home Ranch Alternative could provide for increased employment opportunities for residents of Costa Mesa and surrounding jurisdictions.

Residential development and employment opportunities are anticipated under both the Home Ranch Alternative and the proposed 2000 General Plan. The increases in dwelling units, population and employment opportunities under the Home Ranch Alternative do create slightly different impacts with regard to population, employment and housing than the proposed 2000 General Plan. The Home Ranch Alternative generates a higher demand for housing than the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered environmentally inferior to the proposed 2000 General Plan.

AESTHETICS

Development of the Home Ranch site was projected under both the proposed 2000 General Plan and the Home Ranch Alternative, although the intensity under the Home Ranch Alternative is slightly greater. However, the increased square footage and dwelling units would not result in aesthetic impacts that differ from those anticipated in the proposed 2000 General Plan. Since the aesthetics impacts are expected to be the same for the Home Ranch Alternative as under the proposed 2000 General Plan, the effect on the overall aesthetics of for this site would be similar. Therefore, aesthetic impacts under this alternative would be

similar to those under the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered neither environmental superior nor inferior to the proposed 2000 General Plan.

TRANSPORTATION/CIRCULATION

The Home Ranch Alternative would generate 19,938 average daily trips as opposed to 10,192 average daily trips under the proposed 2000 General Plan, resulting in an increase in 9,746 average daily trips for the Home Ranch site. The Home Ranch Alternative would impact the following intersections in the Cities of Costa Mesa and Santa Ana: 1) Harbor Boulevard/Adams Avenue, 2) Bristol Street/Sunflower Avenue, 3) Bristol Street/Baker Street, 4) Fairview Road/MacArthur Boulevard, and 5) Harbor Boulevard/Segerstrom Avenue. The Home Ranch Draft Program EIR 1048 concluded that the Home Ranch Alternative's contribution to these intersections is not significant after implementation of the identified mitigation measures, because the available operating capacity at these intersections would either remain the same or improve with the Home Ranch Alternative. However, the Home Ranch Alternative would create additional daily trips that have not been accounted for in the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered environmentally inferior to the proposed 2000 General Plan.

AIR QUALITY

As stated above, the Home Ranch Alternative would generate more average daily trips than the proposed 2000 General Plan. However, development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and the Home Ranch Alternative. The anticipated development under either scenario would result in both construction-related and operational air quality impacts. These impacts under either scenario would be cumulatively significant. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

NOISE

No traffic noise level increases greater than 3 dB (decibel) on the roadways identified in the Home Ranch Draft Program EIR 1048 would result from implementation of the Home Ranch Alternative. However, development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and the Home Ranch Alternative. The anticipated development under either scenario would not result in significant traffic noise impacts; however, cumulative noise impacts could be expected under either scenario due to regional growth in the area. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

GEOLOGY

Development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and the Home Ranch Alternative. Implementation of this alternative would not result in additional impacts related to development in areas of ground surface rupture due to faulting, seismic shaking, seismically-induced ground deformation, including liquefaction, landsliding and slope instability, erosion, or expansive soils, when compared to the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

HYDROLOGY/DRAINAGE

The Home Ranch Alternative would not alter regional hydrologic conditions (i.e., site development would not divert stormwater discharges to other watershed or to drainage facilities that have not historically received site stormwater runoff).

Under either the Home Ranch Alternative or the proposed 2000 General Plan, the rate of runoff from the Home Ranch site would increase over existing conditions. Proposed improvements to flood control channels in the vicinity of the Home Ranch site, including the Greenville-Banning Channel, would accommodate increased flows under either scenario. Thus, impacts under this alternative would be similar to those of the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

There is the potential for portions of the Home Ranch site to experience 100-year flooding impacts. These impacts would occur under either scenario. Thus, flooding impacts under this alternative would be similar to those of the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

BIOLOGICAL RESOURCES

Development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and the Home Ranch Alternative. Implementation of the Home Ranch Alternative has the potential to result in a loss of disturbed riparian herb, a native vegetation, as well as the potential to impact burrowing owls and raptors. Biological resources impacts are expected to occur under either the Home Ranch Alternative or the proposed 2000 General Plan. Therefore, biological impacts under this alternative would be similar to those under the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

CULTURAL RESOURCES

Development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and the Home Ranch Alternative. The Home Ranch site contains several historic structures, including the Segerstrom House and its associated garage and guest house, and the Segerstrom Barn. Under either the Home Ranch Alternative or the proposed 2000 General Plan, these resources would be retained on the Home Ranch site to accommodate development. Therefore, impacts to cultural resources under this alternative would be similar to those under the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

PUBLIC SERVICES AND UTILITIES

As stated in Section 5.4.1, the Home Ranch Alternative would increase the amount of allowable development on the Home Ranch site over the amount specified in the proposed 2000 General Plan. Implementation of the Home Ranch Alternative would not result in significant impacts to police service, water, solid waste, schools, libraries, electricity or natural gas. However, the Home Ranch Alternative has the potential to impact fire services, particularly as it relates to construction of a new fire station in the North Costa Mesa Specific Plan area, and to impact sewer trunk lines. The Home Ranch project is required to facilitate construction of the new fire station. The impacts to fire services and wastewater would occur under both the Home Ranch Alternative and the proposed 2000 General Plan. Thus, implementation of the Home Ranch Alternative would result in similar impacts to public

services and utilities when compared to the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

PARKS/RECREATION/TRAILS

The proposed 2000 General Plan has identified a potential shortage of 95 acres of parkland in the year 2020 to accommodate the 118,764 residents. Given that the Home Ranch Alternative proposes more dwelling units and residents than the proposed 2000 General Plan, this alternative would increase the deficiency of parkland acreage per resident in the City, unless mitigated by the provision of on-site park and recreation facilities. Thus, the Home Ranch Alternative is environmentally inferior to the proposed 2000 General Plan.

PUBLIC HEALTH AND SAFETY

Development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and the Home Ranch Alternative. The generation of hazardous materials for the Home Ranch site is not anticipated under either scenario. Thus, no significant impacts with respect to the generation of hazardous materials would result from implementation of either the Home Ranch Alternative or the proposed 2000 General Plan. In this regard, the Home Ranch Alternative is considered neither environmentally superior nor inferior to the proposed 2000 General Plan.

5.4.3 CONCLUSION

The Home Ranch Alternative would result in similar impacts as compared to the proposed 2000 General Plan for the following issue areas: aesthetics; air quality; noise; geology; hydrology/drainage; biological resources; cultural resources; public services and utilities; and public health and safety. Implementation of this alternative would result in greater environmental impacts than the proposed 2000 General Plan for the following issue areas: land use; population/employment/housing; transportation/circulation, and parks/recreation/ trails.

Both this alternative and the proposed 2000 General Plan meet most of the project objectives; however this alternative creates additional land use, population/employment/ housing, transportation and parks/recreation/trails impacts. Also, the development assumptions for the Home Ranch Alternative are not reflected in the proposed 2000 General Plan land use, transportation, housing or employment projections for the year 2020.

5.4.4 2000 GENERAL PLAN PLUS HOME RANCH PROJECT – ALTERNATIVE A

Subsequent to the completion of the 45-day public review period for the Home Ranch Draft Program EIR 1048, an additional alternative to the originally proposed project, Alternative A: Proposed Project With For-Sale Residential Units, was developed and incorporated into the Final EIR 1048.

On November 19, 2001, the Costa Mesa City Council certified Final Program EIR 1048 (SCH No. 200007150) and adopted General Plan Amendment (GP-00-05) to the 1990 Costa Mesa General Plan for the Segerstrom Home Ranch project; specifically they adopted Alternative A. Since the Draft 2000 General Plan EIR included the 2000 General Plan Plus Home Ranch Alternative that was based upon the original Home Ranch project submittal, it is necessary to also include the newly adopted Home Ranch Alternative A as part of the Final General Plan EIR.

Implementation of the Home Ranch Alternative A would not result in any new or greater significant impacts than have already been previously identified and addressed in the 2000 General Plan Program EIR 1049 or result in any new impacts that could not be mitigated to a level that is considered less than significant. Technical Appendix J provides a complete analysis of Alternative A and a comparison of Alternative A's impacts with the original Home Ranch project.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts.

Overall, the level of impact under the No Project/No Development (No City Growth Plus Regional Growth) Alternative is less than significant with the exception of transportation and parks/recreation/trails impacts. This alternative does not significantly reduce or avoid any potential impacts of the proposed 2000 General Plan. The No Project/No Build Alternative fails to accomplish the project objectives and has other potential environmental impacts resulting from its implementation. The No Project/No Build Alternative is not considered environmentally superior to the proposed 2000 General Plan.
The No Project/Existing (1990) General Plan Alternative would result in similar environmental impacts as the proposed 2000 General Plan for most environmental issue areas. Implementation of the 1990 General Plan does not eliminate significant traffic, air quality, or noise impacts. However, as it is the intent of the proposed 2000 General Plan to provide new information based on current conditions within the City, the 1990 General Plan evaluated under the No Project/Existing (1990) General Plan Alternative would not serve the City as adequately as the proposed 2000 General Plan. Thus, the No Project/Existing (1990) General Plan Alternative is not considered environmentally superior to the proposed 2000 General Plan.

The Home Ranch Alternative meets most of the project objectives. However, the Home Ranch Alternative results in additional land use, population/employment/housing, transportation and parks/recreation/trails impacts. The development assumptions for the Home Ranch Alternative are not reflected in the proposed 2000 General Plan land use, transportation, and housing projections for the year 2020. In addition, the development assumptions for the Home Ranch Alternative are not included in the latest OCP III growth projections. Adoption of this alternative may shift precise growth patterns with the overall County anticipated for 2020, but not necessarily the overall growth rate.

Based on the analysis of each of the alternatives in this section, the proposed 2000 General Plan is the environmentally superior alternative.

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SECTION 7.0
EFFECTS FOUND NOT TO BE SIGNIFICANT

Through the scoping process, the City of Costa Mesa determined that there was no substantial evidence that the proposed 2000 General Plan would cause or otherwise result in significant environmental effects in the resource areas discussed below. As indicated in the CEQA Guidelines, no further environmental review of these issues is necessary for the reasons summarized in the following discussion.

LAND USE

- *Physically divide an established community:* No existing land use designations are being modified as part of the proposed 2000 General Plan. Therefore, implementation of the proposed General Plan Update would not result in the physical division of any established communities. Any new or additional policies, or modifications to 1990 General Plan policies, regarding land use and planning are intended to strengthen the protection of established communities.

AGRICULTURAL RESOURCES

- *Convert farmland to non-agricultural uses:* No existing land use designations are being modified in the proposed 2000 General Plan for the City of Costa Mesa. Costa Mesa is an urban City. No land within the City is designated agricultural use on the General Plan Land Use Map. Therefore, implementation of the proposed 2000 General Plan would not result in development that would convert farmland to non-agricultural uses within the City or its Sphere of Influence.

- *Conflict with existing zoning for agricultural use, or a Williamson Act contract:* No existing land use designations are being modified in the proposed 2000 General Plan for the City of Costa Mesa. Costa Mesa is an urban City. No land within the City is designated for agricultural use on the General Plan Land Use Map. Therefore, implementation of the proposed 2000 General Plan would not conflict with existing zoning for agricultural use or a Williamson Act contract within the City or its Sphere of Influence.

- *Involve other changes in the existing environment which could result in conversion of farmland, to non-agricultural use:* No existing land use designations are being modified in the proposed 2000 General Plan for the City of Costa Mesa. Costa Mesa is an urban City. No land within the City is designated agricultural use on the General Plan Land Use Map. Therefore, implementation of the proposed 2000 General Plan would not convert farmland to non-agricultural uses within the City or its Sphere of Influence.

POPULATION, EMPLOYMENT AND HOUSING

- *Displace substantial numbers of existing housing, necessitating the construction or replacement housing elsewhere:* The City of Costa Mesa is preserving and would continue to preserve existing housing. This has been shown throughout the General Plan Update Housing Element (1998-2005), in sections that cite the City's interest providing affordable housing to all social and economic segments of the community. In an effort to sustain the affordable housing base, the City has numerous financial

assistance and redevelopment programs for maintenance and renovation of existing housing. Based on this no impact would occur.

- *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere:* As cited in the above paragraph, the City has an active interest in preserving existing housing which subsequently provides dwellings for all social and economic segments of the community. The City's residential redevelopment funding and actions are aimed at preservation of existing housing. The City has restrictions on the re-zoning of residential property to commercial or other uses. Based on this, development under the proposed 2000 General Plan would not displace substantial numbers of people or necessitate the construction of replacement housing, and thus, no impact would occur.

AESTHETICS

- *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway:* No state scenic highways run through the City of Costa Mesa. Therefore, the proposed 2000 General Plan would not result in the damage of scenic resources within a state scenic highway.

TRANSPORTATION/CIRCULATION

- *Result in a change in air traffic patterns:* No existing land use designations are being modified as part of the proposed 2000 General Plan. Therefore, implementation of the proposed 2000 General Plan for the City would not result in any changes to air traffic patterns at the John Wayne Airport.

AIR QUALITY

- *Create objectionable odors affecting a substantial number of people:* Implementation of the proposed 2000 General Plan would not create odors affecting a substantial number of people, as no existing land use designations are proposed to be modified as part of the proposed 2000 General Plan. Any new or additional policies, or modifications to 1990 General Plan policies, regarding air resources are intended to strengthen the protection of such resources, and further eliminate negative impacts on air quality, including objectionable odors.

- *Increased mobile and stationary source emissions resulting from implementation of the proposed 2000 General Plan would subject sensitive receptors to substantial pollutant concentrations:* The City of Costa Mesa has reviewed and would continue to review the emission properties associated with development and redevelopment prior to construction. The proposed 2000 General Plan includes goals, objectives and policies that cite the placement of pollutant generating facilities and activities away from sensitive receptors. Costa Mesa contains a considerable amount of businesses within the City; thus, sensitive receptors would be subject to the typical urban pollutant concentrations. However, this is consistent with the existing conditions. Mobile emissions are anticipated to be increasingly less over the next two decades due to the reformulation of fuels, ongoing design modifications to engine emission systems and vehicular design. Based on the ongoing planning controls, and anticipated emission reductions mobile and stationary source emissions would have a less than significant impact on sensitive receptors.

GEOLOGY AND SEISMIC HAZARDS

- *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water:* Costa Mesa is a fully serviced, urban City. Any new development within the City would connect to the City's storm drain and sewer system. Septic tanks or alternative waste water disposal systems would not be used. Therefore, impacts would not be significant.

HYDROLOGY AND DRAINAGE

- *Inundation by seiche, tsunami, or mudflow:* Costa Mesa is three-quarters of a mile inland from the ocean at elevations between approximately 30 to 100 feet above sea level. The southern portion of the City resides on 100-foot bluffs overlooking the City of Newport Beach. The potential for tsunami effects within most of the City is negligible; only those sections of Costa Mesa built over the floodplain of the Santa Ana River could be expected to have a very low potential for tsunami damage. In addition, the absence of any large bodies of water within Costa Mesa and the location of high bluffs adjacent to Newport Bay preclude the possibility of damage from seiche effects.

BIOLOGICAL RESOURCES

- *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance:* There are no known habitat conservation plans for the Costa Mesa area. Therefore, no impacts in this regard would occur.

- *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan:* There are no known Habitat Conservation Plans, Natural Community Conservation Plans or other approved plans implemented for the Costa Mesa area. Therefore, impacts in this regard would not occur.

PUBLIC HEALTH AND SAFETY

- *For a project located within an airport land use plan, or within two miles of a public airport or public use airport; result in a safety hazard for people residing or working in the project area:* No existing land use designations are being modified as part of the proposed 2000 General Plan. Therefore, implementation of the proposed 2000 General Plan would not directly result in any projects located near the John Wayne Airport that would result in a safety hazard for people residing or working in the project area. Both the Federal Aviation Administration (FAA) and the Airport Land Use Commission for Orange County have concern for the safety of air navigation in the airport area. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights which may affect the safety of aircraft operation. Part 77 defines "obstruction to air navigation" and provides for studies and hearings to determine whether such an obstruction may be a hazard. The authority of the FAA in these matters extends only as far as issuing a notice of hazard to air navigation; the FAA does not have jurisdiction to prohibit construction. The issuance of a hazard notice, however, may adversely affect the ability of a developer to obtain financing and insurance.

  Summaries of the standards for determining obstructions as they apply to John Wayne Airport are included as Appendix I of the Final General Plan/General Plan EIR Technical Appendix. It should be noted that Section and Paragraph numbers and letters within the appendix refer to FAR Part 77.

It is important to note that due to the City's proximity to the John Wayne Airport, there are areas within the FAA derived Runway Protection Zones for Runway 19R/1L and are subject to the application of Federal Aviation Regulations Part 77 Objectives Affecting Navigable Airspace, which effectively limits building heights in the interest of Public Safety.

- *For a project within the vicinity of a private airstrip; result in a safety hazard for people residing or working in the project area:* The City of Costa Mesa is not located within two miles of a private airstrip. The only airport within two miles from the City is the John Wayne Airport, which is a public airport. Therefore, implementation of the proposed 2000 General Plan would not result in any impacts related to safety hazards from a private airport.

- *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan:* No existing land use designations are being modified as part of the proposed 2000 General Plan. Therefore, implementation of the proposed 2000 General Plan would not result in any interference with any emergency response plans or emergency evacuation plans for the City or its Sphere of Influence.

- *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:* Costa Mesa is a built out, urban City that is surrounded by urban development. No wildlands exist within or around the City. Therefore, implementation of the proposed 2000 General Plan would not expose people or structures to any impacts related to wildland fires.

MINERAL RESOURCES

- *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 existing land use designations are being modified as part of the proposed 2000 General Plan. Therefore, implementation of the proposed 2000 General Plan would not result in the loss of any known mineral resources.

- *Result in the loss of availability of a locally-important mineral resource recovery site:* No existing land use designations are being modified as part of the proposed 2000 General Plan. Therefore, implementation of the proposed 2000 General Plan would not result in the loss of any such resources or resource recovery sites.

SECTION 8.0
SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED ACTION IS IMPLEMENTED

Section 15126(b) of the CEQA Guidelines requires an EIR to "describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."

Section 4.0 of this EIR provides a description of the potential environmental impacts of the proposed 2000 General Plan and recommends mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended mitigation measures, most of the significant or potentially significant impacts associated with the proposed 2000 General Plan would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant and unavoidable impact with implementation of the proposed 2000 General Plan.

TRAFFIC AND CIRCULATION

2020 TRAFFIC VOLUMES/ROADWAY CAPACITIES

- **IMPLEMENTATION OF THE 2000 GENERAL PLAN WOULD RESULT IN AN INCREASE IN TRAFFIC VOLUMES FOR THE PLANNING HORIZON YEAR OF 2020, WHICH IN TURN WOULD IMPACT THE CAPACITIES OF ROADWAYS WITHIN THE CITY OF COSTA MESA.**

2020 Traffic Volumes

New development within the City of Costa Mesa, along with regional traffic growth, would result in an increase in traffic volumes within the City for the planning horizon year of 2020. In order to estimate the effect of future traffic on the City's arterial roadway system, the City's traffic model was updated with the 2000 General Plan land uses and the most recent data for long-range regional transportation patterns.

The traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the area under consideration. The Costa Mesa Traffic Model (CMTM) uses a set of such trip generation rates to calculate both peak hour and ADT trips by land use. For the traffic modeling purposes, the traffic analysis study area is divided into traffic analysis zones (TAZs), and the application of the trip generation rates to the land use in each zone results in zonal estimates of daily and peak hour trips. For traffic forecast purposes, land use data was collected for 176 TAZs within the CMTM analysis area.

The existing land use for the Costa Mesa portion of the analysis area was prepared as part of the traffic study. Additional information was then obtained from the Cities of Santa Ana and Newport Beach, and from the County of Orange for the remainder of the analysis area. For

comparison purposes, the different land uses within the City were aggregated into the following four land use categories:

- Residential
- Commercial (Retail) & Office
- Industrial/R&D
- Other

These combined categories enable the land use trip generation to be easily summarized on an aggregate basis. A comparison of the land use and trip generation estimates within the City for existing (2000) development and 2020 buildout is summarized Table 4.4-3, *Trip Generation by Land Use*.

Existing (2000) development within the City is comprised of 40,330 residential dwelling units, 17,397,000 square feet of commercial and office use, and 14,416,000 square feet of industrial use. The "other" category includes uses such as colleges, schools, parks, agriculture, and uses quantified in units other than dwelling units and square footage. The total average daily vehicle trips generated by existing (2000) uses within the city is estimated at 1,062,000 ADT, 30 percent of which is attributed to residential uses, and the remaining 70 percent to non-residential uses, primarily office and commercial.

The proposed 2000 General Plan increases the number of dwelling units to 42,469 and industrial/office/commercial uses to just over 40 million square feet. This increase in land use increases the total trip generation within the City to an estimated 1,268,000 ADT, an increase of 19 percent over the existing ADT estimate. At the regional level, 20-year traffic volume forecasts for the portion of Orange County within the vicinity of Costa Mesa area are also anticipated to increase by approximately 20 percent over existing traffic conditions. It should be noted that this 20 percent increase in traffic conditions is estimated to be a one percent increase per year over the next 20 years. Historically, both the County and the City of Costa Mesa have averaged at least a two percent growth trend in terms of traffic conditions. This indicates that future traffic in Costa Mesa would increase at a slower pace than what has occurred during past years.

The trip generation rates of the proposed 2000 General Plan land uses were used to project Year 2020 traffic volumes per road segment. The 2020 circulation system assumed for the forecasts is based on the City's Master Plan of Highways (MPH) and the Orange County Master Plan of Arterial Highways (MPAH). Exhibit 4.4-7, *2020 ADT Volumes*, illustrates the projected 2020 traffic volumes.

Roadway Capacities

ADT and volume-to-capacity ratios (V/C) for the proposed 2000 General Plan traffic on all arterials in Costa Mesa's circulation system are provided in Table 4.4-4, *2020 ADT Volumes and Capacity Analysis*. As stated previously, all road segments with a V/C ratio greater than one contain traffic volumes that exceed the capacity of the roadway. As shown in Table 4.4-5, *2020 ADT Volumes and Capacity Analysis*, only the roadway segment of Gisler west of Harbor contains 2020 traffic volumes that exceed the roadway capacity.

Gisler Avenue, west of Harbor Boulevard is forecast to exceed capacity, with a volume of 30,000 ADT on a segment with a capacity of 25,000 ADT. This forecast includes the proposed Gisler Bridge over the Santa Ana River, which adds approximately 8,000 ADT to Gisler Avenue and is a major contributing factor to the exceedance of Gisler Avenue's capacity in the future. The City of Costa Mesa is opposed to the construction of the Gisler Avenue and 19th Street bridges over the Santa Ana River and would like to have these segments of roadway removed from the OCTA MPAH and the City's MPH. In order to accomplish this, a multi-jurisdictional study, the Santa Ana River Crossing Study (SARX), is

currently evaluating the impacts of these bridge deletions from the OCTA MPAH. When the SARX study is completed and approved, appropriate updates would be made to the City's MPH in accordance with the OCTA MPAH.

Since this proposed bridge is likely to be deleted from the Master Plan of Highways, the deficiency shown above would likely not occur. Without construction of the proposed bridge, Gisler Avenue, west of Harbor Boulevard would operate at approximately 21,000 ADT in 2020, which is under the capacity of 25,000 ADT.

It is noted that since the fate of the proposed Gisler bridge is unknown, this impact would remain significant and unavoidable until the proposed bridge is omitted from the County's MPAH and the City's MPH. Once the proposed Gisler bridge is omitted from the County's MPAH and the City's MPH, traffic volume/capacity impacts would be less than significant. The traffic volume/capacity impacts on all other major roadway segments within the City (as provided in Table 4.4-4) would be less than significant.

CITY'S MASTER PLAN OF HIGHWAYS

❖ **THE 2000 GENERAL PLAN ASSUMES IMPLEMENTATION OF THE CITY'S MASTER PLAN OF HIGHWAYS (MPH) AND ONE MINOR CHANGE WHEN COMPARED TO THE 1990 MPH. IMPLEMENTATION OF THE CITY'S MASTER PLAN OF HIGHWAYS WOULD RESULT IN PHYSICAL IMPACTS TO THE ENVIRONMENT, INCLUDING LAND AND STRUCTURE ACQUISITION TO ACCOMMODATE THE IMPROVEMENTS IDENTIFIED IN THE MPH.**

Implementation of the City's Master Plan of Highways has the potential to result in land use impacts associated with road widenings, the addition of on-street parking, the acquisition of land for road widenings. The physical land use impacts associated with implementation of the MPH are shown in Table 4.4-7, *Master Plan of Highways Land Use Impacts for Arterial Improvements*. There is the potential for the arterial improvements highlighted in Table 4.4-7 to result in significant physical land use impacts. Additional detailed environmental analysis and documentation would be required for the individual arterial improvement projects.

NOISE

TRAFFIC NOISE

❖ **FUTURE TRAFFIC NOISE LEVELS ASSOCIATED WITH IMPLEMENTATION OF THE 2000 GENERAL PLAN DEVELOPMENT WOULD CONTRIBUTE TO AN EXISTING EXCEEDANCE OF THE CITY'S NOISE STANDARD RESULTING IN POTENTIAL NOISE IMPACTS TO SENSITIVE RECEPTORS.**

Noise levels adjacent to I-405, SR-55, SR-73 and surface street links were modeled for the year 2020 to determine the location and extent of existing and future vehicular generated noise conditions. Table 4.6-9, *Exterior Noise Exposure Adjacent to Nearby Roadways, 2020*, indicates the I-405 and SR-55 would generate noise levels at a distance of 100 feet from centerline that would exceed the 75 CNEL. The proposed extension of the southern end of the SR-55 freeway would generate noise levels between 70 and 75 CNEL. The SR-73 freeway would generate noise levels between 70 and 75 CNEL. Of the 135 roadways modeled (not counting 16 freeway segments), 57 would generate noise levels between 65 and 70 CNEL at 100 feet from the roadway centerline and three segments would exceed 70 CNEL at 100 feet from the roadway centerline. These roadways include Harbor, Fairview. Adams, Bristol, Baker, Bear, Newport, Sunflower, 17th, Superior, Fair, Victoria, 19th, and Irvine.

Table 4.6-10, *Roadway Noise Comparative Analysis for Years 2000 and 2020*, indicates the noise increase and decrease for the analyzed roadways within the City of Costa Mesa. According to Table 4.6-8, the City of Costa Mesa would experience a City-wide increase in noise of 0.80 dBA CNEL in the year 2020. Portions of 15th, Bristol, 17th, Bear and Harbor were not able to be comparatively analyzed due to lack of average daily trip information in the *Costa Mesa General Plan Traffic Analysis*, dated May 2001, for the year 2000. Newport Boulevard has been omitted from the comparative analysis due to the planned extension of SR-55 to south of 16th Street. The reconfirguration of SR-55 would cause noise levels adjacent to Newport Boulevard and south of 21st Street, to disproportionarely distort the calculated average citywide increase in the community noise equivalent level. A separate environmental analysis, including noise modeling, will be required as planning for the extension of SR-55 moves forward some time in the future. Additionally, Bluff Road is a future roadway. Thus, no comparative analysis has been performed for this roadway. According to Table 4.6-9, 74 of the analyzed roadway segments, not including Newport Boulevard, indicated an increase in noise, ten (10) remained the same and 51 indicated a noise decrease. The greatest amount of noise increase would occur on Del Mar between Orange and Irvine.

According to Table 4.6-10 the City of Costa Mesa would experience a pervasive reduction in noise by 0.80 dBA CNEL in the year 2020. Hence, there would be roadway segments that exceed the significance criteria as cited in Table 4.6-10.

Based on the information cited in Table 4.6-10, no roadways with existing noise levels under 60 dBA CNEL would exceed the 5.0 dBA threshold. There is one roadway segment with an existing CNEL between 60 and 65 dBA that would exceed the threshold of 3.0 dBA. Fifteen (15) roadway segments within the City with an existing CNEL over 65 dBA would experience noise increases in excess of the 1.0 dBA threshold. Table 4.6-11, *Noise Impact Locations*, cites the impact location, existing noise level and anticipated level of increase for these areas.

Based on the above table, existing sensitive land uses, primarily residential areas may be exposed to increased noise levels due to traffic increases. Due to the fact that development between years 2000 and 2020 would exacerbate a current exceedance of the City's 65 CNEL noise standard along several roadways modeled adjacent to sensitive land uses, a significant noise impact would occur. Implementation of the following proposed General Plan policies would serve to reduce the severity of noise levels associated with vehicular generated noise within the City in the planning horizon year of 2020. However, given that the City is approximately 97 percent builtout, noise studies and mitigation cannot be applied to existing uses. Thus, a significant and unavoidable noise impact is assumed to occur with implementation of the 2000 General Plan.

AIR QUALITY

CONSTRUCTION EMISSIONS

- **CITYWIDE CONSTRUCTION ACTIVITY ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN A CUMULATIVELY CONSIDERABLE INCREASE OF CRITERIA POLLUTANTS, AND WOULD VIOLATE AIR QUALITY STANDARDS.**

Short-term impacts to air quality would occur during the grading and construction activities related to 2020 development associated with implementation of the proposed 2000 General Plan. Development anticipated in the 2000 General Plan includes new development, redevelopment and construction of infrastructure. These temporary impacts would include:

- Particulate (fugitive dust) emissions from demolition, clearing and grading activities;
- Off-site air pollutant emissions at the power plant serving the construction site, while temporary power lines are needed to operate construction equipment and provide lighting;
- Exhaust emissions and potential odors from construction equipment used on the construction site as well as the vehicles used to transport materials to and from the site;
- Exhaust emissions from the motor vehicles of the construction crew; and
- Potential release of asbestos from building demolition.

The SCAQMD *CEQA Air Quality Handbook* establishes thresholds for pollutant emissions generated during construction. Each construction project resulting from implementation of the proposed 2000 General Plan for the planning horizon year of 2020 would be required to implement control measures during construction activities in order to reduce the amount of emissions to below the significance thresholds, when possible. As previously stated, the SCAB (Orange County portion) is designated non-attainment for O_3 (State and Federal standards), CO (Federal standard only), and PM_{10} (State and Federal standards). Any increase in these pollutants would create a significant and unavoidable air quality impact.

VEHICLE MILES TRAVELED AND STATIONARY SOURCE EMISSIONS

❖ **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED 2000 GENERAL PLAN WOULD RESULT IN AN OVERALL INCREASE IN MOBILE AND STATIONARY SOURCE EMISSIONS WITHIN THE CITY, WHICH WOULD EXCEED SCAQMD AIR QUALITY STANDARDS.**

Projected population increases in the City for the planning horizon year of 2020 would result in a corresponding increase in the number of automobiles and vehicular pollutants. The primary method of reducing pollutants that result either directly or indirectly from vehicular exhaust (including ozone) is to reduce both the number of vehicular trips and the miles traveled each day by local workers and residents. A large fraction of the remaining stationary pollutants (from electricity and gas consumption) can be reduced through energy conservation. In order to minimize the number of vehicle miles traveled (VMT), land uses could encourage the location of jobs, housing, and shopping areas in such a way as to minimize extra automobile trips. Reductions in vehicular trips as well as vehicular miles can be accomplished over time through the application of wise, long-range planning of land uses that provide comprehensive support for residents and workers, such as shopping and employment.

Existing conditions within the City of Costa Mesa already exceed the SCAQMD criteria pollutant thresholds. Between year 2000 and the planning horizon year of 2020, additional residential, commercial, industrial, entertainment and other uses are anticipated to be developed within the City. Associated with this proposed development would be a subsequent increase in emissions.

Mobile Sources. Mobile source emissions are the major source of contributors to air pollution in the City of Costa Mesa. Table 4.5-2 *Mobile Source Air Emissions*, cites the amount of mobile source emissions that are anticipated to result from implementation of the proposed General Plan between the years 2000 and 2020. Over the next 20 years, pollutant emissions from mobile sources are anticipated to decrease with implementation of new technologies combined with transportation demand management measures.

The results shown on Table 4.5-2 are consistent with this assumption. Reactive organic gases (ROG), nitrogen oxides (NO_x) and carbon monoxide (CO) would decrease over the next 20 years. However, PM_{10} is anticipated to increase. Additionally, the URBEMIS7G air quality model that was used to analyze air quality in this section assumes significant reductions in emissions over the next 20 years. Table 4.5-3, *Representative URBEMIS7G Emissions Reduction*, indicates the amount of reduction assumed over the next 20 years by the California Air Resources Board. In order to analyze the amount of reduction, URBEMIS7G computer models were run for all years between 2000 and 2005 and at 5-year intervals thereafter. The representative URBEMIS7G models assumed 100 dwelling units of each housing type and 1 unit of each other land use type. Based on the results of the models, there is up to a 31 percent reduction of emissions between years.

Stationary Sources. Table 4.5-4 *Stationary Source Air Emissions*, cites the amount of stationary source emissions that are anticipated to result from development between years 2000 and 2020. The largest portion of stationary source emissions would be generated from the burning of fossil fuels in residential, commercial and industrial areas. Between year 2000 and 2020 additional development within the City would require increased electrical energy, which is generated from power plants utilizing fossil fuels. Electric power generating plants are distributed throughout the SCAB, and their emissions contribute to the total regional pollutant burden. The primary use of natural gas by the land uses throughout the City would be for combustion to produce space heating, water heating and other miscellaneous heating or air conditioning.

Air quality impacts would be regional and not confined to the Costa Mesa City limits. The destination of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. Further site-specific development proposals would be evaluated for potential air emissions once development details have been designed and are available. Individual projects may not result in significant air quality emissions, although the proposed would result in a significant cumulative air quality impact as explained below.

Cumulative air pollution impacts from implementation of the proposed 2000 General Plan are considered significant because future development projects would generate emissions of O_3 (made up by ROC and NO_x) and PM_{10} within an area designated as non-attainment for these pollutants. Policies proposed in the 2000 General Plan would reduce the significance of such impacts. However, the impacts would remain significant on a cumulative level even after mitigation.

SECTION 9.0
SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD OCCUR IF THE PROPOSED ACTION IS IMPLEMENTED

The environmental effects of the proposed project are discussed in Section 4.0 of this EIR and are summarized in Section 2.0. While no land use designations would be modified under the proposed 2000 General Plan, implementation of the proposed 2000 General Plan would result in the commitment of undeveloped or underdeveloped land to urban uses In addition, implementation of future projects under the proposed 2000 General Plan would require the long-term commitment of natural resources and land.

Actions related to future development under the proposed 2000 General Plan would result in an irretrievable commitment of nonrenewable resources such as energy supplies and other construction-related resources. These energy resource demands would be used for construction, heating and cooling of buildings, transportation of people and goods to and from the site, heating and refrigeration for food preparation and water, as well as lighting and other associated energy needs.

The environmental changes produced by future development projects under the proposed 2000 General Plan would occur mainly as a result of the alteration of the physical environment from underdeveloped and vacant land uses to urban uses. As future projects are developed, utilities would be expanded to serve the increase in demand for the future uses and site infrastructure, including, parking, circulation and landscaping improvements. Future project development is a short-term irreversible commitment of the land.

In as much as fossil fuels currently are the principal source of energy, it can be stated that future development under the proposed 2000 General Plan would directly reduce existing supplies of fuel, including fuel oil, natural gas, and gasoline. This represents a long-term commitment to consumption of an essentially nonrenewable resource.

Future projects under the proposed 2000 General Plan would require the commitment or destruction of other nonrenewable and slowly renewable resources. These resources include, but are not limited to, lumber and other forest products; sand and gravel; asphalt; petrochemical construction materials; steel; copper; lead and other metals, water; etc. A marginal increase in the commitment of social services and public maintenance services (waste disposal and treatment, etc.) would also be required.

Overall, development would commit future generations to the uses specified in the 2000 General Plan. However, a General Plan is a document that is meant to change and can be amended in response to changing conditions and priorities within the City.

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SECTION 10.0
REFERENCES

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SECTION 1.0 INTRODUCTION AND PURPOSE

The purpose of this Program EIR 1049 is to review the existing conditions, analyze potential environmental impacts, identify General Plan policies which serve as mitigation, and identify additional mitigation measures to reduce potentially significant effects of the proposed 2000 General Plan.

1.1 AUTHORITY

The City of Costa Mesa is the Lead Agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Program Environmental Impact Report (EIR) 1049 for the Costa Mesa 2000 General Plan (State Clearinghouse No. 2000031120). This Program EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), California CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Costa Mesa. The principal CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Content of an EIR), and Section 15168 (Program EIR).

1.2 APPROACH

State Law specifies the basic contents of the General Plan, however, it permits each jurisdiction to use any format deemed appropriate or convenient. General Plans are traditionally organized into a collection of required and optional elements. These elements contain a policy component, and supporting documentation. The City of Costa Mesa intends for this Program EIR 1049 to be used primarily as a policy document, and has elected to include supporting documentation for the General Plan both in the Program EIR and the Technical Appendices.

1.2.1 GENERAL PLAN (VOLUME I)

The State of California requires that each jurisdiction prepare and adopt a comprehensive General Plan. The role of the General Plan is to act as a "constitution" for development, the foundation upon which all land use decisions are based. The General Plan is required to address several state mandated issues, more commonly referred to as "elements." These elements include: Land Use; Housing; Circulation; Open Space; Conservation; Noise; and Safety. Each local jurisdiction has the right to include additional elements if the issue is important to the long-term development of the community.

1.2.2 PROGRAM ENVIRONMENTAL IMPACT REPORT AND APPENDICES (VOLUMES II AND III)

Volumes II and III include the 2000 General Plan Program EIR 1049 and Appendices, environmental analysis, background data and technical reports on traffic, air quality, noise, and biological resources.

Both the Public Resources Code and the CEQA Guidelines discuss the use of "tiering" environmental impact reports by lead agencies. Public Resources Code Section 21068.5 defines "tiering" as:

> *"The coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact report and which concentrate on the environmental effects which: (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior environmental impact report."*

The Costa Mesa 2000 General Plan Program EIR 1049 is intended to serve as a Program EIR or "first tier EIR." CEQA Guidelines Section 15168 states that a Program EIR can be prepared in connection with *"the issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program."* In this case, the Program EIR has been prepared for the City's 2000 General Plan.

The approach of a Program EIR is appropriate for evaluating "a series of actions that can be characterized as one large project and can be related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with the issuance of rules, regulations, plans or other criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways" (CEQA Guidelines Section 15168).

A Program EIR has the following advantages: "It provides an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action; it ensures consideration of cumulative impacts that might be slighted in a case-by-case analysis; it avoids duplicative reconsideration of basic policy considerations; it allows the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems of cumulative impacts; and it allows reduction in paperwork" (CEQA Guidelines Section 15168).

Subsequent development projects proposed within the City must be reviewed in the context of this Program EIR to determine if additional environmental documentation is required. If the subsequent project would have environmental effects not addressed in the Program EIR, additional environmental review would be required. Where no new effects and no new mitigation measures are involved, the subsequent project can be approved without additional environmental documentation. Where an EIR is required for a subsequent project, the EIR should implement the applicable mitigation measures developed in the Program EIR, and focus its analysis on site-specific issues not previously addressed.

1.3 COMPLIANCE WITH CEQA

The Program EIR is subject to a 45-day review period by responsible and trustee agencies and interested parties. In accordance with the provision of Sections 15085(a) and 15087(a)(1) of the CEQA Guidelines, the City of Costa Mesa acting as Lead Agency: 1) will publish a notice of availability of a Draft EIR in the Daily Pilot, a newspaper of general circulation; and, 2) will prepare and transmit a Notice of Completion (NOC) to the State Clearinghouse. Proof of publication is available at the City of Costa Mesa Development Services Department.

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing to the individual identified on the document's NOC prior to the end of the public review period. Upon the close of the public review period, the Lead Agency will then proceed to evaluate and prepare responses to all relevant oral and written comments received from both citizens and public agencies during the review period.

The Final EIR will consist of the Draft EIR, and revisions to the Draft EIR and responses to comments addressing concerns raised by responsible agencies or reviewing parties. After the Final EIR is completed and at least 10 days prior to its certification, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the respective agency.

1.4 INTENDED USES OF THIS EIR

The City of Costa Mesa, as the Lead Agency for this project, will use this Program EIR 1049 in consideration of the proposed 2000 General Plan. This document will provide environmental information to several other agencies affected by the project, or which are likely to have an interest in the project. Various State and Federal agencies exercise control over certain aspects of the study area. The various public, private and political agencies and jurisdictions with a particular interest in the proposed project, include, but are not limited to the following:

FEDERAL AGENCIES

United States Fish and Wildlife Service (USFWS). Responsible for conserving and protecting wild birds, endangered species and their habitat for the benefit of the public at large.

STATE AGENCIES

California Regional Water Quality Control Board (CRWQB). Responsible for evaluating appropriate uses of water and for issuing National Pollution Discharge Elimination Systems (NPDES) permits and waste discharge requirements.

California Reclamation Board (CRB). Responsible for delineation of flooding and regulation of encroachment into designated floodways.

California Department of Transportation (Caltrans). Responsible for approval of roadway improvements along state highways, including Interstate 405, State Route 55 and State Route 73.

California Environmental Protection Agency (CalEPA). This agency is the primary state agency concerned with degradation of the environment and how it affects human health. It is responsible for the examination and prevention of pollution sources of public water supplies; establishment of ambient standards of air quality; monitoring of environmental pollution; regulation of water supplies and sewage disposal systems; regulations of hazardous waste; regulations of pesticides; regulation and control of radioactive materials; and providing certain laboratory support to other state agencies.

California Department of Toxic Substances Control. This CalEPA agency is the primary state agency that regulates all matters related to hazardous waste. It is responsible for the cleanup of hazardous waste sites and permitting, surveillance and enforcement of hazardous waste facilities.

LOCAL AGENCIES

City of Costa Mesa. Responsible for land use control, and the provision of urban services on and to the study area. The City will act as the Lead Agency for the proposed project.

County of Orange. The Airport Land Use Commission (ALUC) for Orange County has adopted an Airport Environs Land Use Plan (AELUP), which formulated a comprehensive land use plan for the area surrounding each public and federal military airport in Orange County. The John Wayne Airport is located just northeast of the City of Costa Mesa.

In addition, the Orange County Flood Control District (OCFCD) and Orange County Integrated Waste Management Department (IWMD) are responsible for regional flood control facilities and landfill capacity and solid waste diversion, respectively.

South Coast Air Quality Management District (SCAQMD). Serves as the South Coast Air Quality Control District and has the responsibility for the implementation of the California Clean Air Act. This agency's authority includes Los Angeles and Orange Counties, the western portion of Riverside County and portions of San Bernardino County.

Southern California Association of Governments (SCAG). Stimulates intergovernmental coordination in planning and development activities, and assures better coordination of federally assisted projects. Reviews applications of local and regional agencies for federal grants related to more than 100 programs. Responsible for preparing components of the California Regional Transportation Plan. Programs range from open space planning, waste control and water basin studies to aviation, housing and research in economics and demography.

Orange County Council of Governments (OCCOG). OCCOG is a voluntary advisory association representing member local governments and agencies throughout Orange County seeking cooperative subregional and regional planning, coordination and technical assistance on issues of mutual concern, such as air quality, transportation and demographics.

1.5 EIR SCOPING PROCESS

In compliance with the CEQA Guidelines, the City of Costa Mesa has taken steps to maximize opportunities for individuals, parties, and agencies to participate in the environmental process. During the preparation of Program EIR 1049, an effort was made to contact various Federal, State, regional, and local government agencies and other interested

parties to solicit comments and inform the public of the proposed project. This included the distribution of an Initial Study and Notice of Preparation (NOP) on March 30, 2000.

INITIAL STUDY

In accordance with Section 15063(a) of the CEQA Guidelines, as amended, the City of Costa Mesa undertook the preparation of an Initial Study. The Initial Study determined that a number of environmental issue areas may be impacted. As a result, the Initial Study determined that the Program EIR should address the project's significant impacts on the following environmental issue areas:

- Land Use;
- Aesthetics;
- Traffic and Circulation;
- Air Quality;
- Noise;
- Geology, and Seismicity;
- Hydrology and Drainage;
- Biological Resources;
- Cultural Resources;
- Population, Employment, and Housing;
- Public Services and Utilities; and
- Parks, Recreation and Trails.

NOTICE OF PREPARATION

Pursuant to the provision of Section 15082 of the CEQA Guidelines, as amended, the City of Costa Mesa circulated a NOP to public agencies, special districts, and members of the public requesting such notice. The required public review period commenced on March 30, 2000 with the 30-day review concluding on April 28, 2000. The purpose of the NOP was to formally convey that the City is preparing a Program EIR for the City of Costa Mesa 2000 General Plan, and that as Lead Agency, was soliciting input regarding the scope and content of the environmental information to be included in Program EIR 1049. The Initial Study was circulated with the NOP. The NOP, Initial Study, and responses to the NOP are provided in Appendix B.

NOP AND SCOPING RESULTS

The following specific environmental concerns were raised by responses to the NOP and in comments expressed during the scoping process. The NOP responses and written comments received are contained in Appendix B.

- Changes to land use designations and their effect on the Sanitary District's sewer system (refer to Section 4.1, *Land Use*);

- Projected sewage flows and comparisons with the Orange County Sanitation Districts current predictions to determine any potential impacts (refer to Section 4.11, *Public Services and Utilities);*

- Project impacts to local archeological resources (refer to Section 4.10, *Historic and Cultural Resources);*

- Impacts to wildlife (refer to Section 4.9, *Biological Resources);*

- Impacts to air quality (refer to Section 4.5, *Air Quality);*
- Impacts and mitigation for affected intersections (refer to Section 4.4, *Circulation);*
- Compatibility of land uses within the John Wayne Airport area, including residents, schools, hospitals, convalescent homes, and places of worship within the 65db CNEL noise contour (refer to Section 4.6, *Noise);*
- Identification of adverse impacts resulting from modification to the Circulation Element (refer to Section 4.4, *Circulation*);
- Traffic analysis consistency with County Growth Management Programs (refer to Section 4.9, *Circulation);*
- Land use changes and how they will create trip reductions in some areas and increased trips in others (refer to Section 4.4, *Circulation*);
- Impacts associated with The CenterLine rail transit project, especially if it terminates at South Coast Plaza area (refer to Section 4.4, *Circulation*);
- Impacts on downstream drainage areas (refer to Section 4.8, *Hydrology and Drainage*);
- Identify public improvements (refer to Section 4.1, *Land Use*);
- Current freeway projects and the effects these projects may have on the city (refer to Section 4.4, *Circulation*);
- Drainage pattern, and discharge into systems under state highway facilities (refer to Section 4.4, *Conservation,* and Section 4.8, *Hydrology and Drainage*); and
- Identify state facilities with proper names and route numbers (refer to Section 4.4, *Circulation*).

1.6 FORMAT OF THE PROGRAM EIR

Section 1.0, *Introduction*, provides an overview of the proposed Costa Mesa 2000 General Plan and the scope, use and approach of the Program EIR.

Section 2.0, *Executive Summary*, provides a summary of the project, environmental analysis, alternatives, as well as areas of controversy and issues to be resolved.

Section 3.0, *Project Description*, includes a detailed description of the 2000 General Plan. This section describes the environmental setting and defines the project. Assumptions used during the preparation of this document are also identified.

Section 4.0, *Environmental Analysis*, evaluates the impacts associated with the proposed 2000 General Plan goals and policies. This section is organized by issue area. Each area includes a description of the environmental setting relative to that issue; the environmental effects of the proposed project; mitigation measures; and determinance of significance after mitigation. Mitigation measures that are incorporated into the 2000 General Plan in the form of goals and policies are described in the Environmental Impacts and Mitigation Measures

subsection and additional mitigation measures which may be required to mitigate project impacts are recommended.

Impacts and mitigation measures are generally organized under the issue topics. However, an impact or mitigation measure's location within the document should not restrict it from being considered under another issue topic, even though omitted from that section. Many of the impacts relating to a General Plan, such as Costa Mesa's, are multi-faceted. Similarly, the goals and policies and actions that serve as mitigation measures and additional mitigation measures recommended, may accomplish several objectives and mitigate more than one impact. It is important that decision-makers be cognizant of this fact in their consideration and use of this document. If mitigation measures are altered, the affect that would have on other issues should be evaluated.

Cumulative impacts are discussed in Section 4.14.

Section 5.0, *Alternatives to the Proposed Action*, is a discussion of the alternatives to the proposed project and related impacts and evaluation. An environmentally superior option is discussed in this section.

Sections 6.0, *Growth Inducing Impacts of the Proposed Action*; 7.0, *Effects Found Not To Be Significant*; 8.0, *Significant Environmental Effects Which Cannot Be Avoided If The Proposed Action Is Implemented*; and 9.0, *Significant Irreversible Environmental Changes Which Would Occur If The Proposed Action Is Implemented*; address the remainder of CEQA mandated issue areas.

Section 10.0, *References*, lists the organizations and individuals contacted during the preparation of the Program EIR, report preparation personnel and a list of reference materials.

Section 11.0, *Responses to Comments*, provides both the comment letters and responses to comments, as well as a comprehensive list of errata and changes incorporated into the Final General Plan and EIR.

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SECTION II.0
RESPONSE TO COMMENTS

II.1 INTRODUCTION

In accordance with Sections 15088, 15089 and 15132 of the California Environmental Quality Act (CEQA) Guidelines, the City of Costa Mesa has prepared the Final Environmental Impact Report (EIR) for the proposed General Plan Update. The Comments and Responses section, combined with the Draft EIR, comprise the Final EIR.

The following is an excerpt from the CEQA Guidelines, Section 15132, Contents of Final Environmental Impact Report.

"The Final EIR shall consist of:

(a) The Draft EIR or a version of the draft.

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary.

(c) A list of persons, organizations and public agencies commenting on the Draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the Lead Agency."

Comments regarding the Draft EIR for the General Plan Update were received during the 45-day public review period, which was open from June 26, 2001 to August 9, 2001. Additional comments that were received by the City after August 9 have also been incorporated into this Section.

This Comments and Responses section includes all of the above-required components and shall be attached to the revised Draft EIR to make up the Final EIR. All correspondence from those agencies or individuals commenting on the Draft EIR is reproduced on the following pages. The individual comments on each letter have been consecutively numbered for ease of reference. Following each comment letter are responses to each numbered comment. A response is provided for each comment raising significant environmental issues. Added or modified text is shaded (example), while deleted text will have a strike out ~~(example)~~ through the text, and is included in a box, as the example below shows.

"Text from Draft EIR"

II.2 LIST OF COMMENTORS

Written comments on the Draft EIR were received from the following agencies and/or individuals:

1. Stephen Rynas, California Coastal Commission
2. City of Costa Mesa Planning Commission Study Session
3. City of Costa Mesa Planning Commission Hearing
4. Paul Flanagan, M.D.
5. Jeffrey Smith, Southern California Association of Governments
6. Robin Hamers, Costa Mesa Sanitary District
7. Wanda Smith, California Regional Water Quality Control Board
8. Robert Joseph, California Department of Transportation
9. Dan Bott, City of Santa Ana
10. Barry Curtis, City of Irvine
11. George Britton, County of Orange
12. Joan Golding, Airport Land Use Commission
13. Robert Franklin, City of Fountain Valley
14. Donald R. Chadwick, State of California, Department of Fish and Game
15. Brent Neumeyer, Resident
16. Sandra Genis, Resident

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Steve Nissen
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMEN

JUL 0 9 2001

DATE: July 3, 2001

TO: Kimberly Brandt
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

RE: City of Costa Mesa General Plan Update
SCH#: 2000031120

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: June 26, 2001
Review End Date: August 9, 2001

We have distributed your document to the following agencies and departments:

California Coastal Commission
California Highway Patrol
Caltrans, District 12
Caltrans, Division of Aeronautics
Caltrans, Division of Transportation Planning
Department of Conservation
Department of Fish and Game, Region 5
Department of Housing and Community Development
Department of Parks and Recreation
Department of Water Resources
Native American Heritage Commission
Regional Water Quality Control Board, Region 8
Resources Agency
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WW ..GOV/CLEARINGHOUSE.HTML

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Steve Nissen
DIRECTOR

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPT.
AUG 13 2001

August 10, 2001

Kimberly Brandt
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

Subject: City of Costa Mesa General Plan Update
SCH#: 2000031120

Dear Kimberly Brandt:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 9, 2001, and no state agencies submitted comments by that date. 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 call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

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916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML

Document Details Report
State Clearinghouse Data Base

SCH# 2000031120
Project Title City of Costa Mesa General Plan Update
Lead Agency Costa Mesa, City of

Type EIR Draft EIR

Description The Draft EIR shall evaluate potential environmental impacts resulting from the following revisions to the City's General Plan, including but not limited to: update of the City's land use database; update of the City's traffic model; revision to General Plan noise and air quality data based on the new traffic model; deletion of redundant and/or completed policies, goals and programs; addition of a Community Design Element; creation of an Executive Summary / Mission Statement; revision to maps, figures, text, charts and tables to reflect updated data/information; and revision to Master Plan of Highways and Bikeways.

Lead Agency Contact

Name Kimberly Brandt
Agency City of Costa Mesa
Phone 714-754-5604 **Fax**
email
Address 77 Fair Drive
City Costa Mesa **State** CA **Zip** 92628

Project Location

County Orange
City Costa Mesa
Region
Cross Streets Multiple
Parcel No. Multiple
Township **Range** **Section** **Base**

Proximity to:

Highways 55, 73, 405
Airports Orange County Airport
Railways
Waterways Santa Ana River
Schools
Land Use No change

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Coastal Zone; Forest Land/Fire Hazard; Flood Plain/Flooding; Drainage/Absorption; Geologic/Seismic; Job Generation; Minerals; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Housing; Landuse; Cumulative Effects

---

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 12; Caltrans, Division of Transportation Planning; Department of Housing and Community Development; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; State Lands Commission

---

Date Received 06/26/2001 **Start of Review** 06/26/2001 **End of Review** 08/09/2001

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Steve Nissen
DIRECTOR

August 13, 2001

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT

AUG 17 2001

Kimberly Brandt
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

Subject: City of Costa Mesa General Plan Update
SCH#: 2000031120

Dear Kimberly Brandt:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on August 9, 2001. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2000031120) when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 W.OPR.CA.GOV 'CLEARINGHOUSE.HTML

COMMENT NO. 1

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GRAY DAVIS, *Governor*

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

July 6, 2001

Kimberly Brandt, AICP
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628-6546

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT
JUL 09 2001

SUBJECT: Draft EIR (SCH#2000031120) on the City of Costa Mesa General Plan Update

Dear Ms. Brandt:

Thank you for the opportunity to review the Draft EIR for the City's General Plan Update. Portions of the City of Costa Mesa lie within the coastal zone. For the portions of the City within the coastal zone, the policies of the Coastal Act apply. Section 30500 of the Coastal Act states, *"Each local government lying, in whole or in part, within the coastal zone shall prepare a local coastal program for that portion of the coastal zone within its jurisdiction."* The City currently does not have a local coastal program. The status of the City's local coastal program is discussed on page 4.1-5 of the EIR. Consequently, the General Plan update process represents an opportunity for the City to develop a local coastal program. The comments which follow principally focus on the opportunity to combine the update to the General Plan with developing a local coastal program.

- Section 1.4 of the EIR discusses the intended uses of the EIR. The Coastal Commission should be added as an involved State Agency with an acknowledgement that the City's planning process could also incorporate the development of a local coastal program should the City wish to pursue an opportunity to develop a local coastal program pursuant to Section 30500 of the Coastal Act. **1A**

- Section 2.3 of the EIR discusses project objectives. The development of a local coastal program for the City may be added as a project objective should the City seek to undertake development of a local coastal program. **1B**

- The EIR should include a discussion of the Coastal Act issues which are of concern for the portion of the City in the Coastal Zone. **1C**

- Section 2.5 of the EIR identifies areas of controversy and issues to be resolved. Water quality has become a significant issue. One of the major water quality issues is the effect of urban runoff on beach use by the public. Orange County beaches have been experiencing a significant number of beach closures due to breaks in sewer lines and the discharge of contaminated water from storm drains into coastal waters. Sections 30230 and 30231 of the **1D**

Coastal Act mandate that marine resources and the biological productivity of coastal waters shall be maintained and enhanced to promote biological productivity and human health. Consequently, policies should be added which state that the City's storm water system should be designed to assure that urban runoff entering the coastal zone, even if it originates outside the coastal zone or passes through other jurisdictions after leaving the City, be cleaned up prior to entering the storm drain system to the maximum extent feasible. 1D

On page 2-5 of the EIR, the phrase *"Impacts on downstream drainage areas ..."* should be revised (or a new concern added) to acknowledge that urban runoff carried by the storm drain system, even if it occurs outside the coastal zone or passes through other jurisdictions on the way to the ocean, could have an adverse impact on coastal waters and beach use. Additionally, the adverse effects of urban runoff should be identified as an *"issue to be resolved"*. 1E

Though 4.8 of the EIR contains some positive policies (such as CON-1D.2 to preserve and enhance existing wetlands), it does not appear to contain explicit policies to minimize the effects of urban runoff. Page 4.8-15. for example, notes that *"The majority of pollutant loads is usually washed away during the first flush of the storm occurring after the dry-season."* These pollutants, if not treated eventually discharge into the ocean. Though a City *"Condition of Approval"* requires that Water Quality Management Plans be prepared (page 4.8-16) at the time a project is approved, no actual city-wide policies promoting the clean-up of urban runoff appear to exist. Section 4.8 (for example the policies on page 4.8-15) of the EIR should be revised to add city-wide policies which promote the clean-up of urban runoff that eventually flows to the ocean. 1F

Section 2.6.9 of the EIR discusses biological resources. The City of Costa Mesa appears to contain, in the coastal zone, at least two environmentally sensitive habitat areas, Canyon Park and Talbert Regional Park. To address environmentally sensitive habitat areas, Commission staff recommends the inclusion of policies similar to Sections 30107.5 and 30240 of the Coastal Act into the EIR. In terms of protecting wetlands and coastal waters, Commission staff recommends the inclusion of policies similar to Sections 30230, 30231, and 30233 of the Coastal Act. Commission staff recognizes that the use of Coastal Act policies may need to be customized. For example, references in Section 30233 of the Coastal Act to Bodega Bay would not apply to the City of Costa Mesa. These Coastal Act policies, as well as others, are available on the internet at: www.coastal.ca.gov. 1G

Additionally, to assure that biological resources are protected, policy CON-1A.1 should be revised. Though the policy ends with *"incorporate sufficient mitigation measures into the project design to reduce such effects."*, 1H

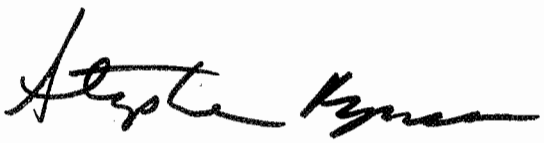
it appears to imply that a project would be allowed to have adverse impacts on biological resources just as long as they are mitigated. This policy should be revised to state that projects should be designed to avoid impacts to biological resources. Mitigation is required when project impacts are unavoidable. As an example of alternative wording, Section 30240(a) of the Coastal Act states: *"Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas."* **1H**

Section 2.6.9 can be enhanced by also adding policies that require the use of native plants to promote habitat values in certain areas, such as Canyon Park. **1I**

- Similar to the comment on CON-1A.1 above, policies should be added or revised as appropriate to specify that projects should be designed to avoid impacts. For example, as currently worded SAF-1A.4 (page 2-30) lacks policy direction for what *"reduce the potential for flood damage"* means and how it is to be accomplished. SAF-1A.4 should be revised to clarify that the various flood control agencies should work together to decrease the potential for flood damage when development occurs through avoidance siting. SAF-1A.1 (page 2-26) is ambiguous as to intent since it only requires *"consideration"* of geologic hazard constraints. SAF-1A.1 should be revised to require that development in hazardous areas be appropriately setback to avoid the hazard and the use of protective devices. For example, Section 30253 of the Coastal Act requires that new development be designed in such a manner that a protective structure, such as a retaining wall is not required. Based on the examples cited, the policies of the General Plan contained in the EIR should be re-examined by the City to determine if other policies should be revised to promote the concept of avoidance siting in designing a project as a means of minimizing adverse impacts. **1J**

Thank you for the opportunity to comment. If you have any questions concerning my comments, please give me a call. We look forward to the City of Costa Mesa preparing a local coastal program.

Sincerely,



Stephen Rynas, AICP
Orange County Area Supervisor

\\HAMMERHEAD\srynas$\Letters\City of Costa Mesa\Brandt01.doc

Response to Comment No. 1
Stephen Rynas, California Coastal Commission
July 6, 2001

1A. The Coastal Commission has been added to the listing of State Agencies for the Final EIR.

1B. As stated in Section 2.2 of the Draft EIR, the Costa Mesa General Plan was last comprehensively updated in 1992 to produce the 1990 General Plan. The 2000 General Plan will supercede the 1990 General Plan and is primarily an update of existing conditions, long-term projections, as well as reformatting the 1990 General Plan. It is not the City's objective through this update process to develop a local Coastal Program. However, the City will work closely with the California Coastal Commission related to planning and development activity in Canyon Park, as well as other areas within the coastal zone.

1C. Page 4.1-5 of the Draft EIR acknowledges that Costa Mesa is a landlocked community with no direct access to the Pacific Ocean. However, a portion of the City (approximately 125 acres) has been identified as within the Coastal Zone under the jurisdiction of the Coastal Commission. The Draft EIR goes on to state that "the City of Costa Mesa is responsible for the development of policies and programs to protect and enhance its coastal resources." Goal CON-1 focuses on resource conservation and Objective CON-1D states that the City will "work towards the orderly, balanced utilization and conservation of the City's coastal resources."

1D. Through the provisions of the National Pollutant Discharge Elimination System (NPDES) permit, the City of Costa Mesa as a co-permittee adheres to water quality requirements related to discharges from new development. Conformance with the NPDES program requirements ensures that urban runoff and contaminated discharge into coastal waters is minimized. In addition, the City would implement measures to minimize urban runoff as required by the Countywide Drainage Area Management Plan (DAMP). The City proposes adding the following General Plan policies to the Final 2000 General Plan and EIR to address urban runoff and water quality issues:

CON-1A.3 Continue to comply with the National Pollutant Discharge Elimination System (NPDES) Program by participating in the Countywide Drainage Area Management Plan (DAMP) which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).

CON-1A.4 Continue to implement the Drainage Area Management Plan (DAMP), and any amendments to it, that require site dischargers to reduce pollutants in runoff from new development and significant redevelopment areas.

1E. Refer to Response to Comment No. 1D.

1F. Refer to Response to Comment No. 1D.

1G. It should be noted that the Commentor incorrectly refers to the location of Talbert Regional Park within the City of Costa Mesa. Talbert Regional Park is a County of

Orange facility. Also, goals, objectives, and policies contained in the 2000 General Plan refer to conservation of coastal resources. The objective which is stated in Objective CON-1D and corresponding Policies CON-1D.1 through CON-1D.5 are restated below for ease of reviewer reference.

Objective CON-1D. Work towards the orderly, balanced utilization and conservation of the City's coastal resources.

CON-1D.1 Coordinate City planning efforts with the County of Orange, the City of Newport Beach, and other appropriate agencies to develop uniform and consistent policies regarding the future use and development of the River Park Project.

CON-1D.2 Preserve and enhance existing wetlands areas.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

CON-1D.4 Require the provision of adequate visitor serving on-site parking facilities that do not impact sensitive resources within the Coastal Zone.

CON-1D.5 Coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, state, and federal agencies.

1H. Policy CON-1A.1 has been updated as follows:

CON-1A.1 Ensure that all future developments will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and ~~where feasible and appropriate,~~ incorporate feasible ~~sufficient~~ mitigation measures into the project design to reduce such effects.

1I. Policy CON-1A.2 has been updated as follows:

CON-1A.2 ~~Require landscape plans for all public and private developments to consider the retention and/or enhancement of existing mature vegetation.~~ Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.

1J. Policy SAF-1A.4 emphasizes cooperation among agencies in order to address potential flood damage affects. The policy is clear on intent and has not been revised. Policy SAF-1A.1 has been updated as follows:

SAF-1A.1	Consider geologic hazard constraints, impacts and mitigation when developing ~~in the development of~~ land use policies and when making public decisions relating to land development.

PLANNING COMMISSION STUDY SESSION – JULY 16, 2001

Draft 2000 General Plan comments

Walt Davenport

1. Why does Gisler Avenue, west of Harbor Blvd., show such an increase in 2020 conditions? Existing conditions are 14,000 ADT; the 2020 ADT with the bridge is 30,000 ADT. If only 8,000 ADT is associated with the bridge construction, what is causing the increase from 14,000 ADT to 22, 000 ADT? **2A**

Bruce Garlich

1. Can the recently released 2000 census data be incorporated into the General Plan and EIR appropriately? **2B**
2. How did the 1990 General Plan Goals, Policies, and Objectives change in the 2000 General Plan? Who is recommending these proposed changes? **2C**
3. Page I-7 of the draft General Plan under the heading "Administering the 2000 General Plan" refers to planning goals, are they the same as the City Council's community objectives? **2D**
4. Page CON-42 of the draft General Plan under Objective CON-1C, add a new policy that addresses city use of energy-efficient measures/devices to reduce electrical consumption. Another policy regarding the city investigation of feasibility of city providing electricity or another independent energy provider. **2E**
5. Page CD-9 of the draft General Plan, add South Coast Repertory Theater as a landmark. **2F**
6. Page CD-12 of draft General Plan, clarify intent of second paragraph under "opportunities " relating to nonconforming signs. **2G**
7. In the Open Space and Recreation Element add a new policy that addresses the special recreational needs such as skateboard parks and ice rinks. **2H**
8. Historic and Cultural Resources Element is not user-friendly- specifically page HCR-9- seven categories listed and only 6 shown. Also need a map to go with table HCR-1 showing location of sites. **2I**

Draft EIR comments

Bruce Garlich

1. Page I-5 - Clarify the Sanitary District's comments on changes to land use designations. **2J**
2. Page 2-35- Electricity- should the EIR mention the City's program to change the traffic signal lights throughout the city with LED fixtures? **2K**
3. How do other cities approach regional air quality impacts? Do they just give up? **2L**

Response to Comment No. 2
City of Costa Mesa Planning Commission Study Session
July 16, 2001

2A. The amount of daily vehicle trips generated in the area west of Harbor Boulevard, south of I-405, north of Adams Avenue and east of the river is forecast to increase by approximately 12,000 ADT as the City reaches buildout conditions. This additional 12,000 ADT together with the 8,000 ADT forecast for the Gisler Bridge accounts for the increase on Gisler Avenue, west of Harbor Boulevard.

2B. Page LU-6, Paragraph 4 of the 2000 General Plan will be revised to incorporate 2000 census data. The paragraph is revised as follows:

> Table LU-3, *Population, Housing, and Employment*, presents historical data for Costa Mesa's population, number of housing units, and employment opportunities, and includes projections to the year 2020. The table is based upon OCP-2000 Projections. Data which is available for the 2000 Census, as of September 2001, has also incorporated in the Land Use and Housing Elements.

In addition, the following information will be added to the Final 2000 General Plan and EIR.

Page HOU-33 of the 2000 General Plan, preceding "Inventory of Resources", a new paragraph will be added as follows:

> **Persons Living in Group Quarters**
>
> The majority of the households in Costa Mesa are family households comprised of married-couple families or single householders. According to the 2000 U.S. Census, a total of 2,307 people live in group quarters. Of this total, approximately 1,470 people are institutionalized, and 837 people are in voluntary residential care facilities, sober living facilities, or other group homes. Group homes may generally be regulated by the State and/or subject to the City's zoning regulations.

Page HOU-10 of the 2000 General Plan, following the second paragraph beginning with "Currently . . .", a new paragraph will be added as follows:

> According to the 2000 U.S. Census, the City population is comprised of white (56.8 percent), Hispanic or Latino (31.8), Asian (6.8 percent), black or African-American (1.2 percent), American Indian and Alaska Native (0.3 percent), or other race. In addition, the 2000 U.S. Census reports that 51 percent of the population is male and 49 percent is female.

Page HOU-30, Paragraph 2, of the 2000 General Plan will be revised to include the following information:

> Approximately 3,211 renter households and 487 owner households were overcrowded in 1990. This situation is affected by large renter households unable to afford the larger ownership housing and a lack of larger rental housing units. For example, a total of 747 – seven or more person renter households resided in the City in 1990, while there were only 46 – five bedrooms or larger and 513 - four bedroom rental units in the City. At the same time, there were 4,640 owner occupied housing units with four or more bedrooms and only 556 owner households with six or more persons. According to the 2000 U.S. Census, 40 percent of the City's housing units are owner occupied, and 60 percent are renter occupied.

Page HOU-31, Paragraph 1, of the 2000 General Plan will be revised to include the following information:

> The number of large families has been increasing in Costa Mesa and consequently demand will increase for larger bedrooms. Although the supply of larger housing units has met the demand in the past, overcrowding is increasing and occurring in the larger families. According to the 2000 U.S. Census, the homeowner vacancy rate is 1.3 percent and the rental vacancy rate is 6.3 percent. Costa Mesa will continue to offer a balance of bedroom types through the encouragement of many rental sizes and ownership programs.

Page 4.2-1 of the Draft EIR will be revised to include a footnote that reads as follows:

> ---
>
> [1] 2000 Census data made available in August 2001 references a citywide population of 108,724.

The footnote will be added to the first sentence in the second paragraph under the Population subheading.

> The OCP-2000 projections estimate that there are approximately 106,237[1] persons residing in Costa Mesa in the year 2000, represents an increase of population of ten percent since 1990.

Page 4.2-2 of the Draft EIR will be revised to include a footnote that reads as follows:

> ---
>
> [1] 2000 Census data made available in August 2001 identifies a total of 37,467 occupied housing units.

The footnote will be added to the first paragraph under the Housing subheading.

HOUSING

Costa Mesa's share of County housing units also decreases slightly; this can be attributed to the significant amounts of growth in other areas of the County, when compared to the predominantly built out nature of Costa Mesa. The City's 4.1 percent share (40,577 of 978,004 housing units) of County housing units in 2000 is projected to slightly decrease to nearly 3.9 percent (42,469 of 1,096,824 housing units) by year 2020.

2C. The revisions to the 1990 Goals, Objectives, and Policies consist of updates to text and deletion where references are no longer applicable. Outdated goals and programs that have been achieved and completed were deleted.

Section 3.0, *Project Description*, of the Draft EIR, provides a listing of goals, objectives and policies contained in the Draft 2000 General Plan. Appendix A of the Technical Appendices lists the goals, objectives and policies in the 1990 General Plan. A strikeout/redlined and underlined document showing the changes in the goals, objectives and policies from the 1990 General Plan to the 2000 General Plan is provided as Appendix A of this document. This document will be available for review prior to the Planning Commission hearing on October 22, 2001.

2D. The subsection entitled "Administering the 2000 General Plan" is intended to identify implementing procedures and to reference the City's annual reporting process on the status of the plan and the progress of implementation. It is the policy of the City Council to review the 2000 General Plan periodically so as to maintain the currency of its goals and policies, as well as its background and technical information.

2E. A new policy, referenced as CON-1C.3 may be incorporated into the 2000 General Plan and EIR as determined by the Planning Commission and City Council.

CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.

A second new policy, referenced as CON-1C.4, may be incorporated into the 2000 General Plan and EIR as determined by the Planning Commission and City Council.

CON-1C.4 Continue to investigate the feasibility of municipal power programs.

2F. Page CD-9 of the Draft 2000 General Plan Update will be updated to include the South Coast Repertory Theatre as a City landmark.

- South Coast Repertory Theatre.

2G. The intent of Bullet No. 2 under the subheading of "Opportunities" on page CD-12, is to emphasize the opportunity to remove nonconforming signage in the City by preparing and implementing sign design guidelines program and associated incentives.

2H. A new policy, OSR-1A.16 may be incorporated into the 2000 General Plan and EIR as determined by the Planning Commission and City Council to respond to special recreational needs for citizens of all ages.

OSR-1A.16 Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.

2I. One map has been added to the Historic and Cultural Resources Element of the General Plan (see page which follows). Exhibit HCR-1 is a map showing the Station Master's House, an existing historic resource on the National Register of Historic places, and five other sites that may be eligible for the National Register. Page HCR-9 of the Draft 2000 General Plan will be revised as follows to indicate six categories instead of seven.

The research conducted and analysis preformed resulted in the identification of buildings that have been evaluated and classified according to the California Office of Historic Preservation categories 1 through 6 ~~7~~ previously discussed. The following evaluation codes were found to apply to one or more surveyed properties and appear on the DPR 523 forms:

2J. The City acknowledges the District's comments regarding development and the capacity of the sewer system. The following policies, contained in the General Plan Update, will be added to the policies listed on pages 2-34 and 4.11-18 of the Draft EIR.

Policies in Proposed 2000 General Plan:

LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.

LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

City of Costa Mesa
Properties that Meet the Standards for Listing in the National Register

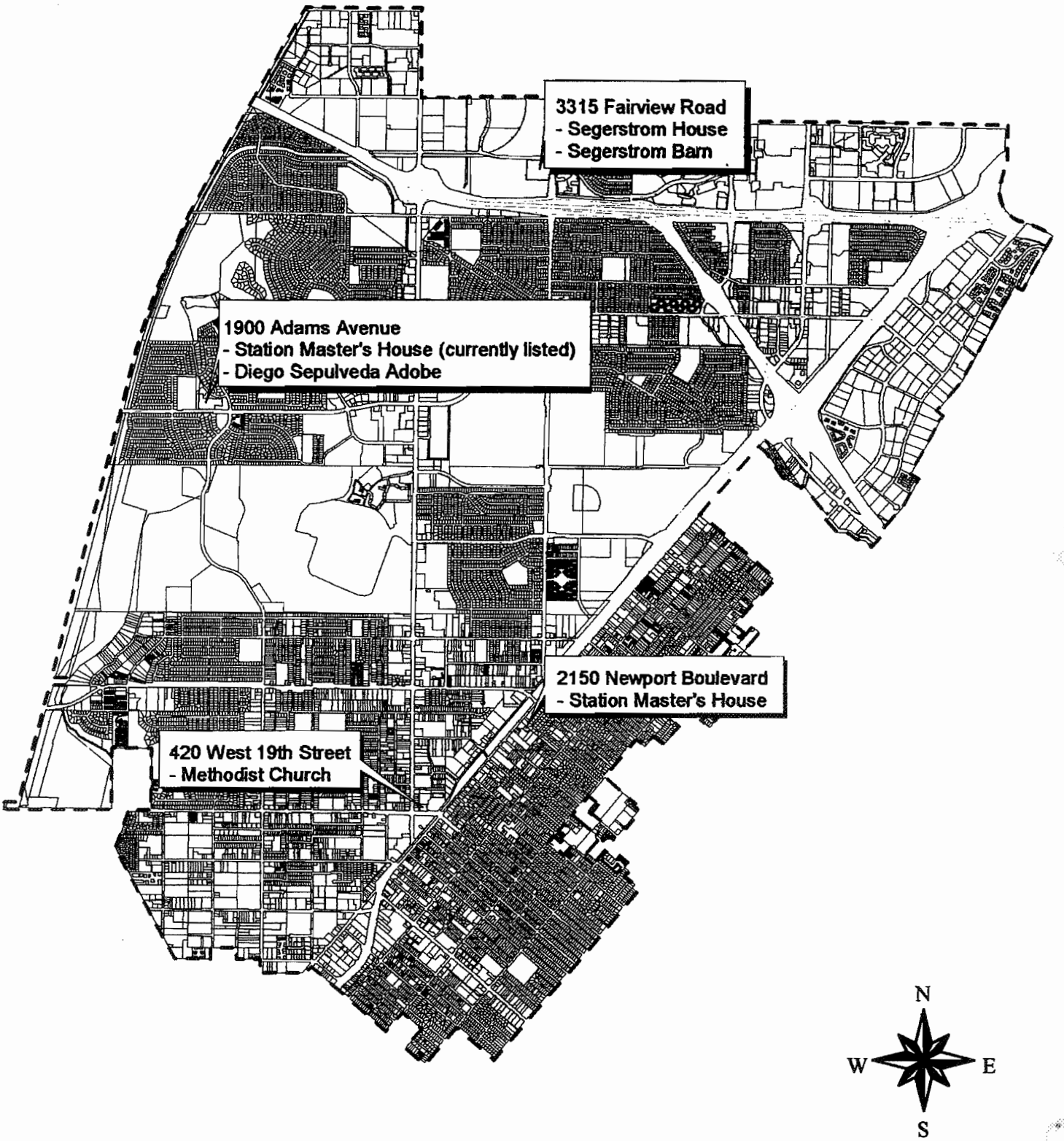


EXHIBIT HCR - 1

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

2K. On Page 4.11-21 of the Draft EIR, a third paragraph has been added to the Electricity Impact analysis, as follows:

The City continues to seek opportunities to improve the energy efficiency of existing facilities. An example is the current program to replace traffic light signals with Light Emitting Diode (LED) fixtures.

2L. Cities throughout Southern California typically address Air Quality in the General Plan as either a subsection of the Conservation Element or as its own Element. It is common for cities to reference the provisions of the Federal Clean Air Act, California Clean Air Act and the standards of the South Coast Air Quality Management District. Goals and Policies are provided to be consistent with the provisions.

Similar to other cities in the region, the City of Costa Mesa's compliance with state, local, and regional air quality regulations would minimize regional impacts to air quality to the maximum extent practical. For construction-related air quality impacts, the City requires that construction contractors comply with South Coast Air Quality Management District (SCAQMD) regulations. For example, some strategies include control measures for fugitive dust, temporary coverings over excavated soil, and application of chemical stabilizers as dust suppressants.

To reduce emissions from increased traffic, the City requires project applicants to adhere to the City of Costa Mesa Municipal Code Sections 13-193 through 13-200 (Transportation Demand Management). These measures include preferential parking for carpool vehicles, bicycle parking and shower facilities, information provided to employees on transportation alternatives, and bus stop improvements.

The implementation of these control measures is a continuing and concerted effort to reduce regional air quality impacts. Other city efforts such as the energy

conservation program included in the proposed Policy CON-1C.3 also will reduce stationary source air quality emissions.

PLANNING COMMISSION MEETING OF JULY 23, 2001

DRAFT 2000 GENERAL PLAN AND DRAFT PROGRAM EIR

Martin Millard

1. 2000 General Plan: The draft 2000 General Plan does not address the potential for changing the land use designation from industrial to residential on the Westside bluffs. **3A**

Diane La Duca

1. General Plan DEIR: In respect to Mitigation Measure CD-8A.6 (page 2-14): Is this measure applicable to existing development, especially in respect to trash enclosures? Is this measure mandatory? **3B**

2. Page 4.8-11- Master Plan of Drainage: Does this master plan address localized flooding that occurs in the vicinity of West 19th Street? No storm drains are shown. **3C**

3. Page 2.10 – Please clarify Policy HOU-2.2a. **3D**

Dan Perlmutter

1. 2000 General Plan: The draft plan only includes the downgrading on one segment of East 17th Street of which he is supportive. He would also like to see the remainder of East 17th Street downgraded to 4 lanes on the Master Plan of Highways. **3E**

Paul Flanagan

See written correspondence. **3F**

Brent Neumeyer:

1. 2000 General Plan: Page LU-19: Please explain the Trip Budget Transfer concept. **3G**

2. Page CIR-7. Table CIR-1 indicates a 215,998 increase in average daily trips- how is the City's circulation system going to be able to handle these trips? **3H**

3. Pages CIR-6 and CIR-10. How will Fairview Road handle the additional trips anticipated in 2020 conditions? Will Fairview Road need to be widened and require homes to be bulldozed? **3I**

Doug Sutton

1. Is it the goal to process and approve Home Ranch prior to adoption of the 2000 General Plan? **3J**

2. Where will the additional housing and population growth stated in the staff report occur since the City has limited vacant land? **3K**

3. What is the threshold for significance in terms of Air Quality impacts? Do these thresholds account for cumulative development or individual projects? **3L**

4. What are the significant noise impacts identified in the Draft EIR? **3M**

5. Why does the 2000 General Plan plus Home Ranch indicate 464 dwelling units instead of the reduced number of units currently being spoken of? **3N**

6. Where did the two "No Project Alternatives" come from? Is this a "slow growth" alternative? **3O**

Katrina Foley

1. 2000 General Plan, Page I-3 last paragraph: Add discussion of current expansion plans for the Segerstrom Center for the Arts and annexation efforts. **3P**

2. Make appropriate references to 2000 Census information. **3Q**

3. Does 2000 General Plan account for recent General Plan amendment for the Mesa del Mar shopping center? **3R**

4. Page LU-2: Provide a breakdown in housing composition in the city (single-family ownership versus multi-family rental). **3S**

5. Table LU-1: Provide a map to show undeveloped acres. **3T**

6. Page LU-6: What is the source of the jobs/housing discussion. **3U**

7. Page LU-7: Expand discussion on industrial uses and that the City prefers cleaner industry, less pollution. Also expand on why it is inappropriate for commercial uses to locate in industrial areas. **3V**

8. Page LU-8 Expand discussion to include recently adopted residential development standards. **3W**

9. Page CD-5: Clarify the Halecrest Hall of Fame and North Costa Mesa residential districts, **3X**

10. Page CD-12: Add discussion of the City's street tree palette. **3Y**

11. Conservation Element: Add additional discussion regarding energy conservation measures and city's role. **3Z**

Walt Davenport

1. Please explain why traffic volumes on Gisler Avenue, east of Harbor, are so high even when the bridge is deleted. **3AA**

Martin Millard

1. Draft EIR: The EIR should address the dirt pollution or soil contamination from the existing industrial uses and its effect on future rezoning of the bluff area to residential uses. **3BB**

Response to Comment No. 3
City of Costa Mesa Planning Commission Hearing
July 23, 2001

3A. The 2000 General Plan does not recommend or reference changes in land use designations from industrial to residential on the Westside bluffs. This special study is being undertaken as a separate work program per the direction of the Costa Mesa City Council. Staff anticipates taking a draft Westside Bluffs Work Program outline to the City Council in November/December 2001.

3B. Policy CD-8A.6 is a Community Design Element policy to be considered by City decision-makers for new development applications. Existing development is addressed through Costa Mesa Municipal Code Title 26, Property Maintenance.

3C. Exhibit 4.8-4 in the Draft EIR depicts existing and proposed storm drain facilities in accordance with the City of Costa Mesa Master Plan of Drainage, dated December 1997. The graphic does not depict existing or proposed systems along West 19th Street, from Whittier Avenue to Park Avenue. The City is currently updating the Master Plan of Drainage and is evaluating the problem areas such as the referenced segment of 19th Street.

3D. Housing Policy 2.2a is directed to older, existing multi-family dwelling units that legally exceed the residential densities established with the adoption of 1990 General Plan. These same densities are being carried forward in this 2000 update. The concern was that property owners of older multiple-family properties would not have any incentive to redevelop or maintain their property, if they were not able to rebuild what was already on the ground. This policy allows a 25 percent density bonus in the Medium Density Residential category and a 50 percent bonus in the High Density Residential category as redevelopment incentive.

3E. The purpose of downgrading the segment of East 17th Street as shown is to bring the City's Master Plan of Highways (MPH) into conformance with the County's master plan, as required by County policies. The remainder of East 17th Street is currently consistent with the County's Master Plan, however the Commentor's statement regarding the desire to downgrade has been noted.

3F. Refer to Comment Letter No. 4 and the responses to that letter.

3G. The Trip Budget Transfer, as stated on Page LU-19 of the 2000 General Plan, "establishes the trip budgets established at the Traffic Analysis Zone (TAZ) level in the Costa Mesa Traffic Model can also be combined or transferred between TAZs in a specified area of the City and under certain conditions to account for large master planned developments which contain multiple TAZs. Likewise, trips can be combined or transferred between individual parcels within single TAZs. Combinations and/or transfers shall only be allowed for projects which meet the following conditions:

- The combination and/or transfer of trips shall only be allowed in the area of the City that is north of the I-405 and east of Harbor Boulevard, and shall be limited to parcels within a one mile radius of each other.

- Trip budget transfers shall be evaluated in the review and approval of a planned development or master plan projects. Sufficient conditions of

approval shall be applied to the master plan or development plan to ensure long-range control over subsequent phases of development.

- The combination and/or transfer of trips shall not result in any greater impacts on the surrounding circulation system than would occur if each Traffic Analysis Zone was developed independently.

- For the combination and/or transfer of trips between TAZs, such combination and/or transfer of trips shall not exceed the total trip budget of all parcels involved if each were developed independently according to the floor area ratio and trip generation rates provided herein.

- The combination and/or transfer of trips shall not allow development intensities which result in abrupt changes in scale or intensity within the project or between the project and surrounding land uses.

- Approval of the master plan or development plan shall be conditioned to ensure compliance with the above criteria and to preclude future over-development on portions of the project or properties from which trips were transferred.

Trip budget transfers shall be recorded against the properties."

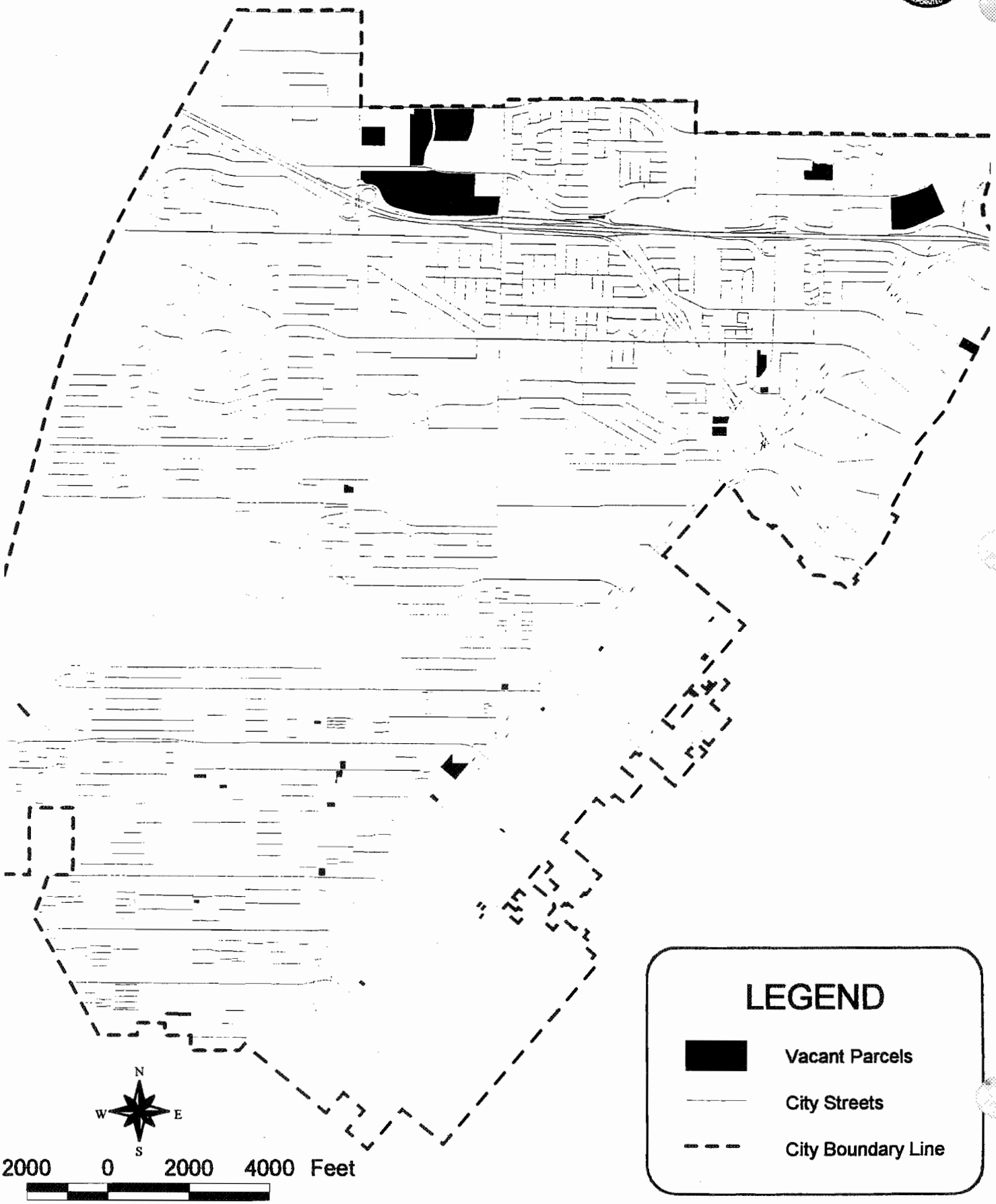
3H. All roadway segments within the City, with the exception of Gisler Avenue west of Harbor Boulevard, are forecast to operate below the roadway's maximum capacity given the buildout of the City's Master Plan of Arterial Highways. If the Gisler Bridge over Santa Ana River was not constructed, this deficiency on Gisler Avenue would likely not occur.

3I. Fairview Road is forecast to operate at levels between 46 percent and 89 percent of its capacity in 2020. No improvements will be required that result in the removal of residential homes.

3J. The public review process for the 2000 General Plan and EIR has coincided with the public review for the Segerstrom Home Ranch project. The Segerstrom Home Ranch project is currently in public hearings as the General Plan Update and EIR are finalized. Refer to Appendix B of this document for more information relative to the Segerstrom Home Ranch project.

3K. Incremental and build-out growth is anticipated to occur throughout the City on parcels where the maximum building potential has not been achieved. The City's largest remaining undeveloped parcels of property are located in North Costa Mesa. As shown in Exhibit LU-1A (Exhibit LU-1 in Final General Plan), the Segerstrom Home Ranch project comprises 93.34 acres and is primarily undeveloped. The 54-acre South Coast Plaza Town Center has one vacant 5-acre parcel, but anticipated redevelopment of some existing buildings and other expansion plans will result in an additional 1.36 million square feet of building upon full buildout. The Sakioka Family owns two undeveloped parcels in the northeastern area of the city, totaling 73 acres. Exhibit LU-1A (Exhibit LU-1 in Final General Plan) of the 2000 General Plan is a map depicting the vacant parcels in Costa Mesa.

Vacant Parcels



3L. The thresholds of significance for Air Quality, which account for cumulative conditions, are listed as follows on Page 4.5-8 of the Draft EIR.

"In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An Environmental Impact Report (EIR) is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Air quality impacts resulting from the implementation of the proposed 2000 General Plan could be considered significant if they cause any of the following to occur:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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);
- Exposes sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

Based on these standards, the effects of the proposed Update have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects."

In addition, emissions are quantified for mobile source air emissions and stationary source air emissions. Thresholds are identified and when thresholds are exceeded, they are also identified.

3M. As stated in Section 4.6 of the Draft EIR, significant noise impacts are identified for construction, traffic, aircraft and stationary noise. The section concludes that implementation of the proposed 2000 General Plan is anticipated to result in a general increase in ambient noise levels within the City, including an exacerbation of current noise standard and significance criteria exceedances at numerous locations potentially exposing existing residential areas to noise levels greater than 65 CNEL. Upon implementation of policies contained in the proposed 2000 General Plan, an unmitigable significant adverse noise impact will remain for 16 roadway segments.

3N. The unit count of 464 referenced in the 2000 General Plan EIR is based upon the Home Ranch Draft EIR No. 1048 project description. A reduced number of units for Home Ranch has been addressed in the Alternatives section of the Home Ranch EIR.

3O. The No Project Alternative is required and in accordance with Section 15126 of CEQA. Two No Project variations are presented but do not imply "slow growth."

3P. Page I-3, Paragraph 8 of the 2000 General Plan will be revised to include the following information:

> The City is home to a regional symphony orchestra, and the South Coast Repertory Theater. In 1983, the Orange County Performing Arts Center was established. This center includes a 3,000 seat facility, which was completed in 1985. In 2001, the City of Costa Mesa approved expansion plans for the Segerstrom Center for Arts. These include the 32,500 square foot expansion of South Coast Repertory Theatre to allow the addition of a new stage, a 1,000-seat expansion of the Orange County Performing Arts Center, the addition of a new 2,500-seat concert hall, and a new art museum.
>
> The City of Costa Mesa is also pursuing the annexation of the many unincorporated islands in the eastside area. The goal of the annexation efforts is to provide a logical jurisdictional boundary with the City of Newport Beach and to simplify the provision of public services to these areas.

3Q. Page LU-6, Paragraph 4 of the 2000 General Plan will be revised to incorporate 2000 census data. The paragraph is revised as follows:

> Table LU-3, *Population, Housing, and Employment*, presents historical data for Costa Mesa's population, number of housing units, and employment opportunities, and includes projections to the year 2020. The table is based upon OCP-2000 Projections. Data which is available for the 2000 Census, as of September 2001, has also incorporated in the Land Use and Housing Elements.

In addition, the following information will be added to the Final 2000 General Plan and EIR.

Page HOU-33 of the 2000 General Plan, preceding "Inventory of Resources", a new paragraph will be added as follows:

> **Persons Living in Group Quarters**
>
> The majority of the households in Costa Mesa are family households comprised of married-couple families or single householders. According to the 2000 U.S. Census, a total of 2,307 people live in group quarters. Of this total, approximately 1,470 people are institutionalized, and 837 people are in voluntary residential care facilities, sober living facilities, or other group homes. Group homes may generally be regulated by the State and/or subject to the City's zoning regulations.

Page HOU-10 of the 2000 General Plan, following the second paragraph beginning with "Currently . . .", a new paragraph will be added as follows:

According to the 2000 U.S. Census, the City population is comprised of white (56.8 percent), Hispanic or Latino (31.8), Asian (6.8 percent), black or African-American (1.2 percent), American Indian and Alaska Native (0.3 percent), or other race. In addition, the 2000 U.S. Census reports that 51 percent of the population is male and 49 percent is female.

Page HOU-30, Paragraph 2, of the 2000 General Plan will be revised to include the following information:

Approximately 3,211 renter households and 487 owner households were overcrowded in 1990. This situation is affected by large renter households unable to afford the larger ownership housing and a lack of larger rental housing units. For example, a total of 747 – seven or more person renter households resided in the City in 1990, while there were only 46 – five bedrooms or larger and 513 - four bedroom rental units in the City. At the same time, there were 4,640 owner occupied housing units with four or more bedrooms and only 556 owner households with six or more persons. According to the 2000 U.S. Census, 40 percent of the City's housing units are owner occupied, and 60 percent are renter occupied.

Page HOU-31, Paragraph 1, of the 2000 General Plan will be revised to include the following information:

The number of large families has been increasing in Costa Mesa and consequently demand will increase for larger bedrooms. Although the supply of larger housing units has met the demand in the past, overcrowding is increasing and occurring in the larger families. According to the 2000 U.S. Census, the homeowner vacancy rate is 1.3 percent and the rental vacancy rate is 6.3 percent. Costa Mesa will continue to offer a balance of bedroom types through the encouragement of many rental sizes and ownership programs.

Page 4.2-1 of the Draft EIR will be revised to include a footnote that reads as follows:

---

[1] 2000 Census data made available in August 2001 references a citywide population of 108,724.

The footnote will be added to the first sentence in the second paragraph under the Population subheading.

The OCP-2000 projections estimate that there are approximately 106,237[1] persons residing in Costa Mesa in the year 2000, represents an increase of population of ten percent since 1990.

Page 4.2-2 of the Draft EIR will be revised to include a footnote that reads as follows:

---

[1] 2000 Census data made available in August 2001 identifies a total of 37,467 occupied housing units.

The footnote will be added to the first paragraph under the Housing subheading.

HOUSING

Costa Mesa's share of County housing units also decreases slightly; this can be attributed to the significant amounts of growth in other areas of the County, when compared to the predominantly built out nature of Costa Mesa. The City's 4.1 percent share (40,577[1] of 978,004 housing units) of County housing units in 2000 is projected to slightly decrease to nearly 3.9 percent (42,469 of 1,096,824 housing units) by year 2020.

3R. The 2000 General Plan accounts for the previously approved Mesa del Mar Shopping Center General Plan Amendment.

3S. The City maintains a land use database for every City parcel. In order to provide a breakdown of owner occupied and rental housing, the City has defined ownership housing as R-1 units, small lot, single-family units and condominium units. It is noted that an "ownership type" unit could in reality be used as a rental. The following table shows that the opportunity for ownership housing represent 45 percent of the City's housing stock and rental housing represents 55 percent. The data includes R2-MD, R2-HD and R3 lots that had only one unit on them (which are not part of a condominium or single-family small lot subdivision).

Table 1
Ownership versus Rental Housing City of Costa Mesa Land Use Parcel Data

	Total Acreage	Total Units	Owner Units	Percentage of Owners	Rental Units	Percentage of Rentals
R1	2,046 acres	12,827	12,827	100%	0	0%
R2-MD	626 acres	7,702	2,077	27%	5,625	73%
R2-HD	158 acres	2,031	197	10%	1,834	90%
R3	517 acres	11,946	1,390	12%	10,556	88%
PDR-LD	53 acres	359	359	100%	0	0%
PDR-MD	96 acres	644	644	100%	0	0%
PDR-HD	141 acres	3,193	0	0%	3,193	100%
Total	**3,637 acres**	**38,702**	**17,494**	**45%**	**21,208**	**55%**

3T. Vacant parcels as of the year 2000, are shown in Exhibit LU-1A which is hereby incorporated into Section 2.0 of the Response to Comments volume.

3U. Jobs/Housing information is based upon the OCP-2000 Projections, the Center for Demographic Research and California State University, Fullerton.

3V. The City of Costa Mesa does not allow heavy industrial uses and there are no such designations. The City supports clean industrial uses in designated areas. Maintaining uses in their designations achieves the City's goal of well-balanced land

uses throughout the community. On Page LU-34 of the Draft 2000 General Plan, a fourth paragraph will be added as follows:

> Proposed Industrial development would be analyzed for potential significant impacts to air quality, aesthetics, land use, and other environmental issues. The Planned Development process encourages the approval of industrial development with minimal impacts to the environment, thereby promoting cleaner and environmentally sensitive business. Generally, commercial uses are not compatible with industrial uses. However, ancillary commercial uses that support industrial uses are allowed.

3W. Page LU-8, Paragraph 5 of the Draft General Plan will be revised in the Final 2000 General Plan to include the following information:

> Neighborhood compatibility issues surrounding small-lot residential developments occurring on long, narrow properties have intensified in recent years, especially throughout Costa Mesa's eastside. New development standards were created for small-lot subdivisions in 2001. These standards increased the minimum lot size and parking requirements for this type of development. Discretionary review and approval procedures were also added to ensure compatibility with the existing surrounding neighborhoods.

3X. Page CD-5 and Exhibit CD-2 will be revised accordingly in the Final General Plan document.

3Y. Page CD-12, Bullet No. 1 of the 2000 General Plan, under the subheading "Opportunities" will be revised as follows:

> - There is an opportunity to improve and maintain the visual quality of existing major arterial and secondary arterial streets (i.e., paths) by implementing the City's adopted ~~standards in the~~ Streetscape and Median Development ~~Standards~~ Guidelines. The Guidelines include a comprehensive street tree palette and development standards.

3Z. A new policy, referenced as CON-1C.3 may be incorporated into the 2000 General Plan and EIR as determined by the Planning Commission and City Council.

> CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.

A second new policy, referenced as CON-1C.4, may be incorporated into the 2000 General Plan and EIR as determined by the Planning Commission and City Council.

CON-1C.4 Continue to investigate the feasibility of municipal power programs.

3AA. The amount of daily vehicle trips generated in the area west of Harbor Boulevard, south of I-405, north of Adams Avenue and east of the river is forecast to increase by approximately 12,000 ADT as the City reaches buildout conditions. This additional 12,000 ADT together with the 8,000 ADT forecast for the Gisler Bridge accounts for the increase on Gisler Avenue, west of Harbor Boulevard.

3BB. Section 4.13, *Public Health and Safety*, of the Draft EIR provides a comprehensive review of Hazardous Material Impacts including issues associated with hazardous materials contamination.

COMMENT NO. 4

Paul Flanagan, M.D.
3090 Bali Circle
Costa Mesa, California 92626

23 July 2001

To: The Planning Commission

City of Costa Mesa

Re: The Proposed 2000 General Plan

The proposed Plan is thorough and comprehensive; it has its high points and its low points.

A high point is the Traffic Analyses. Mr. Naghavi and Staff went out and measured usage at key sites at various times, compared these data with that from prior years and looked for trends. They correlated those trends with factors such as population growth, job growth, changes in destinations and alterations in roadways and circulation patterns. The results are unassailable, they give us a rational basis for projecting what might occur in the future. They give us a plan. 4A

The section dealing with environmental pollution is the low point, a real nadir. It lacks the facts--the kind of hard data that went into the traffic analysis. 4B

EIR

In at least three different sites (4.5-II, 7-2 and 8-5), the Report indicates that, "Over the next twenty years, pollutant emissions from mobile sources are anticipated to decrease with implementation of new technologies combined with transportation demand management measures." There exists no documented factual basis for this statement. It is an inane hope. 4C

Forty years ago, we already knew of existence of the major technological advances and regulations that could diminish smog. These have been implemented, but there are no such promising measures standing in the pipeline ready to be effectuated. Are there any known improvements that we can in any honesty expect to occur with in our 20 year horizon? 4D

Is there a whole industry such as boat building that we can expect will leave the city?

Is there a contaminant in our fuel such as lead that we can eliminate?

Is there a device such as the catalytic converter that is about to be perfected?

Is there a new generation of scrubbers, which filter industrial smoke and fumes, about to be introduced?

Is there a new pump at the gasoline station that will totally eliminate petroleum fuels from escaping into the atmosphere?

Generations of additives to vehicular fuels have been shown to have small effect and unfortunately to contaminate our drinking water—and the latest panacea, ethanol, doesn't do much if anything to improve miles per gallon but does increase ozone and nitrates. 4D

Have the people who wrote this part of the report found a miracle to make ridesharing and carpooling meaningful in terms of reducing vehicular miles?

The trend to smaller, more fuel-efficient automobiles has been reversed. Behemoths rule the roads, they guzzle fuel and spew pollutants, and they are not even subject to manufacturer's mileage caps.

Have the writers considered changes in the nation's policies? Have they subscribed to that mystical, quasi-religious dogma that says we must accept stationary pollution sources in order to provide adequate electricity? Do they share that unthinking tenet of faith that says pollution control inevitably must harm the economy?

Please send these portions of the Proposed Plan back for deeper analysis. Please instruct the writer to drop the "pie in the sky" attitude and address the reality of atmospheric pollution. 4E

Thank you,

Paul Flanagan

Response to Comment No. 4
Paul Flanagan, M.D.
July 23, 2001

4A. The City acknowledges Dr. Flanagan's comment.

4B. As with the traffic analysis, a widely accepted model was used to model the air quality impacts of the 2000 General Plan. The URBEMIS7G air quality model is the model that both the California Air Resources Board and the South Coast Air Quality Management District recommend to quantify air quality impacts.

The URBEMIS7G model is designed to estimate air emissions from land use development projects. Previous versions of the URBEMIS models (versions 1 through 5) were designed to estimate only motor vehicle emissions from trips generated by land use development. The URBEMIS7G model was enhanced to also allow for the estimation of construction and area-source emissions, in addition to mobile source emissions. Also, the URBEMIS7G model was modified to estimate motor vehicle trip emissions using the EMFAC7G, which is the California Air Resources Board's most recent motor vehicle emission factor model.

The key pieces of data input into the air quality model include both land use and traffic numbers for existing conditions (year 2000) and for the planning horizon year (year 2020). The numbers are detailed in 3.4.3, *Land Use Summary*; 3.4.3, *Housing, Population and Employment Projections*; 3.4.5, *Projected Growth with 2000 General Plan*; and 3.5.2, *Assumptions for Costa Mesa Traffic Model*, in Section 3.0, *Project Description*, of the Draft EIR, dated June 27, 2001.

4C. With respect to mobile emissions, the URBEMIS7G model does in fact assume that vehicular technologies will improve over the next 20 years; thus, resulting in a decrease in mobile emissions. The URBEMIS7G model does account for annual decreases in vehicular emission rates. Each time a specific year is selected in the model, it bases the emissions for that specific year on the California Air Resources Board's latest EMFAC file, which subsequently reduces the emissions based on the assumption that vehicular technologies will improve over the next 20 years. The URBEMIS7G and EMFAC models only assume reductions in vehicular emissions; no future yearly reductions are assumed for stationary source or construction emissions.

4D. The South Coast Air Quality Management District has identified some of the anticipated technological advances that could occur in the next 20 years in the 1997 Air Quality Management Plan (AQMP), as well as the 1997 AQMP Control Strategies. Page 4.5-6 and 4.5-7of the Draft EIR discuss the both the 1997 AQMP and AQMP Control Strategies. The AQMP identifies 37 stationary source and 24 mobile source control measures that are designed to satisfy the Federal Clean Air Act requirement of Reasonably Available Control Technology (RACT) and the California Clean Air Act requirement of Best Available Retrofit Control Technology (BARCT).

In addition to the control measures, the California Air Resources Board administers a number of programs to reduce air emissions, including but not limited to: air quality and transportation planning; air toxics program; coatings; community health; consumer products; enforcement program; energy-related activities; fuels program; mobile sources; permitting; research activities; smoke management program; and vapor recovery program. Also, the California Air

Resources Board includes a section on its website entitled, Air Pollution and What You Can Do, which identifies a number of ways individual citizens can assist in reducing air pollution. Print-outs from the California Air Resources Board of the ARB Programs and Air Pollution and What You Can Do are attached to this response. For any additional information about the California Air Resources Board, visit their website at http://www.arb.ca.gov/homepage/htm.

4E. The Air Quality analysis in the Draft EIR was prepared using the most current air quality model and adequately addresses the air quality impacts associated with the 2000 General Plan.

ARB Programs

This page updated August 22, 2001.

In this area, we provide a list of key programs areas administered by the California Air Resources Board. In addition, we have attempted to provide a very brief description of the program or topic area. A much more detailed list can be located at our **site map** area.

Air Quality and Transportation Planning	Visit this site to find information about development of clean air plans to meet federal and state air quality standards for ozone, particulate matter, and carbon monoxide, plus visibility requirements. This site also includes information about transportation planning activities that affect air quality.
Air Toxics Program	In this area, you will find web pages dealing with air toxic control measures, our air toxics hot spots program, asbestos, diesel exhaust and dry cleaning, the Air Toxics Hot Spots program, Federal Clean Air Act Title III Activities, and air toxic database activities.
Coatings	Visit this site to find information on ARB's activities, both historical and current, for architectural coatings and motor vehicle and mobile equipment coatings (auto refinishing). Here you will also find links to our aerosol coatings program and other general information on coatings.
Community Health	This program identifies air pollution's health effects on children's health, assesses the public risks in California communities, and reduces these public health risks.
Consumer Products	Visit this site to find information on ARB's regulatory activity, both historical and current, for consumer products. Also, you will find a link to the Board's Consumer Products Compliance Program.
Enforcement Program	This links to all programs designed to enforce the statutory and regulatory requirements for sources of air pollution under ARB's jurisdiction. The control of stationary source air pollution falls under the jurisdiction of California's 35 air pollution control districts.
Energy- Related	Find recent activities regarding energy related

Activities	issues including ARB's reaction to Governor Executive Orders and permitting considerations for distributed generation and power plant siting.
Fuels Program	There are several programs within the ARB dealing with fuels. Click here for fuel specification information regarding alternative fuels, the cleaner-burning gasoline program, and diesel fuel regulations for California, plus fuels and related enforcement activities.
Mobile Sources	If you are planning to purchase a new or recent-model vehicle, check out our Buyer's Guide to Cleaner Cars. We also have specific areas for low and zero emission vehicles, the heavy-duty vehicle inspection program, on-board diagnostics, off-road emission reductions, the voluntary accelerated vehicle retirement program (also known as the "scrappage program"), the smoking vehicle complaint hot lines throughout California, plus mailouts from our two mobile source divisions.
Permitting	Start here to find out about permits, certifications, exemptions, and registrations affecting stationary sources.
Research Activities	The ARB sponsors a comprehensive program of research into the causes, effects, and possible solutions to the air pollution problem in California. This area includes links to our Air Pollution Research (past research and our planned research program), Research Notes, the Innovative Clean Air Technology Program, Requests for Proposals (RFPs), and special studies.
Smoke Management Program	California's Smoke Management Program addresses potentially harmful smoke impacts from agricultural, forest and range land management burning operations.
Vapor Recovery Program	Visit this site to find the latest information about Gasoline Vapor Recovery, Test Methods and Enhanced Vapor Recovery. At this site you will also find Phase I, Phase II and Aboveground Tank Executive Orders and Approval Letters.

Top of page
Site Map

A department of the California Environmental Protection Agency

Air Pollution and What You Can Do

This page updated January 18, 2001.

In this area, we provide some background materials concerning the problems of air pollution. In addition, we provide access to some documents which explain ways we can help reduce air pollution in our communities.

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50 Things You Can Do	Every time you drive to work or school, use your heater or air conditioner, clean your windows or even style your hair, you make choices that can reduce or increase air pollution. This pamphlet shows you how to reduce air pollution. When more people make clean air choices, we'll all breathe easier.
Buyer's Guide to Cleaner Cars	When shopping for a new or used vehicle, keep in mind that while all California cars have advanced emission control systems, many newer vehicles are designed to produce even lower levels of emissions. These vehicles are called "low emission vehicles" and this guide can help you quickly identify them.
Bicycle Awareness Program	Statewide, about 7 tons per day of smog-forming gases and almost a ton of inhalable particles are spared from the air we breathe due to use of bicycles rather than motor vehicles. People choosing to pedal rather than drive usually replace short automobile trips that are disproportionately high in pollutant emissions.
Fact Sheets, Brochures and Presentations	ARB has produced a series of general-interest easy-to-read fact sheets, brochures, and presentations concerning several aspects of the air quality management program.
Glossary of Air Quality Management Terms	Recognizing that our web site users might need some help in defining certain air quality management terms and acronyms, we provide here a glossary of terms.
Indoor Air Quality Program	The ARB carries out a non-regulatory Indoor Air Quality and Personal Exposure Assessment Program (Indoor Program) that includes sponsored research, exposure assessment, development of indoor air quality guidelines, and public education and outreach. The goal of the Indoor Program is to

	identify and reduce Californians' exposures to indoor air pollutants.
Library Card Catalog Database for CARB	This database provides the card catalog listing for over 10,000 documents available in the ARB's library. Search by document title or author, and use our interlibrary mail loan services to learn more about air quality management.
Smoking Vehicles Complaint Hotline	A number of air districts, along with the ARB, have implemented programs for contacting the owners of smoking vehicles. If you notice a smoking vehicle on the roadway, you can help our effort by reporting it.
Voluntary Accelerated Vehicle Retirement	**Voluntary** accelerated vehicle retirement (VAVR) programs, sometimes referred to as scrap, clunker, or old vehicle buy back programs, pay owners of eligible vehicles to **voluntarily** retire their older, higher-emitting vehicles. The primary goal of vehicle retirement programs is to reduce ozone-forming emissions by accelerating normal fleet turnover so that newer, cleaner vehicles can be put into use sooner than what would occur naturally.

Top of page
Site Map

A department of the California Environmental Protection Agency

COMMENT NO. 5

CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT

JUL 31 2001

THERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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Riverside County: Bob Buster, Riverside County • Ron Loveridge, Riverside • Greg Petros, Cathedral City • Ron Roberts, Temecula • Jan Rudman, Corona • Charles White, Moreno Valley

San Bernardino County: Jon Mikels, San Bernardino County • Bill Alexander, Rancho C[illegible]a • David Eshleman, F[illegible]ntana • Lee Ann C[illegible]nd Terrace • Bob Hunter, Victorville • C[illegible]rton-Perry, Chino Hills • Judith Valles, San Bernardino

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Donna De Paola, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

July 27, 2001

Mr. R. Michael Robinson, AICP
Planning and Redevelopment Manager
City of Costa Mesa
Planning Division
77 Fair Drive
Costa Mesa, CA 92628-1200

RE: **Comments on the Draft Program Environmental Impact Report for the City of Costa Mesa 2000 General Plan - SCAG No. I 20010356**

Dear Mr. Robinson:

Thank you for submitting the **Draft Program Environmental Impact Report for the City of Costa Mesa 2000 General Plan** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

It is recognized that the proposed Project considers an update of the City of Costa Mesa General Plan. The proposed update would supersede the existing 1990 General Plan and is based on the community's vision for Costa Mesa and expresses the community's long-term goals. The proposed update includes the reorganization of four existing General Plan elements into ten elements. **5A**

SCAG staff has evaluated the Draft Program EIR for consistency with the Regional Comprehensive Plan and Guide and Regional Transportation Plan. The Draft Program EIR, in Section 4.1 (Land Use) includes a discussion on the proposed Projects' consistency with SCAG policies and applicable regional plans, which were outlined in our May 4, 2000 letter on the Notice of Preparation (NOP) for this Draft Program EIR.

The Draft Program EIR cited SCAG policies and addressed the manner in which the proposed Project is consistent with applicable core policies and supportive of applicable ancillary policies. Table 4.1-3 (Costa Mesa 2000 General Plan Consistency with SCAG's Regional Comprehensive Plan and Guide Policies (RCPG)) incorporated a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the applicable policies with the proposed Project. This approach to discussing consistency or support of SCAG policies is commendable and we appreciate your efforts. Based on the information provided in the Draft Program EIR, we have no further comments. A description of the proposed Project was published in the July 1, 2001 Intergovernmental Review Report for public review and comment.

If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

Response to Comment No. 5
Jeffrey Smith, Southern California Association of Governments
July 27, 2001

5A. Comment does not identify issues or concerns with the General Plan Update or Draft EIR. Comment is noted and will be considered by the City of Costa Mesa.

COMMENT NO. 6

Costa Mesa Sanitary District

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(714) 754-5043

Fax
(714) 432-1436

Web Address
www.ci.costa-mesa.ca.us

Mailing Address
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92628-1200

Street Address
77 Fair Drive
Costa Mesa, CA
92626-6520

Board of Directors
Arlene Schafer
Greg Woodside
Art Perry
James Ferryman
Dan Worthington

August 1, 2001

Mr. Mike Robinson
Planning and Redevelopment Manager
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

RE: DRAFT 2000 GENERAL PLAN & DRAFT EIR #1049

Dear Mike:

Thank you for the opportunity to comment on the above documents.

The Costa Mesa Sanitary District is the local agency responsible for providing sewer service for the entire City and trash collection service for residences using curbside service.

The biggest effect on the sewer system is changes in land use. Although the 2000 General Plan reflects no changes in land use intensity, the 1990 General Plan and various specific applications by developers throughout the City have proposed land uses beyond those originally planned for in the District's Sewer Master Plan. The Sewer Master Plan was prepared using the City's General Plan in effect at the time the master plan was prepared. Developers proposing projects that require additional sewer capacity beyond the level shown in the Master Plan will be required to construct new sewers to serve their projects. 6A

If you desire additional information, please call me at 949/631-1731.

Sincerely,

Robin B. Hamers
Manager/District Engineer

cc. Board
Staff

Printed on Recycled Paper

Response to Comment No. 6
Robin Hamers, Costa Mesa Sanitary District
August 1, 2001

6A. The City acknowledges the District's comments regarding development and the capacity of the sewer system. The following policies, contained in the General Plan Update, will be added to the policies listed on pages 2-34 and 4.11-18 of the Draft EIR.

Policies in Proposed 2000 General Plan:

LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.

LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

COMMENT NO. 7

California Regional Water Quality Control Board

Santa Ana Region

ton H. Hickox
Secretary for Environmental Protection

Internet Address: http://www.swrcb.ca.gov/rwqcb8
3737 Main Street, Suite 500, Riverside, California 92501-3348
Phone (909) 782-4130 - FAX (909) 781-6288

Gray Davis
Governor

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website at www.swrcb.ca.gov/rwqcb8.

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STATE CLEARINGHOUSE

clear 8/09/01 late e

August 6, 2001

Kimberly Brandt, AICP
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

RESPONSE TO THE NOTICE OF COMPLETION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT OF CITY OF COSTA MESA GENERAL PLAN UPDATE (SCH# 2000031120), ORANGE COUNTY

Dear Ms. Brandt:

Staff of the Regional Water Quality Control Board, Santa Ana Region (RWQCB), has reviewed the Notice of Completion for the above referenced project and have the following comments:

The Draft Environmental Impact Report indicates that the proposed General Plan Update (GPU) will result in altering stormwater quality that drains into Newport Bay and other surface waterbodies in the area. In addition, the GPU states that the proposed construction will contain silt and debris increasing the sediment load into waterbodies. Moreover, the GPU indicates that there is potential for chemical releases as a result of future construction. Non-point source pollution could negatively affect water quality that enters Newport Bay. Newport Bay has been included on the Clean Water Act Section 303(d) list of impaired waterbodies due in part to nutrients and sedimentation. Potential impacts to water quality from daily runoff and storm water runoff from this site should be evaluated. Furthermore, a Storm Water Pollution Prevention Plan may be required to be submitted to the Regional Water Board prior to the start of each individual project proposed in the GPU. Proper erosion and sediment controls must be utilized to prevent runoff during excavation, construction, and site remediation. 7A

The GPU also indicates that vegetative cover will be removed. The use of native vegetation in replanting and hydrseeding operations has been found to be protective for slope soil retention, helps filter and clean runoff, maintains habitat for native animal species, and other water quality benefits. Therefore, we recommend that native vegetation be utilized as much as possible.

If you have any questions, please call me at (909) 782-4468, or you may contact Stephanie M. Gasca at (909) 782-3221.

Sincerely,

Wanda K Smith

Wanda Smith, Chief
Coastal Waters Planning Section

cc: Scott Morgan – State Clearinghouse

\CEQA Comments\DEIR-Comments\Costa Mesa General Plan Update - dEIR.doc

Response to Comment No. 7
Wanda Smith, California Regional Water Quality Control Board
August 6, 2001

7A. Policy CON-1A.2 will be updated in the Final 2000 General Plan and EIR to read as follows:

CON-1A.2 ~~Require landscape plans for all public and private developments to consider the retention and/or enhancement of existing mature vegetation.~~ Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials, consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, *Governor*

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3337 MICHELSON DRIVE, SUITE CN380
IRVINE, CA 92612-1699

August 6, 2001 ***FAX and SEND***

Kimberly Brandt, AICP
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

IGR/CEQA
SCH# 2000031120
DEIR No. 1049
Log # 932

Dear Ms. Brandt:

Subject: City of Costa Mesa 2000 General Plan

Thank you for the opportunity to review and comment on the **Draft Environmental Impact Report (DEIR) for the City of Costa Mesa Draft 2000 General Plan and accompanying Draft Program Environmental Impact Report (DEIR) No. 1049.** The DEIR evaluates potential impacts resulting from revisions to the City's General Plan.
The project location is citywide.

CalTrans District 12 is a reviewing agency and has the following comments:

- Page 4.4-20 (DEIR): As indicated in the preliminary report of the SARX, there concurrently exists merits and demerits of the deletion of the overcrossings. What is the basis for stating "Since this proposed bridge is likely to be deleted from the Master Plan of Arterial Highways (MPAH).....?"

  CalTrans opposes any deletions or modifications to the MPAH. The reason for this is that the changes are inconsistent with agreements that CalTrans has with other agencies. Without the appropriate analysis it cannot be determined what the impact would be to State Facilities or what mitigation would be required to reduce the significant traffic impact to below a level of significance. **8A**

- Due to impacts to State transportation facilities and transportation facilities in general, we do not recommend changes to the Master Plan of Arterial Highways (MPAH). In addition, changes in the MPAH may result in a failure to meet the City's Goal CIR-1, to "provide a balanced, uncongested, safe, and energy efficient transportation system...." **8B**

- Page 4.4-29 (DEIR): The 3rd paragraph states ".....downgrade Newport Boulevard to a collector street." Please indicate the limits of Newport Boulevard that the General Plan is referring to. **8C**

- Page 9 Appendix C: Please use the most updated version of the manual instead of the 1985 manual as a reference. **8D**

- The General Plan should state policies stressing CalTrans coordination and early involvement in project and program development. It should address the fact that CalTrans has regulatory authority over certain types of development that may directly or indirectly impact State Transportation Facilities. The General Plan should also have a regional overview of transportation systems and the agencies responsible for those systems. In the City of Costa Mesa, CalTrans facilities include SR-55 and I-405. Mitigation should be included to offset any impacts to state facilities due to the proposed project. **8E**

- Exhibit 5-1 in the DEIR Home Ranch Alternative (p. 5-16) shows the proposed exit from a future collector distributor road, Susan Street. Also, the General Plan mentions the addition of an off-ramp onto the Avenue of the Arts and an onramp from Anton Boulevard (p. CIR-7). However, the impacts from the proposed ramps have not been discussed in either the Home Ranch Alternative or elsewhere in the DEIR. Given that these projects are viable future projects, the Susan Street, Anton Boulevard, and Avenue of the Arts ramps and their impacts should be included in the General Plan EIR. **8F**

- In regards to the Historic and Cultural Resources Element, we encourage the City of Costa Mesa to consult with the Native American Heritage Commission (NAHC) for other resources of cultural significance. Consultation NAHC, requesting a search of their Sacred Lands File, and following the recommendations provided by the NAHC. **8G**

Please continue to keep us informed of projects that may potentially impact our State Transportation Facilities. If you have any questions, or need assistance please contact Lynne Gear at (949) 724-2241.

Sincerely,

Robert F. Joseph, Chief
Advance Planning Branch

cc: Ron Helgeson, HDQTRS
Terry Roberts, OPR
Saied Hashemi, Traffic Operations
Leslie Manderscheid, Environmental Planning

Response to Comment No. 8
Robert Joseph, California Department of Transportation
August 6, 2001

8A. Page 4.4-20 of the Draft EIR will be revised in the Final EIR as follows:

> If the ~~Since this~~ proposed bridge is ~~likely to be~~ deleted from the Master Plan of Highways, the deficiency shown above would likely not occur. Without construction of the proposed bridge, Gisler Avenue, west of Harbor Boulevard would operate at approximately 21,000 ADT in 2020, which is under the capacity of 25,000 ADT.

The only modification to the City's Master Plan of Highways (MPH) proposed as part of the 2000 General Plan is on 17th Street between Tustin Avenue to Irvine Avenue. This will result in City's MPH being consistent with the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH). There are some locations where the City has identified a future downgrade of MPAH. However, each proposed downgrade will be studied in detail when directed by the City Council.

8B. This comment is noted and will be considered by the City of Costa Mesa. Also, refer to Response to Comment No. 8A.

8C. The statement in question states that "Arlington Drive" is a potential candidate for a downgrade to a lower classification at a later date, not Newport Boulevard. The 2000 General Plan is not proposing the downgrade of Newport Boulevard at any location.

8D. The current version of the Highway Capacity Manual (HCM) has not changed from the 1985 manual in regards to the table in question.

8E. The City of Costa Mesa has and will continue to recognize the need for a coordinated effort to enhance the circulation network throughout the City. This objective, which emphasizes regional agencies such as Caltrans and the Orange County Transportation Authority is clearly stated in Objective CIR-2A and policies CIR-2A.1 through CIR-2A.4 which are restated below for ease of reviewer reference:

Objective CIR-2A. To avoid roadways exceeding theoretical maximum capacity by constructing and/or enhancing capacity of the master planned circulation system of freeways and arterial highways.

CIR-2A.1 Coordinate with Caltrans for future consideration of the extension of Route 55 (the Costa Mesa Freeway) from 19th Street to the southern City boundary.

CIR-2A.2 Coordinate with the Orange County Transportation Authority and with adjacent jurisdictions to improve signal timing and coordination along major arterials.

CIR-2A.3 Continue to work with Caltrans to synchronize and coordinate traffic signals on arterials at intersections controlled by Caltrans.

CIR-2A.4 Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections.

The Commentor's concerns pertaining to an overview of regional facilities and identification of mitigation have also been addressed throughout the Circulation Element of the 2000 General Plan and EIR Section 4.4.

8F. The proposed Home Ranch project graphic depicted in Exhibit 5-1 of the 2000 General Plan EIR is a preliminary schematic and is based upon the Home Ranch Draft EIR project description. The graphic is provided for discussion purposes only.

The Home Ranch project land uses were incorporated in the General Plan as an Alternative land use scenario. The section documenting the General Plan analysis with Home Ranch is attached. Susan Street is not an approved project and therefore its impacts cannot be fully addressed in this General Plan. An amendment of the City's Master Plan of Highways (MPH) will be necessary when the offramp is approved by Caltrans. This circulation alternative was addressed in the Draft Program Environmental Impact Report No. 1048 for the Segerstrom Home Ranch project. This discussion has been excerpted from that document and is contained in Appendix B.

The Avenue of the Arts offramp and Anton Boulevard onramp were included in the General Plan traffic model. The analysis for 2020 includes these facilities. It should be noted that both of these ramps are currently under construction.

8G. This comment is noted and will be considered by the City of Costa Mesa.

COMMENT NO. 9

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Patricia A. McGuigan
COUNCILMEMBERS
Claudia C. Alvarez
Lisa Bist
Alberta D. Christy
Brett Franklin
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CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT
AUG 09 2001

August 7, 2001

Mr. R. Michael Robinson, AICP
Planning Manager
City of Costa Mesa
P.O. Box 1200
Costa Mesa, CA 92628-1200

VIA FACSIMILE (714) 754-4856

RE: DRAFT ENVIRONMENTAL IMPACT REPORT CITY OF COSTA MESA GENERAL PLAN

Dear Mr. Robinson:

Thank you for the opportunity to review and provide comments on the Draft Environmental Impact Report (DEIR) for the City Costa Mesa General Plan. Below are comments on the DEIR, and Circulation Element provided by the City's Transportation and Development Services Division.

- We believe the goals and objectives should include a provision to encourage interjurisdictional cooperation in resolving interagency traffic issues. **9A**

- It is difficult to understand how the land use intensities will change at areas where the land use designations are proposed. It is unclear if it involves changing the designation to be consistent with existing land uses or approved development. The text should clarify whether this means that the permitted build out intensity in the Land Use Element will be identical to that which is existing or entitled, and that additional intensity would not be permitted. It would be helpful if the EIR described the intensity change for each area. **9B**

- The 2020 traffic projections are based on anticipated developments likely to occur in accordance with the general plan land use element and result in an increase in trip generation of over 20 percent compared to existing conditions. Yet a limited number of improvements are presented to accommodate the increase in demand. Hence, the impact on Santa Ana is unclear. 9C

- The circulation element introduces a new concept of "augmented capacities" that is considerably higher than those used by the County of Orange, and in Orange County Transportation Authority Master Plan of Arterial Highways. The increase in the capacity appears to accommodate the increase in demand; however, it reflects a better traffic condition than the actual future operating condition. The augmented capacities proposed in the general plan directly results in lesser-needed improvements in the future and, when modeled, might alter actual operating traffic conditions. With that, it is difficult to understand how the increase in intensity would impact Santa Ana. Particularly important, it appears, that most of the land use intensification is in close proximity to Santa Ana. Given that these conditions are based on development anticipated by 2020 and not build-out conditions, it is not clear if the circulation system is equipped to handle the anticipated developments. This condition would appear to conflict with Section 65302 (b) of the California Government Code which requires correlation between the Land Use and Circulation Elements of the General Plan. 9

- The regional model OCTAM III has been approved for use at the regional level. OCTAM III will be used to generate traffic projections for 2025. Since local models are required to be consistent with the regional model, the City of Costa Mesa will be required to generate 2025 traffic forecasts, which will probably to assume further traffic growth and consequently worse traffic conditions. 9E

Again, thank you for the opportunity to review and comment on the DEIR and General Plan. In the event you have specific questions regarding our comments, please contact Shahir Gobran, Transportation Analyst at (714) 647-5615.

Sincerely,

Dan Bott
Environmental Coordinator

DB:TR
Db\letter\Costa Mesa General Plan DEIR cmnt Letter

pc: Jeff Rice, Principal Planner
Joyce Amerson, Transportation Manager

Response to Comment No. 9
Dan Bott, City of Santa Ana
August 7, 2001

9A. The Circulation Element includes several objectives and policies that address the City of Santa Ana's comment regarding interjurisdictional cooperation, which are restated below for ease of reviewer reference.

Circulation Element

Objective CIR-1A	To provide specific programs and policies that address multi-modal transportation, multi-agency coordination, mitigation of traffic impacts and the balancing of land uses with transportation systems.
Policy CIR-1A.3	Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.
Policy CIR-1A.7	Implement citywide and/or areawide transportation system improvement programs on new development and fee programs for new development.
Policy CIR-1A.12	Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard level of service no worse than "D" at all intersections under State or joint control. Intersection level of service analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council.
Policy CIR-2A.2	Coordinate with the Orange County Transportation Authority and with adjacent jurisdictions to improve signal timing and coordination along major arterials.
Policy CIR-2C.2	Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on 1) correcting identified hazards; 2) improving/maintaining peak hour traffic volumes; 3) improving efficiency of existing infrastructure utilization; and 4) intergovernmental coordination.

9B. Section 3.4, *Project Characteristics*, of the Draft EIR details the intent of the 2000 General Plan. This section of the Draft EIR clearly articulates that the 2000 General Plan is not adding or modifying any of the 15 1990 General Plan land use designations, nor the density standards or floor area ratios assumed for each of the designations.

The following text has been excerpted from pages 3-5 and 3-6 of the Draft EIR and further highlights the response in the previous paragraph.

"The goal of the 2000 General Plan is not to make any changes to existing density standards and/or Floor Area Ratio assumptions, nor to result in any changes to the 15 land use designations previously defined in the 1990 General Plan. Refer to Table 3-1, *1990 General Plan/2000 General Plan Land Use Designations*, which provides a breakdown on the 15 land use categories and the development intensity permitted under each. The 2000 General Plan incorporates all 15 of the land use categories without any modifications."

The 2000 General Plan does include one minor modification to the Land Use Map, which is explained on page 3-6 and illustrated on Exhibit 3-2 of the Public Review Draft General Plan EIR. The text from page 3-6 has been excerpted and restated below.

" – Modification of the Land Use Map to change the designation on the 0.34-acre parcel on the northeast corner of Victoria and Maple Streets from Public Street to Public Use – Institutional (refer to Exhibit 3-2, *Proposed 2000 General Plan Land Use Policy Map Changes*)."

In addition, the Draft EIR includes two sections that detail the assumptions used for the environmental analysis and the traffic model. The assumptions are found in Section 3.5.1, *Assumptions for Environmental Analysis*, and 3.5.2, *Assumptions for Costa Mesa Traffic Model.*

The following bullet points have been excerpted from Section 3.5.1, page 3-45, of the Draft EIR and are restated below.

- The planning horizon for the 2000 General Plan extends from 2000 to 2020.
- The 2020 development anticipated with the proposed 2000 General Plan will result in the addition of 1,892 dwelling units over existing conditions (2000).
- The 2020 development anticipated with the proposed 2000 General Plan will result in the addition of 12,643,695 square feet of non-residential uses, including commercial, industrial and institutional uses, over existing conditions (2000).
- The 2000 General Plan will result in the addition of 12,527 new residents to the City by the year 2020.
- The 2000 General Plan will result in the addition of 18,414 jobs in the City by the year 2020.
- Development will occur at the target density/intensity established in the 1990 General Plan, which was not modified for the 2000 General Plan (refer to Table 3-1, *1990 General Plan/2000 General Plan Land Use Designations*).

9C. The anticipated increase in traffic is not changing in relation to the forecasts of the City's 1990 General Plan. Therefore, the future improvements shown to be required are fundamentally the same as the 1990 General Plan. The effect of future growth in Costa Mesa on the City of Santa Ana is essentially the same as previous General Plans.

9D. Augmented capacities represent an increase of approximately 20 percent over the standard roadway capacity. The augmentation is obtained by implementing capacity increasing measures such as additional turn lanes at intersections and intelligent transportation systems (ITS) that are not found on standard roadway segments. The City of Costa Mesa will be largely built out by 2020 and the MPH has been developed to accommodate the anticipated local and regional growth.

The City of Costa Mesa uses intersection capacity analysis to determine transportation improvement needs. The statement that the use of augmented capacities will result in lesser-needed improvements is incorrect. The 2020 transportation network assumes the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH), as well as additional improvements at certain intersections that exceed the MPAH to accommodate transportation needs in the year 2020. The land uses assumed reflects the buildout of the city by year 2020. Therefore, the buildout land uses and 2020 land uses in the 2000 General Plan are same.

9E. The City is aware that the City's traffic model will need to be updated to OCTAM III consistence within the time frame allowed by the County. The current city's model assumes the buildout of city land uses by Year 2020. When the model is updated to reflect the new OCTAM 3.1, the same land uses will be assumed for the Year 2025. It is anticipated that there will be other regional growth between 2020 and 2025 that will be accounted for in the updated model.

COMMENT NO. 10

Community Development Department

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575 (949) 724-6000

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT

AUG 10 2001

August 7, 2001

R. Michael Robinson
Planning and Redevelopment Manager
City of Costa Mesa Planning Division
PO Box 1200
Costa Mesa, CA 92628-1200

Subject: Draft City of Costa Mesa 2000 General Plan and Draft Program EIR No. 1049

Dear Mr. Robinson:

The City of Irvine has received the Draft Costa Mesa 2000 General Plan Amendment and Draft Program EIR. Based on its review, the City of Irvine has the following comments:

1. Three potential MPAH downgrades have been identified. The City of Irvine would like to be kept involved throughout the OCTA MPAH amendment process for the City of Costa Mesa's downgrade of Red Hill Avenue from a six-lane major highway to a four-lane primary highway. **10A**

2. The Irvine Business Complex (IBC) Zoning Implementation Guidelines and EIR indicate a mitigation requirement to widen Red Hill over I-405 to six lanes. What will be the impact on this improvement and related agreements between the Cities of Irvine and Costa Mesa? **10B**

Thank you for the opportunity to review the Draft General Plan. We welcome further information regarding this project, should it become available. If you have any questions or comments regarding this matter, please don't hesitate to call me at (949) 724-6354.

Sincerely,

BARRY C. CURTIS, AICP
Senior Planner

cc: Peggy Schneble, Manager of Planning and Development Services
Leslie Aranda, Principal Planner
Kerwin Lau, Senior Transportation Analyst

Response to Comment No. 10
Barry Curtis, City of Irvine
August 7, 2001

10A. This comment is noted and will be considered by the City of Costa Mesa.

10B. The City recognizes that the Irvine Business Complex (IBC) currently has a mitigation requirement to widen the Red Hill Avenue overcrossing to six lanes. The City has identified Red Hill Avenue as a potential downgrade to a four lane arterial based on long-range forecasts from the City's traffic model and the OCTA's traffic model. If the City pursues the downgrade in the future, the City will work closely with the City of Irvine since the roadway in question affects both jurisdictions.

The City's transportation model projects lower traffic volumes on Red Hill Avenue compared to earlier forecasts due to changes in travel patterns. The issue of transitioning from 6 lanes to the proposed 4 lanes, as well as the justification of 4 lanes on Red Hill Avenue, will be addressed in detail as part of a downgrade study. This study will be initiated at the direction of Costa Mesa City Council.

COMMENT NO. 11

THOMAS B. MATHEWS
DIRECTOR

300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

County of Orange
Planning & Development Services Department

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT

AUG 10 2001

NCL 01-55

August 8, 2001

R. Michael Robinson, Planning & Redevelopment Manager
City of Costa Mesa Planning Division
P. O. Box 1200
Costa Mesa, CA 92628-1200

SUBJECT: DEIR for Costa Mesa 2000 General Plan

Dear Mr. Robinson:

Thank you for the opportunity to respond to the above referenced project. The county of Orange has reviewed the General Plan and DEIR and offers the following comments:

WATER QUALITY

1. Orange County, and its cities, are currently in the process of negotiating the renewal of our third municipal NPDES storm water permit with the Santa Ana Regional Water Quality Control Board. The June 15, 2001 draft permit (see the Attachment) provided to the permittees (City of Costa Mesa included) places new water quality requirements on all the permittees (county and cities) for discharges from new development. Section X in particular, New Development (Including Significant Redevelopment), contains provisions for assessing and revising the General Plan to incorporate watershed protection principles and polices to protect water quality from proposed development. Protection techniques such as preserving wetlands, limiting disturbance on natural water bodies, incorporating buffer zones and other measures are identified in the permit under Section X.A.6. Section of the permit mentioned above are attached for your use. **11A**

   Since the City is revising its General Plan, this may be an appropriate time to incorporate not only the watershed protection policies identified in Section X of the draft permit but also the permit's requirements for construction, CEQA, industrial facilities and other elements affecting the General Plan. Our specific flood related comments are as follows:

   - In accordance with the provisions of the new NPDES permit, a mitigation measure should be included in the Water Quality section requiring future industrial and construction sites falling under the jurisdiction of the state's General Industrial and Construction Activities Storm Water Permit to obtain coverage under those permits. **11B**

- Please note that on page 2-29 and 4.8-16 reference is made to the Countywide National Pollutant Discharge Elimination System. The reference, in regards to Best Management Practices, should instead identify the Countywide Drainage Area Management Plan, which contains Best Management Practices for new development. **11C**

- On page 4.1-9 under National Pollutant Discharge Elimination System, it is stated that municipalities serving greater than 100,000 persons are required to obtain an NPDES permit for construction projects over five acres. Please note that all municipalities with projects over five acres are required to obtain construction storm water permits. Municipalities over 100,000 persons are required to obtain municipal NPDES storm water permits. As correctly noted in the same paragraph, this requirement will affect smaller municipalities under Phase II. **11D**

- on page 4.18-15, the EIR should also address the inclusion or consideration of the following within the General Plan:

  a) Existing conditions of Receiving Waters as identified in the Water Quality Control Plan – Santa Ana Basin (Basin Plan), with its goals and objectives for surface water quality; **11E**
  b) Water quality impairments in the downstream receiving waters, notably Upper and Lower Newport bay, as reflected in the Clean Water Act 303(d) list and the 1996 California Water Quality Assessment Report and the Total Maximum Daily Load (TMDL) allocations adopted pursuant to Clean Water Act 303(d) for nutrients, sediment and fecal coliform, and issues r4lated to the TMDL being developed for aquatic toxicity.

2. On page 4.8-8, please revise the last sentence as follows: ".....Lower Santa Ana River Channel Reaches 1 through 4 and Reach 10 (Greenville-Banning Channel); and construction of Seven Oaks Dam. This sentence also appears on page 4.8-18 which should be revised accordingly too. **11F**

RECREATION/OPEN SPACE

3. <u>Section 4.12.1, Parks Recreation and Trails</u>:

   <u>a)</u> Table 4.12-1, Open Space Inventory; "Type of Facility" category described as "Regional Parks" should be changed to correctly read "*Regional Nature Preserve*" as subject reference is Talbert Nature Preserve. Moreover, the correct acreage citation is "211acres", not "210" acres, per the Recreation Element of the County of Orange. **11G**

   <u>b)</u> Page 4.12-13, Regional Parks; subject section should be changed to correctly read "*Regional Recreation Facilities*". **11H**

      1) First paragraph under "Regional Parks" heading should be changed to read as follows:

"County owned regional *recreation facilities* includes *211* acres (approximately 12 percent of the total inventory) of passive open space in the southwest corner of the City along the Santa Ana River lowlands. Talbert *Nature Preserve* will combine . . ." **11H**

2) Second paragraph under "Regional Parks" heading should be changed to correctly read as follows:

" Another major regional open space feature available to Costa Mesa residents (but not included in the above inventory) is the *140*-acre Upper Newport Bay *Nature Preserve* sited east of the City limits along Irvine Avenue, south of University Drive. Actual components include the *Peter And Mary Muth Interpretive Center*, trails, and habitat stabilization and enhancement areas". **11I**

c) Exhibit 4.12-1, Parks, Recreation and Open Space Inventory; *revise the Legend category* which reads "County Regional Parks" to read "*County Nature Preserves*". Subject preserves are Talbert Nature Preserve and a portion of Upper Newport Bay Nature Preserve. **11J**

4. Bikeways:

a) Page 4.3-1, Environmental Setting - Paths: We suggest including Class I (paved off- road) bikeways. The Santa Ana River Bikeway, for example, is a major urban corridor that connects bicyclists and pedestrians to the Primary and Secondary Corridors of Costa Mesa, and connects residential areas of Costa Mesa to parks, places of employment, and other activity centers. The Santa Ana River Bikeway also connects to existing and proposed **11K**

Class I bikeways within Costa Mesa; these should be depicted in Exhibit 4.3-1, along with the Santa Ana River Bikeway. (Note: Even though the Santa Ana River Bikeway may not be within city limits, it is the major alternative transportation corridor for Costa Mesa residents.)

b) Page 4.4-13, City Bikeways: Regarding Bike Trails, add the phrase "and pedestrian" after "reserved exclusively for bicycle". **11L**

c) Exhibit 4.4-5: We encourage the City to explore ways to connect isolated Class I bikeway segments to create a continuous off-road route. For example, if the Class I bikeway along the south side of the Costa Mesa Golf Course could be extended northward along the east or west side of Placentia Avenue, or along the south side of the Estancia High School grounds, bicyclists and pedestrians would be able to travel from the center of Costa Mesa to the Santa Ana River Bikeway, entirely off-road. In other areas of the city where a Class bikeway is shown changing to a Class II, it may be possible to widen existing sidewalks to provide the off-road connection between Class I segments. **11M**

Bikeways are mitigation measures to help reduce air pollution, traffic congestion, and noise. Class I bikeways in particular, because they are off-road and suitable for bicyclists and pedestrians with a wide range of ages and abilities, serve to encourage bicycling and walking as alternative modes of transportation. **11M**

Thank you for the opportunity to respond the General Plan and DEIR. Please send one complete set of the final EIR to me at the above address when it becomes available. If you have any questions, please contact me or feel free to call Grace Fong directly. Grace may be reached at (714) 834-2708.

Very truly yours,

George Britton

George Britton, Manager
Environmental and Project
Planning Services Division

Attachment

determine the effect of septic system failures on storm water quality and a mechanism to address such failures.

3. The Executive Officer will request the local sewering agencies to take the lead and develop, by no later that July 1, 2003, in cooperation with the principal permittee, a unified response guidance to respond to any sewage spills that may have an impact on receiving water quality. The principal permittee shall collaborate with the local sewering agencies on the development of the unified response guidance.
4. By July 1, 2003, the principal permittee shall review the permittees' current oversight programs for portable toilets to determine the need for any revision.

X. NEW DEVELOPMENT (INCLUDING SIGNIFICANT RE-DEVELOPMENT)

A. GENERAL REQUIREMENTS:

1. By July 1, 2002, the permittees shall establish a mechanism to ensure (prior to issuance of any local permits or other approvals) that all construction that are required to obtain coverage under the State's General Storm Water Permit for construction sites have filed with the State Board a Notice of Intent to be covered by the relevant General Permit. The permittees shall also establish a mechanism (by July 1, 2002) to ensure that local permits for all proposed construction sites and industrial facilities are conditioned upon proof of obtaining coverage under the State's General Permit.

2. Each permittee shall review and revise the DAMP and implement any changes in the DAMP, as necessary in order to require construction site dischargers to reduce pollutants in runoff from construction sites during all construction phases. At a minimum, the DAMP shall address:

   a. Pollution Prevention

   b. Grading Ordinance

   c. Filing of a Notice of Intent (NOI) prior to grading

   d. Enforcement of Construction Sites requirements

   e. Reporting of Non-compliance Sites

   f. Implementation of WQMP

3. Each permittee shall review and revise the DAMP and implement any changes in the DAMP, as necessary in order to require industrial site dischargers to reduce pollutants in runoff from new and existing industrial sites. At a minimum the DAMP shall address:

   a. Pollution Prevention

   b. Source Identification

   c. BMP Implementation

   d. Monitoring of Industrial Sites

   e. Inspection of Industrial Sites

ATTACHMENT

e. Inspection of Industrial Sites

f. Enforcement of Industrial Sites

g. Reporting of Non-Compliant Industrial Sites

4. Each permittee shall minimize the short and long-term impacts on receiving water quality from new developments and re-developments. In order to reduce pollutants and runoff flows from new developments and re-developments to the maximum extent practicable, permittees shall at a minimum:

   a. Review General Plan/CEQA Processes

   b. Modify the Project Approval Process

   c. Conduct Public/Business Education

5. Within 120 days of the issuance of this order, the permittees shall review their planning procedures and CEQA document preparation processes to ensure that urban runoff-related issues are properly considered and addressed. If necessary, these processes shall be revised to include storm water requirements including appropriate mitigation measures. These may include revising the General Plan, modifying the project approval processes, including a section on urban runoff related water quality issues in the CEQA checklist, and conducting training for project proponents.

6. By July 1, 2004, the permittees shall incorporate watershed protection principles and policies into the General Plan or related documents (such as Development Standards, Zoning Codes, Conditions of Approval, Development Project Guidance) and provide proof of such action in the 2004 annual report. These principles and policies shall include the following considerations:

   a. Limit disturbance of natural water bodies and drainage systems; conserve natural areas; protect slopes and channels; minimize impacts from storm water and urban runoff on the biological integrity of natural drainage systems and water bodies;

   b. Minimize changes in hydrology and pollutant loading; require incorporation of controls, including structural and non-structural BMPs, to mitigate the projected increases in pollutant loads and flows; ensure that post-development runoff rates and velocities from a site maintain or reduce pre-development downstream erosion, and protect stream habitat; minimize the quantity of storm water directed to impermeable surfaces and the MS4s; maximize the percentage of permeable surfaces to allow more percolation of storm water into the ground;

   c. Preserve wetlands, riparian corridors, and buffer zones; establish reasonable limits on the clearing of vegetation from the project site;

   d. Investigate the feasibility & effectiveness of water quality wetlands, biofiltration swales, watershed-scale retrofits, etc.;

   e. Provide for appropriate permanent measures to reduce storm water pollutant loads in storm water from the development site;

f. Establish development guidelines for areas particularly susceptible to erosion and sediment loss;

7. By July 1, 2003, the permittees shall review their current grading/erosion control ordinances to determine whether revisions are needed in order to reduce erosion caused by new development or significant re-development projects.

8. The permittees shall, through conditions of approval, ensure proper maintenance and operation of any permanent flood control structures installed in new developments. The parties responsible for the maintenance and operation of the facilities, and a funding mechanism for operation and maintenance shall be identified prior to approval of the project.

9. By July 1, 2003, the principal permittee shall submit as a part of the 2003 annual report a proposal for a study to evaluate the effectiveness of a selected BMP for controlling erosion during new development. This proposal shall include details of the new development project site, the BMP selected for the study, and a proposed schedule to complete the study.

10. The permittees shall continue to implement the new development BMPs (DAMP, Appendix G) and BMPs for public works construction (DAMP, Appendix H).

11. Within six months of adoption of this order, the permittees shall review their DAMP to determine the need for:

    a. Re-establishing the New Development Task Force

    b. Establishing a Water Quality Plan verification program

    c. Revising their grading and erosion control ordinances

B. WATER QUALITY MANAGEMENT PLAN (WQMP) FOR URBAN RUNOFF (FOR NEW DEVELOPMENT/SIGNIFICANT REDEVELOPMENT):

1. By July 1, 2003, the permittees shall review their existing BMPs for New Developments (Appendix G of the DAMP) to determine the need for developing a revised WQMP for urban runoff from new developments/significant re-developments for the type of projects listed below and submit for review and approval by the Executive Officer. Significant re-development is defined as the addition of 5,000 or more square feet of impervious surface on an already developed site. This includes additional buildings and/or structures, extension of existing footprint of a building, construction of parking lots, etc.

    a. All significant re-development projects.

    b. Home subdivisions of 10 units or more. This includes single family residences, multi-family residence, condominiums, apartments, etc.

    c. Commercial developments of 100,000 square feet or more. This includes non-residential developments such as hospitals, educational institutions (the permittees may lack authority to regulate some of these developments), recreational facilities, mini-malls, hotels, office buildings, warehouses, and light industrial facilities.

Response to Comment No. 11
George Britton, County of Orange
August 8, 2001

11A. Refer to Response to Comment No. 1D.

11B. This comment is noted and the Commentor is referred to Response to Comment No. 1D.

11C. Page 2-29 and 4.8-16 of the Draft EIR will be revised in the Final EIR as follows:

- Prior to or concurrent with submittal of plans for building plan check/submittal of the final subdivision map for engineering plan check, the applicant shall submit a Water Quality Management Plan (WQMP) that identified the application and incorporation of those routine structural and non-structural Best Management Practices (BMPs) outlined in the ~~Countywide National Pollution Discharge Elimination System (NPDES)~~ Countywide Drainage Area Management Plan.

11D. This comment is noted and will be considered by the City.

11E. Section 4.8.3 of the Final EIR states that future development projects resulting from implementation of the General Plan may alter the quality of stormwater runoff into Newport Bay and other surface water bodies. The EIR states that implementation of the 2000 General Plan may adversely affect water quality beyond the standards specified by the State Water Resources Control Board (SWRCB). Data pertaining to water quality impairment of Upper and Lower Newport Bay is available from SWRCB.

In addition, as stated in Response to Comment No. 1D, through the provisions of the National Pollutant Discharge Elimination System (NPDES) permit, the City of Costa Mesa as a co-permittee adheres to water quality requirements related to discharges from new development. Conformance with the NPDES program requirements ensures that urban runoff and contaminated discharge into coastal waters is minimized. In addition, the City would implement measures to minimize urban runoff as required by the Countywide Drainage Area Management Plan (DAMP). The City proposes adding the following General Plan policies to the Final 2000 General Plan and EIR to address urban runoff and water quality issues:

CON-1A.3 Continue to comply with the National Pollutant Discharge Elimination System (NPDES) Program by participating in the Countywide Drainage Area Management Plan (DAMP) which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).

CON-1A.4 Continue to implement the Drainage Area Management Plan (DAMP), and any amendments to it, that require site dischargers to reduce pollutants in runoff from new development and significant redevelopment areas.

11F. Page 4.8-18, Paragraph 6, of the Draft EIR will be revised in the Final EIR as follows:

> In April 1996, the Federal Emergency Management Agency (FEMA) National Flood Insurance Program's Flood Insurance Map (FIRM) classified areas with the potential for flooding along the Santa Ana River as Zone A99. The Zone A99 designation identified areas that are protected by a Federal flood protection system constructed as having a one percent chance of being equaled or exceeded in any given year (base flood) with no base flood elevations (BFEs) determined. This designation was the direct result of construction of the Santa Ana Mainstem flood control project, which included two critical features: channels and bridge widening; channelization of the Lower Santa Ana River Channel Reaches 1 ~~and~~ through 4 and Reach 10 (Greenville-Banning Channel) and construction of the Seven Oaks Dam.

11G. Table 4.12-1 of the Draft EIR will be revised in the Final EIR. The reference of "Regional Parks" under type of facility has been changed to "Regional Nature Preserve". The acreage citation has also been changed from 210.00 to 211.00:

Type of Facility	Acreage
Neighborhood and Community Parks	410.38
Community Centers	9.97
Regional Nature Preserve ~~Parks~~	~~210.00~~ 211.00
Institutional Uses	696.20
Open Space Easements	6.19
Golf Courses	373.00
Total	~~1,705.74~~ 1,706.74

11H. Page 4.12-3 of the Draft EIR, subheading "Regional Parks" will be changed to "Regional Recreation Facilities" in the Final EIR.

> **REGIONAL RECREATION FACILITIES ~~PARKS~~**
>
> County-owned Regional Recreation Facilities ~~parkland~~ includes 211 ~~210~~ acres (approximately 12 percent of the total inventory) of passive open space in the southwest corner of the City along the Santa Ana River lowlands. Talbert Nature Reserve ~~Regional Park~~ will combine with the City's Canyon and Fairview Parks to provide a unique linkage of restored and enhanced natural environments totaling over 450 acres when completed.

11I. Page 4.12-3, Paragraph 4, of the Draft EIR will be revised in the Final EIR as follows:

> Another major regional open space feature which will be available to Costa Mesa residents (but not included in the above inventory) is the ~~138~~ 140-acre Upper Newport Bay ~~Regional Park~~ Nature Preserve, to be developed east of the City limits along Irvine Avenue, south of University Drive. ~~Actual development of the site will be limited to an interpretive center, trails, and park and habitat stabilization and enhancement.~~ Actual

components include the Peter and Mary Math Interpretive Center, trails and habitat stabilization and enhancement areas.

11J. Exhibit 4.12-1 of the Draft EIR will be revised in the Final EIR. The legend category "County Regional Parks" will be changed to "County Nature Preserves".

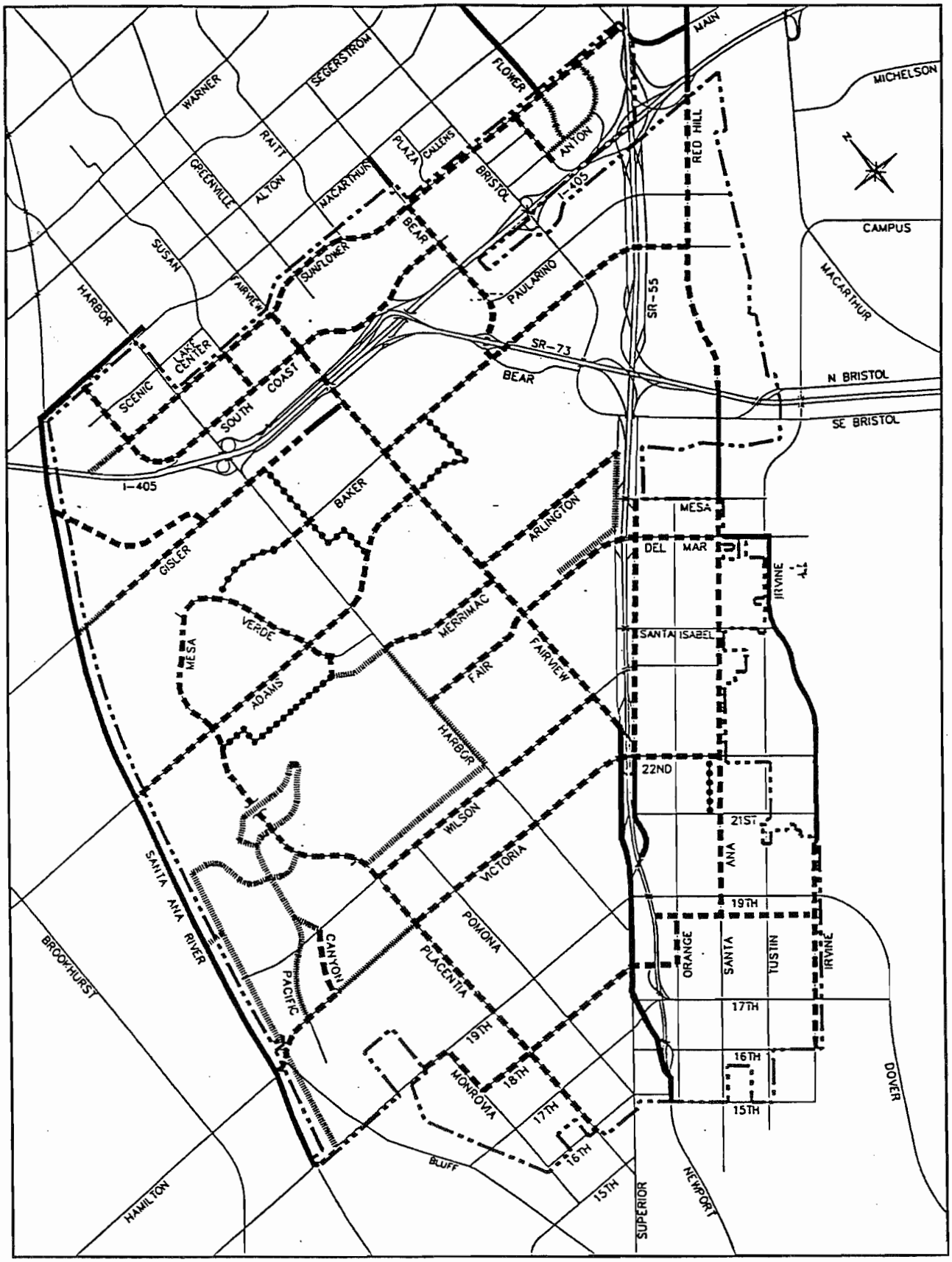
11K. Page CD-3 of the 2000 General Plan and Page 4.3-1 of the Draft EIR will be revised to include Class I Bikeways under the secondary corridors category. In addition, Exhibit CD-1 of the 2000 General Plan and Exhibit 4.3-1 of the Draft EIR will be revised to include Class I Bikeways.

11L. Page 4.4-13, Paragraph 2, of the Draft EIR will be revised in the Final EIR as follows:

> Bike Trails are facilities at least eight-feet in width that are physically separated from vehicular roadways and are reserved exclusively for bicycle use and pedestrians. Bike Trails are most effective in long, uninterrupted stretches, such as along the Santa Ana River and along the Upper Newport Bay Ecological Reserve on the east side of Irvine Avenue. Bike Lanes consist of a painted stripe reserving at least five feet nearest the curb for bicycle use. Bike Lanes are the most common classification within the City due to generally being able to implement them within existing right-of-ways.

11M. This comment is noted and will be considered by the City of Costa Mesa.

11N. This comment is noted and will be considered by the City of Costa Mesa.



Legend

- Bike Trail (Class 1)
- Bike Lane (Class 2)
- Bike Route (Class 3)
- Regional Trial
- City Boundary

Figure CIR-6

MASTER PLAN OF BIKEWAYS

COMMENT NO. 12

AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT

AUG 24 2001

August 8, 2001

Mr. R. Michael Robinson
Planning & Redevelopment Manager
City of Costa Mesa Planning Division
P.O. Box 1200
Costa Mesa, CA 92628-1200

Subject: City of Costa Mesa 2000 General Plan Draft Program EIR

Dear ~~Mr. Robinson~~ Mike:

Thank you for the opportunity to review the City's 2000 General Plan Draft Program EIR 1049. We have reviewed the document and offer the following comments:

Regarding Section 4.6, Noise: Although the discussion references our Commission's *Airport Environs Land Use Plan (AELUP)* and depicts current CNEL contours for John Wayne Airport, the noise compatibility matrices of the City's General Plan and the AELUP are not readily comparable. Consequently, the AELUP Noise/Land Use Matrix should be depicted in the Noise Element as the guidelines that are applicable within the JWA 60 CNEL Contour. We have also noted that 2000 General Plan Policy N-1A.2 does seem to address the Commission's major concern about aircraft noise impacts, i.e. the restricting of residential uses from the 65 CNEL area. **12A**

Regarding Section 4.13, Public Health and Safety: The discussions in this section, and in Section 7.0 Effects Found Not To Be Significant, pertaining to State laws covering proximity to airports, reference JWA. However, these discussions omit the fact that the City, by abutting JWA, contains areas within the FAA-derived Runway Protection Zones for Runway 19R/1L, and that a considerable sector of the City is subject to the application of Federal Aviation Regulations Part 77 – Objects Affecting Navigable Airspace, which effectively limits building heights in the interest of public safety. Since the General Plan, and its supporting EIR, are essential public information documents intended to inform the layperson, as well as City staff and elected decision-makers, discussions and graphics should include the applicable Federal safety regulations and compliance procedures. **12B**

On behalf of the Commission, thank you for this opportunity to comment on this important EIR for the General Plan revision project by your City. If you should require any additional information or details, please contact me at the address above, or at (949) 252-5170.

Sincerely,

Joan S. Golding

Joan S. Golding, Executive Officer
Airport Land Use Commission

JSG:AB:st

Response to Comment No. 12
Joan S. Golding, Airport Land Use Commission
August 8, 2001

12A. The Airport Land Use Commission for Orange County's Airport Environs Land Use Plan Noise/Land Use Matrix pertaining to limitations on land uses due to noise, has been included in the page which follows. It is important to note that Table 4.6-3, *Noise and Land Use Compatibility Matrix*, of the General Plan EIR is generally more restrictive than the Airport Land Use Commission. criteria. The City's Noise and Land Use Compatibility Matrix is also on Page N-6 of the 2000 General Plan.

12B. Page 7-3, Paragraph 5, of the Draft EIR will be revised in the Final EIR as follows:

- *For a project located within an airport land use plan, or within two miles of a public airport or public use airport; result in a safety hazard for people residing or working in the project area:* No existing land use designations are being modified as part of the proposed 2000 General Plan. Therefore, implementation of the proposed 2000 General Plan would not directly result in any projects located near the John Wayne Airport that would result in a safety hazard for people residing or working in the project area. Both the Federal Aviation Administration (FAA) and the Airport Land Use Commission for Orange County have concern for the safety of air navigation in the airport area. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights which may affect the safety of aircraft operation. Part 77 defines "obstruction to air navigation" and provides for studies and hearings to determine whether such an obstruction may be a hazard. The authority of the FAA in these matters extends only as far as issuing a notice of hazard to air navigation; the FAA does not have jurisdiction to prohibit construction. The issuance of a hazard notice, however, may adversely affect the ability of a developer to obtain financing and insurance.

  Summaries of the standards for determining obstructions as they apply to John Wayne Airport are included as Appendix D to the Response to Comments, and will be included in Appendix I of the Final General Plan/General Plan EIR Technical Appendix. It should be noted that Section and Paragraph numbers and letters within the appendix refer to FAR Part 77.

  It is important to note that due to the City's proximity to the John Wayne Airport, there are areas within the FAA derived Runway Protection Zones for Runway 19R/1L and are subject to the application of Federal Aviation Regulations Part 77 Objectives Affecting Navigable Airspace, which effectively limits building heights in the interest of Public Safety.

AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY
AIRPORT ENVIRONS LAND USE PLAN

LIMITATIONS ON LAND USE DUE TO NOISE
(Applicable to Aircraft Noise Sources)

LAND USE CATEGORY	COMMUNITY NOISE EQUIVALENT LEVEL dB					
	55	60	65	70	75	80
Residential (all types):						
Community Facilities: Churches, Libraries, Schools, Preschools, Day-Care Centers, Hospitals, Nursing/Convalescent Homes, & Other noise sensitive uses						
Commercial: Retail, Office						
Industrial:						

NORMALLY ACCEPTABLE

Conventional construction methods used.
No special noise reduction requirements.

CONDITIONALLY ACCEPTABLE

Must use sound attenuation as required by the California Noise Insulation Standards, Title 25, California Code of Regulations. Residential use sound attenuation required to ensure that the interior CNEL does not exceed 45 dB. Commercial and industrial structures shall be sound attenuated to meet Noise Impact Zone "1" criteria (refer to Section 3.2.2, Pages 19-22).

NORMALLY UNACCEPTABLE

All residential units are unacceptable unless units are sound attenuated to ensure that the interior CNEL does not exceed 45 dB, and that all units are indoor oriented so as to preclude noise impingement on outdoor living areas.

COMMENT NO. 13

CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT
AUG 13 2001

CITY OF FOUNTAIN VALLEY

10200 SLATER AVENUE • FOUNTAIN VALLEY, CA 92708-4736 • (714) 593-4400, FAX: (714) 593-4498

August 8, 2001

VIA FAX: (714) 754-4856

Mr. R. Michael Robinson
Planning and Redevelopment Manager
City of Costa Mesa Planning Division
PO Box 1200
Costa Mesa, CA 92628-1200

SUBJECT: DRAFT CITY OF COSTA MESA 2000 GENERAL PLAN AND DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT NO. 1049

Dear Mr. Robinson:

Thank you for the opportunity to review the proposed City of Costa Mesa 2000 General Plan and Draft Program Environmental Impact Report Program (EIR) No. 1049. As stated in our response to the Notice of Preparation dated May 3, 2000, the City of Fountain Valley reaffirms the need for the traffic and circulation sections in the Draft Program EIR and the 2000 General Plan to incorporate analysis and policies implementing the Orange County Master Plan for Arterial Highways (MPAH). The MPAH identifies the need for the bridge crossing over the Santa Ana River at Garfield Avenue/Gisler Avenue which will alleviate significant adverse traffic and circulation impacts to arterial streets in the City of Fountain Valley. **13A**

Since the 2000 General Plan should identify and address the long range goals and impacts of development within the City of Costa Mesa and to adjacent cities, the Draft Program EIR should provide a complete analysis of potential traffic and circulation impacts to affected intersections and levels of service of arterial streets in the City of Fountain Valley. The Draft Program EIR for the 2000 General Plan should also include an analysis of all proposed General Plan Amendments (i.e. Home Ranch Project, South Coast Plaza Town Center Project, and the South Coast Metro Center Project) which could significantly alter the conclusions contained in the 2000 General Plan Update. In addition, traffic modeling in the Draft Program EIR must be consistent with all current regional and sub-regional OCTA modeling requirements. **13B**

Due to the absence of any analysis of the impact of deleting the Garfield Avenue/Gisler Avenue Santa Ana River bridge crossing to arterial street and intersections in the City of Fountain Valley, staff has determined that the Draft Program EIR does not adequately address the City's concerns. Nor does the analysis in the Draft Program EIR factor in the cumulative traffic impacts of various proposed general plan amendments currently under consideration in the City of Costa Mesa. It seems that the 2000 General Plan Update should be postponed until the proposed general plan amendments for the Home Ranch Project, the South Coast Plaza Center Project, the South Coast Metro Center Project and the Santa Ana River Crossing study are completed. **13C**

Again, thank you for the opportunity to review the Draft City of Costa Mesa 2000 General Plan and Draft Program Environmental Impact Report No. 1049. We would appreciate receiving future notices for meetings or public hearing pertaining to this project. Please call me at (714) 593-4427 if you have any questions.

Sincerely,

Robert Franklin
Principal Planner

c: City Engineer

Attachment:

Response to Notice of Preparation letter dated May 3, 2000.

CITY OF FOUNTAIN VALLEY

10200 SLATER AVENUE • FOUNTAIN VALLEY, CA 92708-4736 • (714) 593-4400, FAX: (714) 593-4498

May 3, 2000

Ms. Tamara Campbell
City of Costa Mesa
771 Fair Drive
Costa Mesa, CA 92628

SUBJECT: NOTICE OF PREPARATION - COSTA MESA GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT

Dear Ms. Campbell:

Thank you for the opportunity to review the Notice of Preparation for the Proposed General Plan Update Environmental Impact Report (EIR). The City of Fountain Valley Planning and Public Works Departments have reviewed the Notice of Preparation. The traffic and circulation analysis in the Draft EIR should incorporate the Orange County Master Plan for Arterial Highways (MPAH) which identifies the need for the bridge crossing over the Santa Ana River at Garfield Avenue/Gisler Avenue.

In addition, traffic modeling in the Draft EIR needs to be consistent with all current regional and sub-regional modeling efforts such as SARX. The general Plan Update should also include all proposed General Plan Amendments (i.e. Home Ranch) and a complete analysis of traffic and circulation impacts to affected intersections and levels of service in the City of Fountain Valley.

Again, thank you for the opportunity to review the NOP. Upon completion of the Draft EIR, we would appreciate an opportunity to review the document. Please call me at (714) 593-4427 if you have any questions.

Sincerely,

Robert Franklin
Principal Planner

c: City Engineer

Response to Comment No. 13
Robert Franklin, City of Fountain Valley
August 8, 2001

13A. The City's General Plan and MPH fully incorporates the County Master Plan of Arterial Highways (MPAH), including the Garfield/Gisler bridge. An independent study is being conducted by Orange County Transportation Authority to examine the impacts of deletion of the Garfield Avenue/Gisler Avenue and Banning Avenue/19th Street crossings over Santa Ana River from the MPAH.

13B. The anticipated increase in traffic is not changing in relation to the forecasts of the City's 1990 General Plan. Therefore, the anticipated increase is already accounted for in regional plans and the affect on Fountain Valley roadways is not changing. Approved projects such as the South Coast Plaza Town Center and South Coast Metro Center are included in the General Plan traffic forecasts. Proposed projects such as Home Ranch have been addressed in the General Plan EIR as alternatives. The City's traffic model was updated previous to this analysis to be consistent with the OCTA's most current approved OCTAM traffic model as required.

The proposed Home Ranch project graphic depicted in Exhibit 5-1 of the 2000 General Plan EIR is a preliminary schematic and is based upon the Home Ranch Draft EIR project description. The graphic is provided for discussion purposes only.

The Home Ranch project land uses were incorporated in the General Plan as an Alternative land use scenario. The section documenting the General Plan analysis with Home Ranch is attached. Susan Street is not an approved project and therefore its impacts cannot be fully addressed in this General Plan. An amendment of the City's Master Plan of Highways (MPH) will be necessary when the offramp is approved by Caltrans. This circulation alternative was addressed in the Draft Program Environmental Impact Report No. 1048 for the Segerstrom Home Ranch project. This discussion has been excerpted from that document and is contained in Appendix B.

The Avenue of the Arts offramp and Anton Boulevard onramp were included in the General Plan traffic model. The analysis for 2020 includes these facilities. It should be noted that both of these ramps are currently under construction.

13C. The City of Costa Mesa is not proposing the deletion of any bridges currently shown on the MPH and therefore an analysis of a deletion is not required. Also, refer to Response to Comment No. 13A.

STATE OF CALIFORNIA-THE RESOURCES AGENCY
GRAY DAVIS, *Governor*

DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, California 92123
(858) 467-4201
FAX (858) 467-4235

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT
AUG 13 2001

August 9, 2001

R. Michael Robinson, Planning and Redevelopment Manager
City of Costa Mesa Planning Division
P.O. Box 1200
Costa Mesa, CA 92628-1200

Comments on the City of Costa Mesa General Plan Draft Environmental Impact Report (SCH#2000031120)

Dear Mr. Robinson:

The Department of Fish and Game (Department) has reviewed the above-referenced Draft Program Environmental Impact Report (DEIR) that was received on June 26, 2001. The Department is identified as a Trustee Agency pursuant to California Environmental Quality Act (CEQA) Section 15386 and is responsible for the conservation, protection and management of the state's biological resources.

The proposed project is the revision of the City's General Plan, including but not limited to: update of the City's land use database; update of the City's traffic model; revision to General Plan noise and air quality data based on the new traffic model; deletion of redundant and/or completed policies, goals, and programs; addition of a community design element; creation of an executive summary/Mission Statement; revision to maps, figures, text, charts, and tables to reflect updated data/information; and revision to Master Plan of Highways and Bikeways.

The Department offers the following comments and recommendations:

Table 4.9-1 and later references in the text should be amended to update and correct the scientific name of southern tarplant (*Hemixonia* (sic) *parryi* ssp. *australis*) to *Centromadia parryi* ssp. *australis*. **14A**

The DEIR should include at a minimum a brief discussion of the rare vernal pool resources and sensitive species associated with the Fairview Park Vernal Pool Complex and should acknowledge that the U.S. Fish and Wildlife Service has designated critical habitat for the federally-listed endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*) within the City. **14B**

The reference to savannah sparrow on page 4.9-13 should be corrected to Belding's **14C**

savannah sparrow (*Passerculus sandwichensis beldingi*), which is not federally-listed but is listed as endangered pursuant to the California Endangered Species Act. **14C**

The Department appreciates the opportunity to comment on your project. If you have any questions or comments pertaining to this letter, please contact Brad Henderson at (310) 214-9950.

Sincerely,

Donald R. Chadwick
Environmental Specialist Supervisor

cc: Department of Fish and Game
File

State Clearinghouse

Response to Comment No. 14
Donald R. Chadwick, State of California, Department of Fish and Game
August 9, 2001

14A. The reference to southern tarplant (*Hemixonia parryi* ssp. *australis*) in Table 4-1 and in the third paragraph on Page 4-9.13 of the Draft EIR will be changed to *Centromadi parryi* ssp. *australis* in the Final EIR.

Southern tarplant	~~*Hemixonia*~~ *Centromadia Parryi* ssp. *Australis*	CNPS 1B, FSC		X

California Species of Special Concern are species that have no special legal status, thus there are no provisions for protection, such as are provided for threatened and endangered species listed by the FESA and CESA. However, these species are taxa whose breeding populations in California have declined severely or are otherwise so low that extinction may occur. CDFG recommends that these species be given special consideration whenever possible such that the costs of future recovery efforts may be prevented or reduced. California Species of Special Concern that may occur in the study area are as follows: southern tarplant (~~*Hemixonia*~~ *Centromadia Parryi ssp. Australis*), Coulter's goldfields (*Lasthenia glabrata ssp. Coulteri*), aphanisma (*Aphanisma blitoides*), south coast saltscale (*Atriplex pacifica*), Parish's brittlescale (*Atriplex parishii*), Los Angeles sunflower (*Helianthus nuttallii ssp. Parishii*), silvery legless lizard (*Anniella pulchra pulchra*), burrowing owl (*Athene cunicularia*), and loggerhead shrike (*Lanius ludovicianus*). The loss of the before mentioned species would be a potentially significant impact due to their status as Species of Special Concern as listed by the U.S. Fish and Wildlife Service and/or by the California Department of Fish and Game.

14B. Text regarding vernal pools will be added to page 4.9-5 of the Final EIR. The vernal pool paragraph will follow the paragraph on riparian habitats and precede Table 4.9-3.

Vernal Pools. Vernal pools are wetlands that seasonally pond in small depressions as a result of a shallow relatively impermeable layer (e.g. clay or other impervious soil or rock layer) that restricts downward percolation of water. The dominant water source for vernal pools is precipitation with pools typically filling after fall and winter rains and evaporating during spring and summer. These seasonal ponds are fragile, easily disturbed ecosystems that provide habitat for indigenous specialized assemblages of flora and fauna, including several species which are either proposed or already Federally listed as threatened or endangered, such as the San Diego fairy shrimp (*Branchinecta sandiegonensis*). Several vernal pools are located within the north-central portion of Fairview Park.

Table 4.9-4 on page 4.9-8 of the Draft EIR will be revised in the Final EIR to include the San Diego fairy shrimp.

San Diego fairy shrimp	*Branchinecta sandiegonensis*	FE			

A new paragraph on Page 4.9-6 of the Draft EIR will be added in the Final EIR to acknowledge that the United States Fish and Wildlife Service has designated habitat for the San Diego fairy shrimp in the City.

One sensitive species which frequents Costa Mesa is the California least tern (*Sterna albifrons*), included on the State and Federal list of endangered species. Although the primary nesting sites for the least tern are located farther south at the mouth of the Santa Ana River, the pond south of Victoria Street provides an occasional feeding area. The pond is of such importance that it has been proposed as an "essential habitat" for the least tern colony by the United States Department of Interior, Fish and Wildlife Service.

An additional species that has the potential to occur in the City is the San Diego fairy shrimp (*Branchinecta sandiegonensis*), which is a federally-listed (endangered) species. The United States Department of Interior, Fish and Wildlife Services has recently designated critical habitat for the San Diego fairy shrimp within the City of Costa Mesa.

Based on biological studies prepared as part of the Fairview Park Master Plan, numerous other sensitive species have been found at the park. Detailed accounts of these species found in that document are hereby incorporated by earlier reference.

14C. The reference to savannah sparrow in Table 4.9-5 (page 4.9-10) and in the first paragraph on Page 4.9-13 of the Draft EIR will be changed in the Final EIR to Belding's savannah sparrow and the listing will be changed from federally-listed to state-listed.

Belding's Savannah sparrow	*Passerculus sandwichensis* spp. *Beldingi*	~~FE~~ SE ~~spp. *Beldingi*~~	X		

Impact Analysis: Documented occurrences within the City of the following special species are as follows: Western Snowy plover (federally-listed as threatened), Belding's Savannah sparrow (~~federally-listed~~ state-listed as endangered), California least tern (federal and state-listed endangered), and salt marsh bird's beak (federal and state-listed endangered) as defined by the U.S. Fish and Wildlife Service and/or by the California Department of Fish and Game.

COMMENT NO. 15

Costa Mesa Planning Commission
77 Fair Drive
Costa Mesa, Ca. 92626

August 9, 2001

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT
AUG 09 2001

Commissioners:

The purpose of this letter is to register my formal complaints and objections to Costa Mesa's former General Plan, and the proposed General Plan 2000 in the public record.

LEGAL RIGHTS

As a citizen of Costa Mesa I do not waive or relinquish any rights to protest or take legal action against the city or any developers whose actions cause in any form a degeneration of the quality of life in this city. This specifically refers to, but is not limited to, the following: increased traffic congestion resulting from overdevelopment and/or poor traffic engineering; increased air, water, noise, soil, and ground water pollution, and the health hazards associated with it; aesthetic deterioration whether due to negligence, poor planning, overdevelopment, or other unspecified causes; invasion of privacy; imposition of undue mental, emotional, and physical stresses related to, but not limited to, any or all of the above. I also reserve the right to continue to comment in perpetuity, and at no time shall that right be relinquished.

BACKGROUND

I have been a resident in the city of Costa Mesa for 38 years and have seen many changes throughout that period of time. Some areas have grown and developed into what I consider to be the "Jewels " of the city, while other areas have become blighted. Overall, however, the city has become heavily congested and overcrowded. Rather than following some master or coordinated form or plan, it has become an ungainly disarray of residential, commercial, and retail developments.

Many residents suffer the burden of dealing with excessive traffic congestion, noise, pollution, etc. In general, the living conditions and quality of life in Costa Mesa have deteriorated under the guidance of the former city government and staff. Therefore, I believe that it is imperative in the new General Plan 2000 to take steps to remedy existing problems and to limit new growth/development in the city. Any project approved should not worsen in any way the living conditions for the residents of Costa Mesa. Adding to the problem is not the solution!

OBJECTIONS and SUGGESTIONS

If we follow the new plan and its predications of future traffic levels are correct, then Costa Mesa by the year 2020 will experience an overall increase in traffic of 21% (see table CIR-1 on p. CIR-7). On the surface, this increase does not seem alarming. Unfortunately, the traffic doesn't increase the same in all areas. Certain streets and intersections will experience 60% or higher traffic volumes. The worst part of this is that it increases the most in areas that are already bad. The following table on the next page will illustrate the point.

	ROAD	VOLUME		Increase
		Year 2000	Year 2020	
Fairview:	Baker - 405	35,000	56,000	60%
Fairview:	Baker - Adams	31,000	58,000	87%
Fairview:	South Coast - 405	53,000	70,000	32%
Harbor:	Gisler - 405	68,000	79,000	16%**
Bristol:	Paularino - 405	47,000	67,000	43%
Baker:	Harbor - Fairview	23,000	30,000*	24%
Baker:	Fairview - Bristol	24,000	39,000	63%

Data are taken form Exhibit CIR-2 on p. CIR-6, and Exhibit CIR-3 on p. CIR-10
* Maximum **Failed Intersection

Though this is in no way and exhaustive study of the traffic problem, it is obvious, despite the insistence of the city traffic engineers, that our problems now pale in comparison to the future.

15A

One of the problems with the maximum capacities frequently quoted by the city engineers is that they are specifically for a non-intersected street. If there is an intersection present, then the traffic flow is greatly reduced. For example, Fairview Rd. has a capacity for 75,000 cars per day excluding intersections. Taking the intersections into account, the maximum capacity is only 37,500 or 50% at best.

This is confirmed by reality, not some vague or intricate model. At the P.M. peak, this street is bumper to bumper from the 405 all the way to Baker St. No amount of explaining can deny this. Even a blind idiot could confirm this fact. The street is already beyond capacity. Rather than belabor the point by continuing this analysis, I will leave that for you to study.

Therefore, we can further conclude that allowing the levels of development currently on the boards for the next 20 years will result in a severe degeneration of the traffic situation in Costa Mesa accompanied by all its attendant effects. All development must be cut back to keep the situation from getting out of control.

I recommend that the planning department, the Planning Commissioners, and the City Council modify the 2000 General Plan in the interest of preserving Costa Mesa. Secondly, I also suggest that any future developments seeking to exceed the 1990 or 2000 General Plan limitations be cut back to levels below that specified by those plans. I shall continue to submit information into the record as I study the General Plan 2000 and the EIR.

Sincerely,

Brent Neumeyer
3158 Kerry Ln.
Costa Mesa, Ca. 92626

Response to Comment No. 15
Brent Neumeyer
August 9, 2001

15A. This comment is noted and will be considered by the City of Costa Mesa.

The revisions to the 1990 Goals, Objectives, and Policies consist of updates to text and deletion where references are no longer applicable. Outdated goals and programs that have been achieved and completed were deleted.

Section 3.0, *Project Description*, of the Draft EIR, provides a listing of goals, objectives and policies contained in the Draft 2000 General Plan. Appendix A of the Technical Appendices lists the goals, objectives and policies in the 1990 General Plan. A strikeout/redlined and underlined document showing the changes in the goals, objectives and policies from the 1990 General Plan to the 2000 General Plan is provided as Appendix **1** of this document. This document will be available for review prior to the Planning Commission hearing on October 22, 2001.

The comment incorrectly states that the capacities used in the analysis do not take into account signalized intersections. The capacity of street is reduced by almost 50 percent to take into account the presence of signalized intersections. The capacities are further reduced for heavy vehicles, directionality and physical roadway characteristics.

SANDRA GENIS
1586 MYRTLEWOOD COSTA MESA, CA. 92626 PHONE/FAX: (714) 754-0814

COMMENT NO. 16

August 16, 2001

R. Michael Robinson
Planning and Redevelopment Manager
Development Services Dept.
City of Costa Mesa
77 Fair Drive
P.O. Box 12000
Costa Mesa, Ca. 92628-1200

Subject: DEIR NO. 1049, Costa Mesa General Plan

Dear Mr. Robinson,

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Costa Mesa General Plan Update Program (SCH # 2000031120). In general, I find the updated general plan format less unwieldy and more user friendly than the previous general plan adopted in 1992. However, because the plan has been reformatted, a direct comparison of the two plans is difficult.

The project description is the most basic and important factor in preparing an adequate EIR. A vague or ambiguous project description will render all further analyses and determination ineffectual. It is critical that the project description be as clear and complete as possible so that the lead agency and other responsible agencies may make informed decisions regarding a proposed project.

Section 3.0, Project Description, provides a listing of proposed policies, with a notation as to whether the policy is old, new, or modified, but there is no indication as to the specific modification. Although most of the modifications are merely improvements to syntax, some appear to be more substantive. A strikeout/underline format or similar method of elucidating changes should be provided, expanding upon and clarifying the information provided in Appendix A to the DEIR. 16A

It is not clear whether any changes are proposed in circulation plans. The text suggests redefining roadway segments, yet maps in the draft general plan document do not use new definitions. The appendix to the traffic study prepared for this DEIR indicates that additional improvements would be needed in order for certain intersections to function adequately, i.e. at Level of Service D or better. It is not clear whether these improvements are included in the proposed general plan circulation element. 16B

Currently, the reader is forced to play detective, pulling out the old general plan and doing his or her own comparison, policy by policy, objective by objective, map by map. It is not reasonable to expect the reviewer to piece together a project description in this manner. 16C

Although the new plan purports to be only a "clean up" of the old plan, it appears that a significant number of policies have been eliminated. While some of these addressed programs that have been completed, others addressed ongoing issues regarding water conservation, noise, and other factors. While it is recognized that the rationale for eliminating these policies and objectives would fall outside the scope of an EIR, at the same time, impacts must be examined. 16D

In an era in which many cities and counties are incorporating policies for sustainable development into their general plans, the City of Costa Mesa appears to be taking a step backwards regarding such issues as water conservation, energy conservation and waste management. It is suggested that the City prepare an additional sustainability element or incorporate additional sustainable development policies into the conservation element in order to mitigate the impacts of buildout under the general plan. Plans prepared by Sacramento County and the cities of Portland and San Jose may help serve as models. 16E

I am concerned that impacts may be understated. Specifically, Policy LU-1E.1 permits deviations of up to .05 in the Floor Area Ratio (FAR) for uses in the moderate traffic category. This may be an increase in ten to twenty percent of allowable development. While increases in allowable traffic are not permitted, the increased FAR may result in additional use of energy, water and other resources. 16F

Although it is recognized that an EIR need not analyze matter which are purely speculative, this added square footage is clearly defined in Policy LU-1E.1 and may easily be quantified. The DEIR must consider the environmental impacts of this worst case scenario.

Further, it is noted that "special" uses granted expanded FARs on the basis of less than average traffic generation, often turn out to be not so special. A case in point is the Auto Club expansion which was calculated to generate no more than .00718 average daily trips ends (ADT) per square foot(ADT). Upon completion of just the first phase, the development is hundreds of trips over the "special" trip generation calculated for the site and stipulated in project approvals. 16G

The EIR and general plan must provide fall-back policies and mitigation for similar instances where additional development may generate more traffic than ostensibly anticipated or where new uses might move into spaces constructed at increased FARs on the basis of unique operating characteristics of the previous use. 16H

In addition to these broader issues, I have the comments and questions below on the information presented. These items must be addressed in order for the DEIR to be considered adequate and to provide decision makers and the public with the information needed to evaluate the proposed project and its impacts.

Land Use

Additional square footage which could be built under the additional .05 FAR under a worst case scenario should be quantified. 16I

Traffic

1. Future traffic under proposed buildout should be examined in the light of policies Cir-1A.11 and Cir-1A.12. Specifically, intersection capacity utilization analyses should be presented in the main body of the EIR rather than buried in Appendix A to the technical appendix to the traffic study contained in Appendix C to the DEIR. Deficient intersections should be identified in the main text and appropriate mitigation measures adopted. 16J

2. Traffic analyses for DEIR No. 1049 and the Santa Ana River Crossings Cooperative Study (SARX) appear to vary considerably in some areas, including, but not limited to South Coast Drive at Harbor and Baker Street near Harbor Boulevard. This should be resolved. 16K

3. Cumulative impacts of the proposed project and the proposed amendment of the Orange County Master Plan of Arterial Highways to delete river crossings at 19th Street and at Gisler Avenue should be addressed. 16L

4. The 1994 EIR and development agreement for the Auto Club expansion limit traffic to 6943 ADT at full buildout of 967,000 square feet of development. However, it appears that a larger trip budget has been allocated to the site. The development agreement and resolution approving General Plan Amendment GP-94-01A provided an ADT of 6,943. The text of the land use element was then amended to read:

> The AM trip budget is 881 trips, while the PM trip budget is 697 trips.

16M

However, the zonal land use and trip generation in the appendices to DEIR No. 1049 provide for 13,789 ADT, 1190 AM peak hour trips and 1576 PM peak hour trips, more than double the PM trips considered in previous approvals. This was "Based on the unique traffic generation characteristics of the Automobile Club operations," according to the land use element adopted at the time of GP-94-01A.

Has some general plan amendment occurred in the interim? Was environmental documentation prepared? What are the impacts of these trips? Will the second phase of the expansion be adjusted in order to compensate for the approximate doubling of ADT and PM peak hour trips permitted under project approvals in 1994?

5. Likewise, development at Home Ranch is governed by a specific trip budget as well as the more typical FAR. As stated in the existing land use element, regarding the portion of the Home Ranch site south of South Coast Drive:

> The trip budget for this site is 827 AM peak hour trips and 855 PM peak hour trips.

16N

Somehow this has crept up slightly in the zonal land use and trip generation used in DEIR No. 1049. It may be noted that the adopted trip budget was not just an estimate to be adjusted according to changing conditions, but a firm number adopted by the then sitting City Council, of which I was a member.

How, then, has this number increased? Has some general plan amendment occurred in the interim? Was environmental documentation prepared? What are the impacts of these trips? An off the cuff explanation was offered by a consultation for C.J. Segerstrom & Sons at the recent Planning Commission hearing regarding Home Ranch, but it did not accurately reflect the precise wording of the land use element or the actions of the City Council at that time.

I am concerned that we are engaged in a situation where traffic will be permitted to creep up continually, with increased floor area ratios permitted in accordance with Policy LU-1E.1, or GPAs providing increased FARs with specific, limited trip budgets, based on specific trip generation ostensibly comparable to that permitted under the normally permitted FAR. Later, trips will creep up to the generation rate normally permitted under a certain designation followed by an increase in FAR for a "special" use generating no more traffic than a typical use at the already expanded FAR, with growth eventually spiralling out of control. 16O

This must be addressed through specific mitigation measures incorporated into general plan policies. In addition, if additional trips are indeed to be permitted for the sites cited or elsewhere, firm steps must be taken to ensure that additional phases of development do not further exacerbate this problem.

Air Quality

Potential air pollution hot spots should be identified, particularly in light of intersections identified as deficient in the traffic study. 16P

Biological Resources

1. The City continues to lose habitat, despite an existing and proposed City objective to restore biotic resources where feasible. It thus appears that, as currently administered, previously adopted policies have proven inadequate for the achievement of the objective. As a mitigation, strengthened implementation policies for Objective CON-1A should be adopted. 16Q

2. The description of important resources existing in the City of Costa Mesa should be expanded to include a discussion of the vernal pool in Fairview Park, a resource of regional significance. Potential for California gnatcatcher should be addressed. Other species observed include, but are not limited to, more than "occasional" coyotes, which whelped in the area this year, raccoons, tree squirrels, marsh hawk, snowy egrets, great blue herons, and barn owls. 16R

3. Nature Reserve of Orange County/NCCP should be addressed. 16S

Public Services and Utilities

The proposed waiver extension for the existing OCSD ocean outfall should be discussed. In particular, how does buildout affect pressure to continue the waiver, or, worst case, assuming the waiver is granted, how would buildout affect water quality on local beaches? This must be examined in the light of increased intake by power generation facilities in order to serve the needs of continued growth. 16T

Conclusion

I look forward to reviewing additional information which may be prepared or compiled as a part of this environmental review. Thank you for this opportunity to comment.

Yours truly,

Sandra L. Genis

Response to Comment No. 16
Sandra Genis
August 16, 2001

16A. Section 3.0, *Project Description*, of the Draft EIR, provides a listing of goals, objectives and policies contained in the Draft 2000 General Plan. Appendix A of the Technical Appendices lists the goals, objectives and policies in the 1990 General Plan. A strikeout/redlined and underlined document showing the changes in the goals, objectives and policies from the 1990 General Plan to the 2000 General Plan is provided as Appendix A of this document. This document will be available for review prior to the Planning Commission hearing on October 22, 2001.

16B. The only proposed change to the Circulation Element is for one segment of East 17th Street in order to bring the City's Master Plan of Highways (MPAH) into conformance with the County's Master Plan, as required by County policies. Detailed improvements to intersection configurations are provided as a guide only and are not part of the Circulation Element.

16C. As noted in Response 16A, City staff will be producing a document that will comparatively show the changes in goals, objectives and policies between the 1990 General Plan and the 2000 General Plan are included in Appendix A.

The 2000 General Plan goals, objectives and policies are just one component of the project description. Section 3.4, *Project Characteristics*, of the Draft General Plan EIR includes six components that define the project to be analyzed in the EIR. The components include:

1. Elements and Components of the 2000 General Plan (Section 3.4.1);
2. Land Use Plan (Section 3.4.2);
3. Land Use Summary (Section 3.4.3);
4. Housing, Population and Employment Projections (Section 3.4.4);
5. Projected Growth with 2000 General Plan (Section 3.4.5); and
6. General Plans Goals and Policies (Section 3.4.6).

All six components comprise the project description for the Draft EIR.

16D. The City concurs with the comment regarding "the rationale for eliminating these policies and objectives would fall outside the scope of an EIR." The Draft EIR does examine the impacts associated with implementation of the 2000 General Plan on a number of environmental issues, including water conservation and noise. Water issues are addressed in Section 4.11.6 and noise issues are addressed in Section 4.6. Other environmental issues examined in the Draft EIR include land use; population, employment and housing; aesthetics; transportation and circulation; air quality; geology and seismic hazards; hydrology and drainage; biological resources; historical and cultural resources; fire protection; police protection; school facilities; library facilities; sewer services; solid waste; electricity; natural gas; telephone; cable television; parks, recreation and trails; and public health and safety.,

16E. In addition to Policy CON 1A.2 (sustainable landscaping and native/drought tolerant vegetation) and Policy CON 1C.3 (adoption of energy conservation program), the following proposed policy encourages sustainable development:

CON-1A.6 Support environmentally acceptable and sustainable energy sources (especially renewable resources such as solar, wind, hydroelectric, and geothermal resources) for new development and significant redevelopment projects.

16F. Policy LU-1E.1 does permit deviations up 0.05 in the Floor Area Ratio (FAR) in the commercial and industrial land use designations. However, it is important to review the entire policy for context. Policy LU-1E.1 is restated below in its entirety.

"Policy LU-1E.1 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area standards, except for the following conditions:

(a) Limited deviations from the graduated floor area ratio standards depicted in Tables LU-4 and LU-8 for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very-low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.

(b) Additions to existing nonconforming non-residential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development, and, if the additions do not substantially affect the existing height and bulk of the development. Additions to non-residential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/Motels: increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed; 2) Theaters: increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed.

(c) In the above conditions, the new development shall be compatible with surrounding land uses. Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council."

The City took a conservative approach to applying floor area ratios (FAR) to vacant and undeveloped non-residential properties in the City for the purpose of projecting future land uses. A summary of these assumption relative non-residential development is given below. Please note that these assumptions were not applied to properties in the North Costa Mesa Specific Plan area where precise development approvals have been adopted.

1. Existing non-residential properties that legally exceed the floor area ratios established for a conforming use were assumed to remain in that "overdeveloped" state for 2020 conditions. In other words, those properties were not projected to redevelop in conformance with current FAR requirements.

2. All underdeveloped nonresidential properties were assumed to add additional square footage up to the moderate trip generation FAR allowance, regardless of the age of the buildings.
3. Vacant non-residential properties were assumed to develop to the moderate trip generation FAR allowance.

Thus these conservative assumptions on a citywide basis would balance out any 0.05 FAR increase that ***may*** be allowed in the moderate category pursuant to Policy LU-1E.1. It should be noted that a project is not allowed to generate any additional traffic than what is associated with existing conditions or the Moderate Traffic FAR category. It should also be noted that only one project has been approved pursuant to this policy since its adoption in 1997.

A worst-case assumption for projecting future building square footages would have been to assume that all under-developed and vacant properties would be developed at a Very-Low Traffic FAR of 0.75. This FAR is limited to mini-warehouses uses- so although this is a worst-case assumption is not reasonable, and therefore this assumption was used.

The land use numbers generated for the 2000 General Plan are shown in Table 3-4, *2000 General Plan Non-Residential Land Use (2020)*, on page 3-15 of the Draft EIR and reflect a conservative approach to FAR on a citywide basis. These land use numbers were used in examining the range of environmental issues analyzes in the Draft EIR, including traffic, energy, water or other resources.

16G. The Automobile Club of Southern California expansion was approved in June 1994 in conjunction with General Plan Amendment GP-94-01A. This amendment changed the land use designation of the Automobile Club site and an adjacent 9.7-acre portion of the Home Ranch site from Industrial Park and Medium-Density Residential to Urban Center Commercial. The master plan for the project complies with 0.60 FAR building intensity standard of the Urban Center Commercial designation.

The traffic analysis for the Automobile Club expansion estimated an average daily trip generation of 4,995 at completion of the Phase I Expansion. As required by its development agreement, the Auto Club conducted a traffic study to determine the actual trip generation three years following the occupancy of the expansion. This study was completed in July 2000, and found that the actual daily trip generation was 5,703. Because the purpose of the traffic study was to validate actual daily trip generation volumes to calculate the project's Citywide Traffic Impact Fee obligation, it did not analyze peak hour traffic volumes.

The Costa Mesa General Plan trip budget for the Auto Club (881 AM and 697 PM peak hour trips) applies to full development with a Phase II expansion of an additional 250,00 square feet. As such, even though the actual trip generation of the Phase I expansion exceeded the original estimate, it is very likely to be within the allowable trip budget at this point in time. However, a subsequent traffic study to verify compliance with the General Plan trip budgets will be require prior to approval of the Phase II expansion.

16H. Refer to Response to Comment No. 16F.

16I. Refer to Response to Comment No. 16F.

16J. Detailed analysis of specific intersection improvements for the Year 2020 was excluded from 2000 General Plan to provide additional flexibility in order to address changing conditions. This allows City staff to update the Year 2020 intersection needs periodically for City Council review without requiring an amendment to the General Plan. It should be noted that several locations improvements deemed necessary in the 1990 General Plan were no longer needed per the proposed 2000 General Plan.

16K. The traffic analysis for Santa Ana River Crossings (SARX) EIR was conducted using the regional OCTAM model. While the City's transportation model is a derivative of the same model, several changes were made to suit the model closer to the city needs. These include adding additional network detail and subdividing zones. Regional models tend to be more general and are useful for addressing regional issues such as bridge deletions. However, for city use where detailed intersection level forecasts are required, OCTA recommends that the model be detailed and tailored to meet the individual city needs. The OCTAM regional model therefore produces intersection results that are different from the City model.

Based on review of the model forecasts at several intersections in Costa Mesa as forecasted by OCTAM model, it was determined that the City model forecasts are generally higher. Therefore, analysis using the City model is more conservative.

16L. The City's General Plan and MPH fully incorporates the County Master Plan of Arterial Highways (MPAH), including the Garfield/Gisler bridge. An independent study is being conducted by Orange County Transportation Authority to examine the impacts of deletion of the Garfield Avenue/Gisler Avenue and Banning Avenue/19th Street crossings over Santa Ana River from the MPAH.

When the OCTA Board approves the removal of bridges from the Master Plan of Arterial Highways, City will undertake a General Plan Amendment process to revise the City's Master Plan of Highways.

16M. Refer to Response to Comment No. 16G. The comment is correct regarding the trip budget established for the Automobile Club of Southern California in 1994. The referenced trips of 1,190 AM peak hour trips and 1,576 PM peak hour trips are the trips assigned to that traffic analysis zone in the traffic model by using the standard trip model rate developed for the Urban Center Commercial land use designation for the 2000 General Plan Traffic Model. As noted on page LU-30 of the draft 2000 General Plan:

> "It should be noted that with the adoption of the 2000 General Plan, a new traffic model was developed and approved. This updated traffic model differs in methodology assumptions and trip rates when compared to the 1990 General Plan Traffic Model. Thus the 1990 trip budgets contained in these existing development agreements are not directly comparable to the 2000 trip budgets. The trip budgets contained in existing development agreements will continue to govern these properties with appropriate adjustments made to account for differences in the traffic models when necessary."

Therefore, the provisions of the development agreement still prevail, and the Automobile Club must comply with their 1994 approvals.

16N. For the southern parcel of Home Ranch (located south of South Coast Drive), the 1990 General Plan established the trip budget of 827 AM and 855 PM peak hour trips based on the land use assumption of industrial park. The North Costa Mesa Specific Plan further defined the maximum square footage as 961,060.

For the 2000 General Plan traffic model, a trip generation rate was established for the Industrial Park land use designation that was applied to all Industrial Park properties in the City. As was discussed in Response to Comment No. 16M, the trip rates used in the 1990 traffic model are not directly comparable to the rates in the 2000 traffic model. However, given the pending General Plan Amendment for Home Ranch, a unique site-specific trip budget is now being considered. Please see Appendix B of this document.

16O. The Land Use Element of the Draft 2000 General Plan includes an entire section on Trip Budgets, which begins on page LU-17 and continues to page LU-21. Further information regarding trip budgets for specific areas of the City or specific developments projects are shown in Table LU-6, *Trip Budgets for South Coast Plaza*, on page LU-29, and in Table LU-7, *Major Developments Urban Center Commercial Land Use Designation*, on page LU-31. In addition, the text under the heading of Regional Commercial, on page LU-29 and under the heading of Urban Center Commercial, which begins on page LU-29, provides specific trip budget detail for South Coast Plaza, the Automobile Club of Southern California, Metro Pointe, the South Coast Metro Center/Experian, and Sakioka Lot 2.

It is also worth noting that development agreements for the Automobile Club of Southern California, Metro Pointe, the South Coast Metro Center/Experian, and Sakioka Lot 2 are in place for these properties and specify the maximum building square footage floor area ratio, and morning and evening peak hour trip budgets.

With the development agreements and trip budgets in place, traffic creep or impacts beyond those previously anticipated would not occur.

16P. No deficient intersections were identified in the planning horizon year of 2020, thus it was not necessary to conduct an analysis of air pollution hot spots.

16Q. Comment is noted. Existing Policy CON-1A.2 of the Draft General Plan is proposed to be amended in the Final 2000 General Plan as follows:

CON-1A.2 ~~Require landscape plans for all public and private developments to consider the retention and/or enhancement of existing mature vegetation.~~ Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.

In addition, the following additional policy has been drafted and will be forwarded to the Planning Commission and City Council for consideration:

> CON-1A.5 Pursue the adoption of an offsite mitigation program for the loss of critical wildlife habitat and wetlands when onsite mitigation is determine to be infeasible. Offsite mitigation should occur within the City of Costa Mesa.

16R. To respond to comments raised by the United States Department of Interior, Fish and Wildlife Service, text regarding vernal pools will be added to page 4.9-5 of the Draft EIR in the Final EIR. The vernal pool paragraph will follow the paragraph on riparian habitats and precede Table 4.9-3.

> **Vernal Pools.** Vernal pools are wetlands that seasonally pond in small depressions as a result of a shallow relatively impermeable layer (e.g. clay or other impervious soil or rock layer) that restricts downward percolation of water. The dominant water source for vernal pools is precipitation with pools typically filling after fall and winter rains and evaporating during spring and summer. These seasonal ponds are fragile, easily disturbed ecosystems that provide habitat for indigenous specialized assemblages of flora and fauna, including several species which are either proposed or already Federally listed as threatened or endangered, such as the San Diego fairy shrimp (*Branchinecta sandiegonensis*). Several vernal pools are located within the north-central portion of Fairview Park.

In addition, a new paragraph on page 4.9-6 of the Draft EIR will be added to the Final EIR to acknowledge that the United States Department of Interior, Fish and Wildlife Service has designated habitat for the San Diego fairy shrimp in the City.

> One sensitive species which frequents Costa Mesa is the California least tern (*Sterna albifrons*), included on the State and Federal list of endangered species. Although the primary nesting sites for the least tern are located farther south at the mouth of the Santa Ana River, the pond south of Victoria Street provides an occasional feeding area. The pond is of such importance that it has been proposed as an "essential habitat" for the least tern colony by the United States Department of Interior, Fish and Wildlife Service.
>
> An additional species that has the potential to occur in the City is the San Diego fairy shrimp (*Branchinecta sandiegonensis*), which is a federally-listed endangered species. The United States Department of Interior, Fish and Wildlife Services has recently designated critical habitat for the San Diego fairy shrimp within the City of Costa Mesa.
>
> Based on biological studies prepared as part of the Fairview Park Master Plan, numerous other sensitive species have been found at the park. Detailed accounts of these species found in that document are hereby incorporated by earlier reference.

The Fish and Wildlife Service did not comment on the need to address the potential for the California gnatcatcher. And no response was received from the California Department of Fish and Game on the Draft EIR. Given that neither of the resource agencies that oversee biological resources commented on the need to add text regarding the potential for the California gnatcatcher, no text on this issue will be added to the Final EIR.

16S. The following text will be added to page CON-14 of the Conservation Element preceding the subheading Coastal Resources. In addition, the following text will be added to page 4.9-12 of the Draft EIR prior to the subheading 4.9.2 Standards of Significance in the Final EIR.

NATURAL COMMUNITY CONSERVATION PLAN

The County of Orange Environmental Management Agency (EMA) prepared a Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) for the Central and Coastal Subregion of Orange County. The NCCP/HCP was adopted on July 17, 1996.

PURPOSE OF THE NATURAL COMMUNITY CONSERVATION PLAN/ HABITAT CONSERVATION PLAN

In 1991, the California Legislature enacted the NCCP Act and declared that "there is a need for broad-based planning to provide for effective protection and conservation of the state's wildlife heritage while continuing to allow appropriate development and growth."

The primary goal of the Orange County NCCP/HCP is to protect and manage habitat supporting a broad range of plant and animal populations that are now found within the Central and Coastal Subregion. To accomplish this goal, the NCCP/HCP creates a subregional habitat Reserve System and implements a coordinated program to manage biological resources within the habitat reserve. Specific project purposes of the NCCP/HCP are:

- Planning for the protection of multiple-species and multiple-habitats within the coastal sage scrub habitat mosaic by creating a habitat Reserve System that contains substantial coastal sage scrub, chaparral, grasslands, riparian, oak woodlands, cliff and rock, forest and other habitats;
- Developing a conservation program that shifts away from the current focus on project-by-project, single species protection to conservation and management of many species and multiple habitats on a subregional level;
- Allowing social and economic uses within the subregion that are compatible with the protection of Identified Species and Habitats;
- Protecting the federally-listed coastal California gnatcatcher in a manner consistent with Section 10(a) of the Federal Endangered Species Act (FESA) and the Special 4(d) Rule for the gnatcatcher while providing for future Incidental Take of the species;
- Protecting the other two "target species," the coastal cactus wren and orange-throated whiptail lizard, by treating them "as if they were listed" under Section 10(a) of FESA and allowing Incidental Take of these species;
- Protecting non-Coastal Sage Scrub (CSS) habitat within the CSS habitat mosaic at a level comparable to the protection provided for CSS, thereby contributing to the protection of a broader range of species than just the target species or CSS species;
- Addressing the habitat needs of the non-target species within the subregion and the non-CSS habitats, including protecting six other federally-listed species

consistent with FESA Section 10(a) and treating 30 other "identified" species "as if they were listed" under Section 10(a) of the FESA;

- Addressing the conservation of sensitive species located on the Dana Point Headlands site, including the coastal California gnatcatcher, Pacific pocket mouse, other Identified Species and five designated plant species;

- Building upon prior regional open space planning that has occurred in Orange County and integrating that open space planning into the creation of the habitat Reserve System and subregional conservation strategy; and

- Addressing impacts to CSS and non-CSS habitats and related NCCP/HCP species addressed in the Joint EIR/EIS in a manner that will be used and relied upon in conjunction with future environmental reviews and documents.

SUBREGION DESCRIPTION

The Central and Coastal Subregion is a 208,000-acre area (about 325 square miles) that includes the central portion of Orange County, incorporating the area from the coastline inland to Riverside County. The subregion extends along the coast from the mouth of the Santa Ana River (Costa Mesa) to the mouth of San Juan Creek (Dana Point). The inland boundaries of the subregion follow State Route 91 along the west and El Toro Road and Interstate 5 to San Juan Creek to the east. Existing natural habitat, including 13 major vegetation types, cover about one-half of the overall Central and Coastal Subregion.

HABITAT RESERVE SYSTEM

The Habitat Reserve System is one of six components of the NCCP/HCP. The other five components include the Adaptive Management Program; Non-Reserve Supplemental Habitat Areas; North Ranch Policy Plan Area; Interim Management Program and Funding Reserve Creation and Habitat Management.

A 37,378-acre Habitat Reserve System was created to include significant areas of 12 of the 13 major habitat types located within the subregion. The Reserve System will protect more than 18,500 acres of CSS habitat and is also designed to function as a multiple-habitat system. In addition to CSS habitat, it also contains about 6,950 acres of chaparral, 5,700 acres of grasslands, 1,750 acres of riparian, 950 acres of woodland, 200 acres of forest habitat and significant portions of six other habitat types now existing within the subregion. Only coastal dune habitat is not included within the Reserve System. In terms of target bird species, the Reserve contains 370 coastal Gnatcatcher sites and 671 coastal cactus wren sites.

Habitat areas within the Reserve were identified as one of four categories to indicate the primary reason for inclusion in the Reserve. These Reserve habitat categories reflect the Biological Goals and Objectives outlined in Section 3.1 of the NCCP/HCP document. The four categories are as follows:

- Target Species Habitat: Areas with significant coastal sage scrub components and target species populations. Habitat areas within this category make up the "core" of the Reserve (primary goals 1, 2, 3 and 7).

- Habitat Linkage: Areas of natural habitat with coastal sage scrub and other habitats that are especially important as linkages (primary goals, 3, 4 and 5).

- Biodiversity Habitat: Areas with minimal to modest coastal sage scrub and/or target species that contribute toward a more diverse and manageable reserve (primary goals 2, 3, 4, 6 and 7).

- Restoration Opportunity: Areas that are currently subject to intensive agricultural or functionally similar land uses (e.g., landfills) where restoration would add coastal scrub in key linkage areas and/or contribute to a more manageable Reserve boundary (primary goals 1, 2, 3, 4 and 7).

Within the Reserve System, the NCCP/HCP restricts the kinds of permitted uses to protect long-term habitat values. Residential, commercial and industrial uses are prohibited, as are new active recreational uses outside already disturbed areas. New recreational facilities will be sited in locations compatible with habitat protection based on the understanding that recreational use is subordinate to habitat protection within the Reserve.

EXISTING OPEN SPACE WITHIN THE SUBREGIONAL HABITAT RESERVE

A significant amount of public open space is included within the Reserve System. The existing public lands in the Reserve total 14,498 acres and are located within both the Central and Coastal areas. The public open space includes regional and wilderness parks managed by the County of Orange EMA, other regional parks/open space managed by cities located within the subregion, State parks or ecological reserves managed by the California Department of Fish and Game (CDFG).

The following existing facilities are within the Habitat Reserve: Aliso and Wood Canyons Regional Park, Irvine Regional Park, Laguna Coast Wilderness Park, Peters Canyon Regional Park, Santiago Oaks Regional Park, Talbert Nature Preserve, Upper Newport Bay Regional Park, Weir Canyon Wilderness Park, Whiting Ranch Wilderness Park, Laguna Beach open space, San Juan Capistrano open space, Coal Canyon Reserve, Crystal Cove State Park, Upper Newport Bay Reserve, University of California Irvine, and the California Ecological Reserve in the Laguna Coast Wilderness Park.

The only area within the City of Costa Mesa that falls within the Habitat Reserve System is Talbert Regional Park, which has been identified as an area providing important biodiversity habitat.

NATURE RESERVE OF ORANGE COUNTY

Subsequent to the adoption of the NCCP/HCP, the Nature Reserve of Orange County was established to oversee the Habitat Reserve System. The following agencies comprise the Nature Reserve of Orange County Directors: United State Fish & Wildlife Service, California Department of Fish and Game, California Department of Parks and Recreation, County of Orange, Irvine Ranch Water District, Metropolitan Water District, Southern California Edison, Santiago County Water District, University of California at Irvine, Transportation Corridor Agencies, City of Irvine, The Irvine Company, Chandis Sherman Company, three public representatives, California Department of Forestry, Coastal Greenbelt Authority and the Orange County Fire Authority. For more information about the Reserve, contact the County of Orange Planning and Development Services Department at (714) 834-2552 or visit the county's website http://pdsd.oc.ca.gov/nr_nature.htm.

16T. With respect to the Orange County Sanitation District's ability to serve the growth anticipated by the 2000 General Plan, page 4.11-17 of the Draft EIR discusses this very topic. The following text has been excerpted from page 4.11-17 for ease of reviewer reference.

"Three elements of the sewage disposal system must be considered in conjunction with the General Plan: local collection lines, major trunk lines, and treatment facilities. County treatment plans had been planned in accordance with regional growth forecasts and the County Sanitation Districts recently updated their Master Plan to reflect current growth projections. The Costa Mesa General Plan is consistent with regional growth projections."

With respect to the Orange County Sanitation District's (OCSD) ocean outfall and the proposed waiver extension, the 2000 General Plan would not impact the OCSD's facilities, including the ocean outfall. As such, the 2000 General Plan is not anticipated to affect water quality on local beaches for the reasons outlined in the following paragraphs.

The OCSD ocean discharge permit is jointly issued by the federal Environmental Protection Agency (EPA) and the State of California by the local Regional Water Quality Control Board (RWQCB). The ocean discharge permit requires review by the United State Fish and Wildlife Service and the National Marine Fisheries Service to assure that the issuance of a permit will not impact endangered or threatened species. Also, the California Coastal Commission performs a review of the permit for consistency with the Coastal Act.

The permitting process requires a series of public hearings that assure an opportunity for all interested parties to comment on the draft permit. The 5-year permit that OCSD is currently operating under was issued in June 1998 and expires in June 2003. The renewal application must be submitted to the regulators by December 2002.

The OCSD has opted for a permit issued under Section 301(h) of the federal Clean Water Act, which allows for a slight increase in the amount of total suspended solids (TSS) and biological oxygen demand (BOD) over set standards imposed on other ocean discharge permit holders. The Section 301(h) permits required increased ocean monitoring by OCSD and increase environmental examination by regulatory agencies.

As explained above, the OCSD will be responsible for processing the permit through the respective state and federal agencies.

The Draft EIR will not be modified to include a discussion of the OSCD ocean outfall or the Section 301(h) permit.

II.3 ERRATA/CHANGES TO DRAFT GENERAL PLAN EIR

This Errata addresses the technical comments on the Draft 2000 General Plan and EIR which was circulated from June 26, 2001 to August 9, 2001.

Added or modified text is shaded (example), while deleted text will have a strike out ~~(example)~~ through the text, and is included in a box, as the example below shows.

The City proposes adding the following General Plan policies to the Final 2000 General Plan and EIR to address urban runoff and water quality issues:

CON-1A.3 Continue to comply with the National Pollutant Discharge Elimination System (NPDES) Program by participating in the Countywide Drainage Area Management Plan (DAMP) which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).

CON-1A.4 Continue to implement the Drainage Area Management Plan (DAMP), and any amendments to it, that require site dischargers to reduce pollutants in runoff from new development and significant redevelopment areas.

Policy CON-1A.1 has been updated as follows:

CON-1A.1 Ensure that all future developments will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and ~~where feasible and appropriate,~~ incorporate feasible ~~sufficient~~ mitigation measures into the project design to reduce such effects.

Policy CON-1A.2 has been updated as follows:

CON-1A.2 ~~Require landscape plans for all public and private developments to consider the retention and/or enhancement of existing mature vegetation.~~ Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.

Policy SAF-1A.1 has been updated as follows:

SAF-1A.1 Consider geologic hazard constraints, impacts and mitigation when developing ~~in the development of~~ land use policies and when making public decisions relating to land development.

Page LU-6, Paragraph 4 of the 2000 General Plan will be revised to incorporate 2000 census data. The paragraph is revised as follows:

Table LU-3, *Population, Housing, and Employment*, presents historical data for Costa Mesa's population, number of housing units, and employment opportunities, and includes projections to the year 2020. The table is based upon OCP-2000 Projections. Data which is available for the 2000 Census, as of September 2001, has also incorporated in the Land Use and Housing Elements.

Page HOU-33 of the 2000 General Plan, preceding "Inventory of Resources", a new paragraph has been added as follows:

Persons Living in Group Quarters

The majority of the households in Costa Mesa are family households comprised of married-couple families or single householders. According to the 2000 U.S. Census, a total of 2,307 people live in group quarters. Of this total, approximately 1,470 people are institutionalized, and 837 people are in voluntary residential care facilities, sober living facilities, or other group homes. Group homes may generally be regulated by the State and/or subject to the City's zoning regulations.

Page HOU-10 of the 2000 General Plan, following the second paragraph beginning with "Currently . . .", a new paragraph has been added as follows:

According to the 2000 U.S. Census, the City population is comprised of white (56.8 percent), Hispanic or Latino (31.8), Asian (6.8 percent), black or African-American (1.2 percent), American Indian and Alaska Native (0.3 percent), or other race. In addition, the 2000 U.S. Census reports that 51 percent of the population is male and 49 percent is female.

Page HOU-30, Paragraph 2, of the 2000 General Plan will be revised to include the following information:

Approximately 3,211 renter households and 487 owner households were overcrowded in 1990. This situation is affected by large renter households unable to afford the larger ownership housing and a lack of larger rental housing units. For example, a total of 747 – seven or more person renter households resided in the City in 1990, while there were only 46 – five bedrooms or larger and 513 - four bedroom rental units in the City. At the same time, there were 4,640 owner occupied housing units with four or more bedrooms and only 556 owner households with six or more persons. According to the 2000 U.S. Census, 40 percent of the City's housing units are owner occupied, and 60 percent are renter occupied.

Page HOU-31, Paragraph 1, of the 2000 General Plan will be revised to include the following information:

> The number of large families has been increasing in Costa Mesa and consequently demand will increase for larger bedrooms. Although the supply of larger housing units has met the demand in the past, overcrowding is increasing and occurring in the larger families. According to the 2000 U.S. Census, the homeowner vacancy rate is 1.3 percent and the rental vacancy rate is 6.3 percent. Costa Mesa will continue to offer a balance of bedroom types through the encouragement of many rental sizes and ownership programs.

Page 4.2-1 of the Draft EIR will be revised to include a footnote that reads as follows:

> ---
>
> [1] 2000 Census data made available in August 2001 references a citywide population of 108,724.

The footnote will be added to the first sentence in the second paragraph under the Population subheading.

> The OCP-2000 projections estimate that there are approximately 106,237[1] persons residing in Costa Mesa in the year 2000, represents an increase of population of ten percent since 1990.

Page 4.2-2 of the Draft EIR will be revised to include a footnote that reads as follows:

> ---
>
> [1] 2000 Census data made available in August 2001 identifies a total of 37,467 occupied housing units.

The footnote will be added to the first paragraph under the Housing subheading.

> **HOUSING**
>
> Costa Mesa's share of County housing units also decreases slightly; this can be attributed to the significant amounts of growth in other areas of the County, when compared to the predominantly built out nature of Costa Mesa. The City's 4.1 percent share (40,577[1] of 978,004 housing units) of County housing units in 2000 is projected to slightly decrease to nearly 3.9 percent (42,469 of 1,096,824 housing units) by year 2020.

A new policy, referenced as CON-1C.3 may be incorporated into the 2000 General Plan and EIR as determined by the Planning Commission and City Council.

CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.

A second new policy, referenced as CON-1C.4, may be incorporated into the 2000 General Plan and EIR as determined by the Planning Commission and City Council.

CON-1C.4 Continue to investigate the feasibility of municipal power programs.

Page CD-9 of the Draft 2000 General Plan Update will be updated to include the South Coast Repertory Theatre as a City landmark.

- South Coast Repertory Theatre;

A new policy, OSR-1A.16 may be incorporated into the 2000 General Plan and EIR as determined by the Planning Commission and City Council to respond to special recreational needs for citizens of all ages.

OSR-1A.16 Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.

Page HCR-9 of the Draft 2000 General Plan will be revised as follows to indicate six categories instead of seven.

The research conducted and analysis preformed resulted in the identification of buildings that have been evaluated and classified according to the California Office of Historic Preservation categories 1 through 6 ~~7~~ previously discussed. The following evaluation codes were found to apply to one or more surveyed properties and appear on the DPR 523 forms:

The following policies, contained in the 2000 General Plan, will be added to the policies listed on pages 2-34 and 4.11-18 of the Draft EIR.

Policies in Proposed 2000 General Plan:

LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.

LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.

CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.

On Page 4.11-21 of the Draft EIR, a third paragraph will be added to the Electricity Impact analysis, as follows:

The City continues to seek opportunities to improve the energy efficiency of existing facilities. An example is the current program to replace traffic light signals with Light Emitting Diode (LED) fixtures.

Page I-3, Paragraph 8 of the 2000 General Plan will be revised to include the following information:

The City is home to a regional symphony orchestra, and the South Coast Repertory Theater. In 1983, the Orange County Performing Arts Center was established. This center includes a 3,000 seat facility, which was completed in 1985. In 2001, the City of Costa Mesa approved expansion plans for the Segerstrom Center for Arts. These include the 32,500 square foot expansion of South Coast Repertory Theatre to allow the addition of a new stage, a 1,000-seat expansion of the Orange County Performing Arts Center, the addition of a new 2,500-seat concert hall, and a new art museum.

The City of Costa Mesa is also pursuing the annexation of the many unincorporated islands in the eastside area. The goal of the annexation efforts is to provide a logical jurisdictional boundary with the City of Newport Beach and to simplify the provision of public services to these areas.

Page LU-6, Paragraph 4 of the 2000 General Plan has been revised to incorporate 2000 census data. The paragraph is revised as follows:

Table LU-3, *Population, Housing, and Employment*, presents historical data for Costa Mesa's population, number of housing units, and employment opportunities, and includes projections to the year 2020. The table is based upon OCP-2000 Projections. Data which is available for the 2000 Census, as of September 2001, has also incorporated in the Land Use and Housing Elements.

Page LU-34 of the Draft 2000 General Plan, a fourth paragraph will be added as follows:

Proposed Industrial development would be analyzed for potential significant impacts to air quality, aesthetics, land use, and other environmental issues. The Planned Development process encourages the approval of industrial development with minimal impacts to the environment, thereby promoting cleaner and environmentally sensitive business. Generally, commercial uses are not compatible with industrial uses. However, ancillary commercial uses that support industrial uses are allowed.

Page LU-8, Paragraph 5 of the Draft General Plan will be revised in the Final 2000 General Plan to include the following information:

Neighborhood compatibility issues surrounding small-lot residential developments occurring on long, narrow properties have intensified in recent years, especially throughout Costa Mesa's eastside. New development standards were created for small-lot subdivisions in 2001. These standards increased the minimum lot size and parking requirements for this type of development. Discretionary review and approval procedures were also added to ensure compatibility with the existing surrounding neighborhoods.

Page CD-5 and Exhibit CD-2 will be revised accordingly in the Final General Plan document.

Page CD-12, Bullet No. 1 of the 2000 General Plan, under the subheading "Opportunities" has been revised as follows:

- There is an opportunity to improve and maintain the visual quality of existing major arterial and secondary arterial streets (i.e., paths) by implementing the City's adopted ~~standards in the~~ Streetscape and Median Development ~~Standards~~ Guidelines. The Guidelines include a comprehensive street tree palette and development standards.

Page 4.4-20 of the Draft EIR will be revised in the Final EIR as follows:

> If the ~~Since this~~ proposed bridge is ~~likely to be~~ deleted from the Master Plan of Highways, the deficiency shown above would likely not occur. Without construction of the proposed bridge, Gisler Avenue, west of Harbor Boulevard would operate at approximately 21,000 ADT in 2020, which is under the capacity of 25,000 ADT.

Page 2-29 and 4.8-16 of the Draft EIR will be revised in the Final EIR as follows:

> - Prior to or concurrent with submittal of plans for building plan check/submittal of the final subdivision map for engineering plan check, the applicant shall submit a Water Quality Management Plan (WQMP) that identified the application and incorporation of those routine structural and non-structural Best Management Practices (BMPs) outlined in the ~~Countywide National Pollution Discharge Elimination System (NPDES)~~ Countywide Drainage Area Management Plan.

Page 4.8-18, Paragraph 6, of the Draft EIR will be revised in the Final EIR as follows:

> In April 1996, the Federal Emergency Management Agency (FEMA) National Flood Insurance Program's Flood Insurance Map (FIRM) classified areas with the potential for flooding along the Santa Ana River as Zone A99. The Zone A99 designation identified areas that are protected by a Federal flood protection system constructed as having a one percent chance of being equaled or exceeded in any given year (base flood) with no base flood elevations (BFEs) determined. This designation was the direct result of construction of the Santa Ana Mainstem flood control project, which included two critical features: channels and bridge widening; channelization of the Lower Santa Ana River Channel Reaches 1 ~~and~~ through 4 and Reach 10 (Greenville-Banning Channel) and construction of the Seven Oaks Dam.

Table 4.12-1 of the Draft EIR will be revised in the Final EIR. The reference of "Regional Parks" under type of facility has been changed to "Regional Nature Preserve". The acreage citation has also been changed from 210.00 to 211.00:

Type of Facility	Acreage
Neighborhood and Community Parks	410.38
Community Centers	9.97
Regional Nature Preserve ~~Parks~~	~~210.00~~ 211.00
Institutional Uses	696.20
Open Space Easements	6.19
Golf Courses	373.00
Total	~~1,705.74~~ 1,706.74

Page 4.12-3 of the Draft EIR, subheading "Regional Parks" will be changed to "Regional Recreation Facilities" in the Final EIR.

> **REGIONAL RECREATION FACILITIES ~~PARKS~~**
>
> County-owned Regional Recreation Facilities ~~parkland~~ includes 211 ~~210~~ acres (approximately 12 percent of the total inventory) of passive open space in the southwest corner of the City along the Santa Ana River lowlands. Talbert Nature Reserve ~~Regional Park~~ will combine with the City's Canyon and Fairview Parks to provide a unique linkage of restored and enhanced natural environments totaling over 450 acres when completed.

Page 4.12-3, Paragraph 4, of the Draft EIR will be revised in the Final EIR as follows:

> Another major regional open space feature which will be available to Costa Mesa residents (but not included in the above inventory) is the ~~138~~ 140-acre Upper Newport Bay ~~Regional Park~~ Nature Preserve, to be developed east of the City limits along Irvine Avenue, south of University Drive. ~~Actual development of the site will be limited to an interpretive center, trails, and park and habitat stabilization and enhancement.~~ Actual components include the Peter and Mary Math Interpretive Center, trails and habitat stabilization and enhancement areas.

Exhibit 4.12-1 of the Draft EIR will be revised in the Final EIR. The legend category "County Regional Parks" will be changed to "County Nature Preserves".

Page CD-3 of the 2000 General Plan Update and Page 4.3-1 of the Draft EIR will be revised to include Class I Bikeways under the secondary corridors category. In addition, Exhibit CD-1 of the 2000 General Plan and Exhibit 4.3-1 of the Draft EIR will be revised to include Class I Bikeways.

Page 4.4-13, Paragraph 2, of the Draft EIR will be revised in the Final EIR as follows:

> Bike Trails are facilities at least eight-feet in width that are physically separated from vehicular roadways and are reserved exclusively for bicycle use and pedestrians. Bike Trails are most effective in long, uninterrupted stretches, such as along the Santa Ana River and along the Upper Newport Bay Ecological Reserve on the east side of Irvine Avenue. Bike Lanes consist of a painted stripe reserving at least five feet nearest the curb for bicycle use. Bike Lanes are the most common classification within the City due to generally being able to implement them within existing right-of-ways.

Page 7-3, Paragraph 5, of the Draft EIR will be revised in the Final EIR as follows:

> - *For a project located within an airport land use plan, or within two miles of a public airport or public use airport; result in a safety hazard for people residing or working in the project area:* No existing land use designations are being modified as part of the proposed 2000 General Plan. Therefore, implementation of the proposed 2000 General Plan would not directly result in any projects located near the John Wayne Airport that would result in a safety hazard for people residing or working in the project area. Both the Federal Aviation Administration (FAA) and the Airport Land

Use Commission for Orange County have concern for the safety of air navigation in the airport area. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights which may affect the safety of aircraft operation. Part 77 defines "obstruction to air navigation" and provides for studies and hearings to determine whether such an obstruction may be a hazard. The authority of the FAA in these matters extends only as far as issuing a notice of hazard to air navigation; the FAA does not have jurisdiction to prohibit construction. The issuance of a hazard notice, however, may adversely affect the ability of a developer to obtain financing and insurance.

Summaries of the standards for determining obstructions as they apply to John Wayne Airport are included as Appendix D to the Response to Comments, and will be included in Appendix I of the Final General Plan/General Plan EIR Technical Appendix. It should be noted that Section and Paragraph numbers and letters within the appendix refer to FAR Part 77.

It is important to note that due to the City's proximity to the John Wayne Airport, there are areas within the FAA derived Runway Protection Zones for Runway 19R/1L and are subject to the application of Federal Aviation Regulations Part 77 Objectives Affecting Navigable Airspace, which effectively limits building heights in the interest of Public Safety.

The reference to southern tarplant (*Hemixonia parryi* ssp. *australis*) in Table 4-1 and in the third paragraph on Page 4-9.13 of the Draft EIR will be changed to *Centromadi parryi* ssp. *australis* in the Final EIR.

Southern tarplant	~~*Hemixonia*~~ *Centromadia* *Parryi* ssp. *Australis*	CNPS 1B, FSC		X

California Species of Special Concern are species that have no special legal status, thus there are no provisions for protection, such as are provided for threatened and endangered species listed by the FESA and CESA. However, these species are taxa whose breeding populations in California have declined severely or are otherwise so low that extinction may occur. CDFG recommends that these species be given special consideration whenever possible such that the costs of future recovery efforts may be prevented or reduced. California Species of Special Concern that may occur in the study area are as follows: southern tarplant (~~*Hemixonia*~~ *Centromadia* *Parryi ssp. Australis*), Coulter's goldfields (*Lasthenia glabrata ssp. Coulteri*), aphanisma (*Aphanisma blitoides*), south coast saltscale (*Atriplex pacifica*), Parish's brittlescale (*Atriplex parishii*), Los Angeles sunflower (*Helianthus nuttallii ssp. Parishii*), silvery legless lizard (*Anniella pulchra pulchra*), burrowing owl (*Athene cunicularia*), and loggerhead shrike (*Lanius ludovicianus*). The loss of the before mentioned species would be a potentially significant impact due to their status as Species of Special Concern as listed by the U.S. Fish and Wildlife Service and/or by the California Department of Fish and Game.

Text regarding vernal pools will be added to page 4.9-5 of the Final EIR. The vernal pool paragraph will follow the paragraph on riparian habitats and precede Table 4.9-3.

Vernal Pools. Vernal pools are wetlands that seasonally pond in small depressions as a result of a shallow relatively impermeable layer (e.g. clay or other impervious soil or rock layer) that restricts downward percolation of water. The dominant water source for vernal pools is precipitation with pools typically filling after fall and winter rains and evaporating during spring and summer. These seasonal ponds are fragile, easily disturbed ecosystems that provide habitat for indigenous specialized assemblages of flora and fauna, including several species which are either proposed or already Federally listed as threatened or endangered, such as the San Diego fairy shrimp (*Branchinecta sandiegonensis*). Several vernal pools are located within the north-central portion of Fairview Park.

Table 4.9-4 on page 4.9-8 of the Draft EIR will be revised in the Final EIR to include the San Diego fairy shrimp.

San Diego fairy shrimp	*Branchinecta sandiegonensis*	FE			

A new paragraph on Page 4.9-6 of the Draft EIR will be added in the Final EIR to acknowledge that the United States Fish and Wildlife Service has designated habitat for the San Diego fairy shrimp in the City.

One sensitive species which frequents Costa Mesa is the California least tern (*Sterna albifrons*), included on the State and Federal list of endangered species. Although the primary nesting sites for the least tern are located farther south at the mouth of the Santa Ana River, the pond south of Victoria Street provides an occasional feeding area. The pond is of such importance that it has been proposed as an "essential habitat" for the least tern colony by the United States Department of Interior, Fish and Wildlife Service.

An additional species that has the potential to occur in the City is the San Diego fairy shrimp (*Branchinecta sandiegonensis*), which is a federally-listed endangered species. The United States Department of Interior, Fish and Wildlife Services has recently designated critical habitat for the San Diego fairy shrimp within the City of Costa Mesa.

Based on biological studies prepared as part of the Fairview Park Master Plan, numerous other sensitive species have been found at the park. Detailed accounts of these species found in that document are hereby incorporated by earlier reference.

The reference to savannah sparrow in Table 4.9-5 (page 4.9-10) and in the first paragraph on Page 4.9-13 of the Draft EIR will be changed in the Final EIR to Belding's savannah sparrow and the listing will be changed from federally-listed to state-listed.

Belding's Savannah sparrow	*Passerculus sandwichensis* spp. *Beldingi*	~~FE~~ SE ~~spp. *Beldingi*~~	X		

Impact Analysis: Documented occurrences within the City of the following special species are as follows: Western Snowy plover (federally-listed as threatened), Belding's Savannah sparrow (~~federally-listed~~ state-listed as endangered), California least tern (federal and state-listed endangered), and salt marsh bird's beak (federal and state-listed endangered) as defined by the U.S. Fish and Wildlife Service and/or by the California Department of Fish and Game.

In addition, the following additional policy has been drafted and will be forwarded to the Planning Commission and City Council for consideration:

CON-1A.5 Pursue the adoption of an offsite mitigation program for the loss of critical wildlife habitat and wetlands when onsite mitigation is determine to be infeasible. Offsite mitigation should occur within the City of Costa Mesa.

The following text will be added to page CON-14 of the Conservation Element preceding the subheading Coastal Resources. In addition, the following text will be added to page 4.9-12 of the Draft EIR prior to the subheading 4.9.2 Standards of Significance in the Final EIR.

NATURAL COMMUNITY CONSERVATION PLAN

The County of Orange Environmental Management Agency (EMA) prepared a Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) for the Central and Coastal Subregion of Orange County. The NCCP/HCP was adopted on July 17, 1996.

PURPOSE OF THE NATURAL COMMUNITY CONSERVATION PLAN/ HABITAT CONSERVATION PLAN

In 1991, the California Legislature enacted the NCCP Act and declared that "there is a need for broad-based planning to provide for effective protection and conservation of the state's wildlife heritage while continuing to allow appropriate development and growth."

The primary goal of the Orange County NCCP/HCP is to protect and manage habitat supporting a broad range of plant and animal populations that are now found within the Central and Coastal Subregion. To accomplish this goal, the NCCP/HCP creates a subregional habitat Reserve System and implements a coordinated program to manage biological resources within the habitat reserve. Specific project purposes of the NCCP/HCP are:

- Planning for the protection of multiple-species and multiple-habitats within the coastal sage scrub habitat mosaic by creating a habitat Reserve System that contains substantial coastal sage scrub, chaparral, grasslands, riparian, oak woodlands, cliff and rock, forest and other habitats;
- Developing a conservation program that shifts away from the current focus on project-by-project, single species protection to conservation and management of many species and multiple habitats on a subregional level;

- Allowing social and economic uses within the subregion that are compatible with the protection of Identified Species and Habitats;

- Protecting the federally-listed coastal California gnatcatcher in a manner consistent with Section 10(a) of the Federal Endangered Species Act (FESA) and the Special 4(d) Rule for the gnatcatcher while providing for future Incidental Take of the species;

- Protecting the other two "target species," the coastal cactus wren and orange-throated whiptail lizard, by treating them "as if they were listed" under Section 10(a) of FESA and allowing Incidental Take of these species;

- Protecting non-Coastal Sage Scrub (CSS) habitat within the CSS habitat mosaic at a level comparable to the protection provided for CSS, thereby contributing to the protection of a broader range of species than just the target species or CSS species;

- Addressing the habitat needs of the non-target species within the subregion and the non-CSS habitats, including protecting six other federally-listed species consistent with FESA Section 10(a) and treating 30 other "identified" species "as if they were listed" under Section 10(a) of the FESA;

- Addressing the conservation of sensitive species located on the Dana Point Headlands site, including the coastal California gnatcatcher, Pacific pocket mouse, other Identified Species and five designated plant species;

- Building upon prior regional open space planning that has occurred in Orange County and integrating that open space planning into the creation of the habitat Reserve System and subregional conservation strategy; and

- Addressing impacts to CSS and non-CSS habitats and related NCCP/HCP species addressed in the Joint EIR/EIS in a manner that will be used and relied upon in conjunction with future environmental reviews and documents.

SUBREGION DESCRIPTION

The Central and Coastal Subregion is a 208,000-acre area (about 325 square miles) that includes the central portion of Orange County, incorporating the area from the coastline inland to Riverside County. The subregion extends along the coast from the mouth of the Santa Ana River (Costa Mesa) to the mouth of San Juan Creek (Dana Point). The inland boundaries of the subregion follow State Route 91 along the west and El Toro Road and Interstate 5 to San Juan Creek to the east. Existing natural habitat, including 13 major vegetation types, cover about one-half of the overall Central and Coastal Subregion.

HABITAT RESERVE SYSTEM

The Habitat Reserve System is one of six components of the NCCP/HCP. The other five components include the Adaptive Management Program, Non-Reserve Supplemental Habitat Areas, North Ranch Policy Plan Area, Interim Management Program and Funding Reserve Creation and Habitat Management.

A 37,378-acre Habitat Reserve System was created to include significant areas of 12 of the 13 major habitat types located within the subregion. The Reserve System will protect

more than 18,500 acres of CSS habitat and is also designed to function as a multiple-habitat system. In addition to CSS habitat, it also contains about 6,950 acres of chaparral, 5,700 acres of grasslands, 1,750 acres of riparian, 950 acres of woodland, 200 acres of forest habitat and significant portions of six other habitat types now existing within the subregion. Only coastal dune habitat is not included within the Reserve System. In terms of target bird species, the Reserve contains 370 coastal Gnatcatcher sites and 671 coastal cactus wren sites.

Habitat areas within the Reserve were identified as one of four categories to indicate the primary reason for inclusion in the Reserve. These Reserve habitat categories reflect the Biological Goals and Objectives outlined in Section 3.1 of the NCCP/HCP document. The four categories are as follows:

- Target Species Habitat: Areas with significant coastal sage scrub components and target species populations. Habitat areas within this category make up the "core" of the Reserve (primary goals 1, 2, 3 and 7).
- Habitat Linkage: Areas of natural habitat with coastal sage scrub and other habitats that are especially important as linkages (primary goals, 3, 4 and 5).
- Biodiversity Habitat: Areas with minimal to modest coastal sage scrub and/or target species that contribute toward a more diverse and manageable reserve (primary goals 2, 3, 4, 6 and 7).
- Restoration Opportunity: Areas that are currently subject to intensive agricultural or functionally similar land uses (e.g., landfills) where restoration would add coastal scrub in key linkage areas and/or contribute to a more manageable Reserve boundary (primary goals 1, 2, 3, 4 and 7).

Within the Reserve System, the NCCP/HCP restricts the kinds of permitted uses to protect long-term habitat values. Residential, commercial and industrial uses are prohibited, as are new active recreational uses outside already disturbed areas. New recreational facilities will be sited in locations compatible with habitat protection based on the understanding that recreational use is subordinate to habitat protection within the Reserve.

EXISTING OPEN SPACE WITHIN THE SUBREGIONAL HABITAT RESERVE

A significant amount of public open space is included within the Reserve System. The existing public lands in the Reserve total 14,498 acres and are located within both the Central and Coastal areas. The public open space includes regional and wilderness parks managed by the County of Orange EMA, other regional parks/open space managed by cities located within the subregion, State parks or ecological reserves managed by the California Department of Fish and Game (CDFG).

The following existing facilities are within the Habitat Reserve: Aliso and Wood Canyons Regional Park, Irvine Regional Park, Laguna Coast Wilderness Park, Peters Canyon Regional Park, Santiago Oaks Regional Park, Talbert Nature Preserve, Upper Newport Bay Regional Park, Weir Canyon Wilderness Park, Whiting Ranch Wilderness Park, Laguna Beach open space, San Juan Capistrano open space, Coal Canyon Reserve, Crystal Cove State Park, Upper Newport Bay Reserve, University of California Irvine, and the California Ecological Reserve in the Laguna Coast Wilderness Park.

The only area within the City of Costa Mesa that falls within the Habitat Reserve System is Talbert Regional Park, which has been identified as an area providing important biodiversity habitat.

NATURE RESERVE OF ORANGE COUNTY

Subsequent to the adoption of the NCCP/HCP, the Nature Reserve of Orange County was established to oversee the Habitat Reserve System. The following agencies comprise the Nature Reserve of Orange County Directors: United State Fish & Wildlife Service, California Department of Fish and Game, California Department of Parks and Recreation, County of Orange, Irvine Ranch Water District, Metropolitan Water District, Southern California Edison, Santiago County Water District, University of California at Irvine, Transportation Corridor Agencies, City of Irvine, The Irvine Company, Chandis Sherman Company, three public representatives, California Department of Forestry, Coastal Greenbelt Authority and the Orange County Fire Authority. For more information about the Reserve, contact the County of Orange Planning and Development Services Department at (714) 834-2552 or visit the county's website http://pdsd.oc.ca.gov/nr_nature.htm.

Policy CIR-1A.1 will be revised to read:

CIR-1A.1 Develop the City's Master Plan of Bikeways by pursuing all funding mechanisms and incorporating roadway widening projects ~~Incorporate bicycle facilities (circulation and storage)~~ into the design and development of all new commercial and industrial projects and public facilities.

The following policies, which have been added to the 2000 General Plan, will also be added to the policies listed on pages 2-22 and 4.5-13 of the Draft EIR, under the impact heading of Vehicle Miles Traveled and Stationary Source Emissions.

CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.

The following policies, which have been added to the 2000 General Plan, will also be added to the policies listed on pages 2-28 and 4.8-15 of the Draft EIR, under the impact heading of Water Quality.

CON-1A.3 Continue to comply with the National Pollutant Discharge Elimination Systems (NPDES) Program by participating in the Countywide Drainage Area Management Plan (DAMP), which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).

CON-1A.4 Continue to implement the Drainage Area Management Plan (DAMP), and any amendments to it, that require site dischargers to reduce pollutants in runoff from new development and significant redevelopment areas.

The following policies, which have been added to the 2000 General Plan, will also be added to the policies listed on pages 2-31 and 4.9-14 of the Draft EIR, under the impact heading of Biological Resources.

CON-1A.5	Pursue the adoption of an offsite mitigation program for the loss of critical wildlife habitat and wetlands when onsite mitigation is determined to be infeasible. Offsite mitigation should occur within the City of Costa Mesa.

The following policies, which have been added to the 2000 General Plan, will also be added to the policies listed on pages 2-35 and 4.11-125 of the Draft EIR, under the impact heading of Electricity.

CON-1A.6	Support environmentally acceptable and sustainable energy sources (especially renewable resources such as solar, wind, hydroelectric, and geothermal resources) for new development and significant redevelopment projects.
CON-1C.3	Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.
CON-1C.4	Continue to investigate the feasibility of municipal power programs.

The following policies, which have been added to the 2000 General Plan, will also be added to the policies listed on pages 2-37 and 4.12-10 of the Draft EIR, under the impact heading of Parks/Recreation/Trails.

OSR-1A.16	Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.

APPENDIX A

COMPARISON OF 1990 AND 2000 GENERAL PLAN GOALS, OBJECTIVES AND POLICIES

COMPARISON OF 1990 AND 2000 GENERAL PLAN GOALS, OBJECTIVES AND POLICIES

~~Provided in this section are the 1990 General Plan goals, objectives and policies of the City of Costa Mesa. The intent of the thirteen General Plan goals was to set forth the general desire or purpose for the City. Each goal is further defined by accompanying objectives that focus on a portion of the overall goal. Lastly, each objective is followed by several policies which describe how the City intends to implement the objective in conformance with the overall goal.~~

~~As part of the 2000 General Plan, the City of Costa Mesa staff reviewed the goals, objectives, and policies in the 1990 General Plan to determine relevancy and applicability for the 2000 General Plan. In cases where a policy had been completed or is no longer relevant, it has been deleted. In cases where it is still appropriate for the 2000 General Plan, it has been retained.~~

~~Following is the complete listing of goals, objectives, and policies contained in the 1990 General Plan. If a 1990 General Plan goal, objective, or policy was not carried forward into the 2000 General Plan, it is shown below with a strikeout (strikeout). If a 1990 General Plan goal, objective, or policy was carried forward into the 2000 General Plan, the location and numbering is shown in [brackets] at the end of the goal, objective, or policy statement.~~

2000 GENERAL PLAN GOALS AND POLICIES

Each element of the General Plan contains goals and policies based upon the needs and desires of the community, as derived from the previously adopted 1990 General Plan, background research, planning staff, and members of the City Council.

A goal is defined as a broad vision of what the community wants to achieve or provide to residents, landowners, business owners and tourists. It is a statement of a desired condition based on community values. Goals are general in nature and usually timeless. A policy is a specific statement that guides decision-making. It indicates a commitment of the City to a particular course of action. A policy is based on and helps implement a goal.

As stated previously in Section 3.3, one of the objectives for the 2000 General Plan and General Plan EIR was to review the 1990 General Plan goals, objectives, and policies for relevancy, completion and applicability for the long-term development in the City. City staff reviewed the goals, objectives, and policies in the 1990 General Plan and determined if the goals, objectives, and policies had been completed, and if not, determined their relevancy and applicability for the 2000 General Plan. The following are the goals and associated objectives and policies that have been set for the Costa Mesa 2000 General Plan.

At the conclusion of each goal, objective or policy is a statement within [brackets] that indicates one of four possible scenarios: 1) the goal, objective, or policy remains the same as the 1990 General Plan, 2) the goal, objective or policy has been modified from the 1990 General Plan statement for the 2000 General Plan, 3) the goal, objective or policy is a new statement for the 2000 General Plan, or 4) in the case of the Housing Element, no changes were made to the goals, objectives or policies. Examples of the wording for the three aforementioned scenarios are as follows:

1) [1990 GP Goal VII],
2) [1990 GP Policy 237 – Modified for 2000 GP],
3) [New Objective for 2000 GP], and
4) [No Change].

LAND USE ELEMENT

The goals, objectives, and policies that address land use are as follows:

GOAL LU-1:
LAND USE

It is the goal of the City of Costa Mesa to provide its citizens with a balanced community of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population and to retain the residential character of the City; to meet the competing demands for alternative developments within each land use classification within reasonable land use intensity limits; and, to ensure the long term viability and productivity of the community's natural and man-made environments. [1990 GP Goal VII]

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. [1990 GP Objective VII-A]

LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community. [1990 GP Policy 224]

LU-1A.2 Consider the effects of new employment, particularly in relation to housing impacts, when new commercial or industrial development is proposed. [1990 GP Policy 225]

LU-1A.3 Locate high-intensity developments or high traffic generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses. [1990 GP Policy 226]

LU-1A.4 Strongly encourage the development of low-density residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities. [1990 GP Policy 227 – Modified for 2000 GP]

LU-1A.5 Provide ~~a balance of~~ housing and employment opportunities within planned development areas to the extent feasible. [1990 GP Policy 229 – Modified for 2000 GP]

LU-1A.6 Aggressively pursue methods to discourage the development of multiple units on long, narrow, single parcels. Possible methods could include a lot combination zoning incentive or the creation of new lower density zoning to be applied to lots with less than a certain minimum frontage. [1990 GP Policy 231]

Objective LU-1B. Ensure the long term productivity and viability of the community's economic base. [1990 GP Objective VII-B]

LU-1B.1 Permit adequate quantities and locations of commercial land to serve residential neighborhoods. [1990 GP Policy 234]

Objective LU-1C. Promote land use patterns and development which contribute to community and neighborhood identity. [1990 GP Objective VII-C]

LU-1C.1 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access. [1990 GP Policy 236]

LU-1C.2 ~~Establish a height limit of four stories~~ Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing, such as elderly, affordable, or student housing. [1990 GP Policy 237 – Modified for 2000 GP]

LU-1C.3 Prohibit construction of buildings which would present a hazard to air navigation as determined by the FAA or independent studies by qualified private consultants that have been certified by the FAA. [1990 GP Policy 238]

LU-1C.4 Require building setbacks, structure orientation, and the placement of windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties. [1990 GP Policy 240]

LU-1C.5 Develop incentives for lot combination, or disincentives for development without lot combination. Consider policies such as zoning designations which fall between zones, or development standards which tie density to lot width as well as area. [1990 GP Policy 243]

LU-1C.6 Provide assistance to neighborhoods with excessive noise impacts, such as walls for sound attenuation, development of landscaped greenbelts, etc. [1990 GP Policy 250]

Objective LU-1D. Ensure consideration of utility system capacities in land use planning and development processes. [1990 GP Objective VII-D]

LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications. [1990 GP Policy 251]

LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure~~, existing or planned to exist,~~ at the time of completion of each phase of a multi-phased project. [1990 GP Policy 252 – Modified for 2000 GP]

Objective LU-1E. Ensure correlation between buildout of the General Plan Land Use Plan Map and the Master Plan of Highways. [1990 GP Objective VII-E]

LU-1E.1 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area ~~ratio~~ standards, except for the following conditions:

(a) Limited deviations from the graduated floor area ratio standards depicted in Tables ~~61~~LU-4 and ~~62~~LU-8 for the commercial and industrial land use designations may be

approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed ~~for the very-low,~~in the very-low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.

(b) Additions to existing nonconforming non-residential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development, and, if the additions do not substantially affect the existing height and bulk of the development. Additions to non-residential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/Motels: increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed; 2) Theaters: increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed.

(c) In the above conditions, the new development shall be compatible with surrounding land uses. Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council. [1990 GP Policy 255 – Modified for 2000 GP]

LU-1E.2 Development Plans shall be required for all phased development and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits. [1990 GP Policy 316]

LU-1E.3 Development Plans shall include an overall buildout plan which can demonstrate the ability of the circulation system to support the proposed level of development. [1990 GP Policy 317]

LU-1E.4 The City shall continue its annual preparation of the Development Phasing and Performance Monitoring Program. [1990 GP Policy 318]

Objective LU-1F. Establish policies, standards, and procedures to minimize blighting influences and maintain the integrity of stable neighborhoods. [1990 GP Objective VIII-A]

LU-1F.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities. [1990 GP Policy 260]

LU-1F.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety, or fire hazard. [1990 GP Policy 261]

LU-1F.3 ~~Establish~~ Continue code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs. [1990 GP Policy 262 – Modified for 2000 GP]

LU-1F.4 Ensure that residential densities can be supported by the infrastructure and that high-density residential areas are not permitted in areas which cause incompatibility with existing single-family areas. [1990 GP Policy 284]

LU-1F.5 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood. [1990 GP Policy 286]

[DELETED ITEMS]

~~228. Strongly encourage the development of owner-occupied housing.~~ [Combined with LU-1A.4]

~~230. Pursue means to increase the stock of detached single-family housing by development of small-lot subdivision standards to be applied in a Medium Density Residential classification.~~ [Accomplished]

~~232. Create an environment where business can succeed while being in harmony with other City goals.~~ [See LU-1A.1]

~~233. Provide levels of public improvements and services necessary to support the existing level of business activity, and allow for the expansion of business opportunities in the future at a level no greater than can be supported by the infrastructure.~~ [See Goal CIR-2]

~~235. Adopt development standards to encourage developments to utilize common parking areas and driveways to reduce the number of ingresses and egresses to major arterials.~~ [Accomplished]

~~239. Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators.~~ [See Community Design CD-8A]

~~241. Prior to the installation of traffic amenities or the closure of through streets in existing neighborhoods and districts, prepare feasibility studies to determine the costs, constraints, environmental impacts, and public receptiveness and consider alternative measures such as landscaped pockets in parking lanes.~~ [See CIR-1A]

~~244. Encourage the use of entrance patios, courtyards, plazas, arcades, porches, and covered walks to integrate adjacent development into the public streetscape.~~ [See Community Design]

~~245. Develop design standards and guidelines for the placement of street furniture elements within and adjacent to public rights-of-way.~~ [See Community Design]

~~246. Consolidate compatible street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible.~~ [See Community Design]

~~247. Develop design standards and guidelines for the placement of public street graphics, street signs, locational and directional signs, traffic signs, etc., within and adjacent to public rights-of-way.~~ [See Community Design]

~~248. Consolidate street graphics and individual signs into single support structures where appropriate and compatible with the purpose and function of such informational, directional, and traffic control graphics.~~ [See Community Design]

~~249. Develop compatible landscape palettes which can be used along major arterials to provide a harmonious and unified parkway treatment with full consideration to the maintenance, water, and energy requirements.~~ [See Community Design]

~~253. Require developers to pay appropriate impact fees to the Costa Mesa Sanitary District and Orange County Sanitation Districts to fund the cost of any necessary improvements to the sewage collection and treatment system.~~ [Code Requirement]

~~254. Require developers, when necessary, to coordinate with the Costa Mesa Sanitary District and the Orange County Sanitation Districts to determine flow reduction techniques to be incorporated into their project designs.~~ [Code Requirement]

~~256. Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips in order to achieve consistency with the allocated trip budget.~~ [Code Requirement]

~~257. Require a Conditional Use Permit that is reviewed annually for the approval of a transportation management program or similar method to reduce project related trips.~~ [Code Requirement]

~~258. Develop implementing procedures and/or an ordinance that ensures that future change of land uses will not cause the approved maximum building intensity for a project and/or parcel to be exceeded.~~ [Accomplished]

GOAL LU-2:
DEVELOPMENT

It is the goal of the City of Costa Mesa to establish development policies that will create and maintain an aesthetically pleasing and functional environment and minimize impacts on existing physical and social resources. [1990 GP Goal III]

Objective LU-2A. Encourage new development and redevelopment to improve and maintain the quality of the environment. [1990 GP Objective III-A]

LU-2A.1 Use eminent domain in redevelopment project areas when necessary to effect lot combination and to ensure optimum size and configuration of parcels experiencing development pressures. [1990 GP Policy 111]

LU-2A.2 Continue to implement, review, and update the redevelopment plan for the adopted project area. [1990 GP Policy 112]

LU-2A.3 Prepare a specific plan to ensure that the portion of the Route 55 extension from 19th Street through the Redevelopment Area is

compatible with the Redevelopment Area and to review development related issues on the remainder of the alignment. [1990 GP Policy 113]

LU-2A.4 In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the ~~1990~~ General Plan that is located in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use or property. [1990 GP Policy 114 – Modified for 2000 GP]

LU-2A.5 Develop standards, policies, and other methods to encourage the grouping of individual parcels to eliminate obsolete subdivision patterns and to provide improved living environments while retaining the single-family zoning or single-family character of such areas in the City. [1990 GP Policy 115]

LU-2A.6 ~~Strictly enforce development standards and zoning ordinances without permitting an increased unit when a proposed project does not meet the square foot requirements of the zone so as to prohibit a "rounding up", except for existing Medium Density Residential lots less than 7,260 sq.ft., but not less than 6,000 sq.ft. where density calculation fractions equal to or greater than 1.65 may be rounded to two units.~~ Do not allow "rounding up" when calculating the number of permitted residential units except for lots existing as of March 16, 1992, zoned R2-MD that have less than 7,260 square feet in area, and no less than 6,000 square feet, where density calculation fractions of 1.65 or greater may be rounded up to two units. [1990 GP Policy 116 – Modified for 2000 GP]

LU-2A.7 Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or ~~condominium~~ common interest developments. [1990 GP Policy 117 – Modified for 2000 GP]

LU-2A.8 Encourage increased private market investment in declining or deteriorating neighborhoods. [1990 GP Policy 123]

LU-2A.9 Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines. [1990 GP Policy 132]

[DELETED ITEMS]

~~118. Develop review criteria to discourage retention of blighted or obsolete structures on sites where new development is planned.~~ [Accomplished]

~~119. Identify deficiencies and upgrade existing public service facilities (streets, alleys, utilities).~~ [Redundant]

~~120. Develop policies and standards to provide a balanced mix of residential uses within the Redevelopment Area including the provisions of single-family homes and R1 within the Redevelopment Area.~~ [Accomplished]

~~122. Reevaluate current parking standards for residential developments.~~ [Accomplished]

~~124. Improve east-west circulation through the Redevelopment Area and avoid the closure of east-west connectors.~~ [Accomplished]

~~Objective III-B: Establish policies, standards, and procedures to improve and maintain the visual image of the City.~~ [See Community Design]

~~125. Improve all gateways to the City with landscaped medians and parkways with entrance signs to provide a positive introduction to Costa Mesa.~~ [See Community Design]

~~126. Encourage homeowners' associations to maintain existing housing tract entrance signs in an attractive manner and encourage the placement of such signs at the entrance of major developments which do not have such identification.~~ [See Community Design]

~~127. Promote linkages between separate neighborhoods through bike trails, pedestrian paths, common medians or parkway landscaping in connecting streets, and other physical improvements as necessary.~~ [See Community Design]

~~128. Develop design standards and guidelines for the placement of street furniture and public street graphics within and adjacent to public rights-of-way.~~ [See Community Design]

~~129. Increase the visual quality of Costa Mesa's streetscapes through the use of linear open space facilities such as landscaped medians, parkways, and building setbacks.~~ [See Community Design]

~~130. Require all new utility connections to be made underground or, where not feasible, to provide for future undergrounding.~~ [See Goal CD-8 and CD-1A.5]

~~131. Underground utility lines in specified Underground Utility Districts.~~ [See Goal CD-8 and CD-1A.5]

~~133. Develop design standards and guidelines for the placement of art in public places.~~ [See Goal CD-6]

GOAL LU-3:
SOCIO-ECONOMIC CONSIDERATIONS

It is the goal of the City of Costa Mesa to respond to the needs of its citizens for housing, public services, community facilities, and safety of persons and property, to the extent possible within budgetary constraints, and when deemed appropriate for local governmental involvement. [1990 GP Goal IV]

Objective LU-3A. Ensure availability of adequate community facilities and provision of the highest level of public services possible, taking into consideration budgetary constraints and effects on the surrounding area. [1990 GP Objective IV-A]

LU-3A.1 Pursue annexation of certain areas within the City's Sphere of Influence to control development or uses which may be detrimental to the City. [1990 GP Policy 146]

LU-3A.2 Strongly encourage protection and preservation of existing, but underutilized, school sites for future recreational, social, or educational uses. [1990 GP Policy 152]

LU-3A.3 ~~Prepare and adopt a development impact fee program or similar financing tool~~ Establish a development impact fee program to fund additional fire and police personnel, facilities, and equipment to meet the demands of additional growth in the City. [1990 GP Policy 158 – Modified for 2000 GP]

LU-3A.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities. [1990 GP Policy 159]

[DELETED ITEMS]

~~134. Continue to require smoke detectors to be installed in all existing residential units upon change of ownership and encourage the installation of smoke detectors in all units.~~ [Code Requirement]

~~135. Continue to require smoke detectors to be installed in all existing residential units upon addition or alteration in excess of $1,000 valuation or upon addition of one or more sleeping rooms.~~ [Code Requirement]

~~136. Encourage the installation of automatic fire sprinkler systems in all new and existing developments, including new single-family and multi-family dwelling units.~~ [Code Requirement]

~~137. Continue to evaluate and implement alternative administrative and management techniques to increase the efficiency and effectiveness of all City programs and services.~~ [Not a GP Policy]

~~138. Cooperate with adjacent cities and other governmental agencies to identify common or overlapping services which can be combined or integrated to reduce costs and maintain or increase the level of service provided to the public.~~ [Not a GP Policy]

~~139. Continue to investigate the use of private firms to deliver services currently performed by the City and contract those services which can be delivered at lower costs without a reduction in the level or quality of service currently provided.~~ [Not a GP Policy]

~~140. Identify and evaluate the cost effectiveness and public benefits of all new programs, services, and facilities prior to approval or implementation.~~ [Not a GP Policy]

~~141. Monitor and evaluate current trends in the local and regional economy which impact local sources of revenues or demands for public expenditures.~~ [Not a GP Policy]

~~142. Encourage and solicit public input in the review and adoption of the annual budget.~~ [Not a GP Policy]

~~143. Ensure adequate notice and time for public review and adoption of the annual budget.~~ [Not a GP Policy]

~~144. Review the procedures for noticing public hearings.~~ [Accomplished]

~~145. Identify and evaluate current administrative and enforcement capabilities before the enactment or imposition of new regulations, to insure that such responsibilities can be effectively and efficiently administered without undue costs to the public.~~ [Not a GP Policy]

~~147. Continue to conduct productivity studies to increase the efficiency of the various City departments.~~ [Not a GP Policy]

~~148. Require that special benefit services, programs, or facilities be supported by the users in the form of specified fees or assessments.~~ [Not a GP Policy]

~~149. Make maximum use of citizen committees in studying major areas of policy and/or development commitments.~~ [Not a GP Policy]

~~150. Continue to assess needs to determine the type and level of social services required by Costa Mesa residents, to inventory existing programs and services, and to identify service gaps, overlap, and duplication.~~ [Not a GP Policy]

~~151. Ensure adequate emergency preparedness through updating of the Emergency Services and Disaster Plan, public education, and appropriate staffing.~~ [See Goal SAF1]

~~153. Encourage development of quality childcare services in the City.~~ [Not a GP Goal]

~~154. Continue to support programs addressing the established needs of senior citizens.~~ [Not a GP Goal]

~~155. Encourage and foster the maintenance and development of Cultural Arts programs and organizations in the community, thereby giving all citizens, regardless of age or income, accessibility to the arts in various forms including dance, theater, music and the visual arts.~~ [See Goal CD-12]

~~156. Set appropriate goals for average nonemergency and emergency response times for police and fire as part of their annual department program budgets. Review the department's ability to meet the stated goals on an annual basis and implement corrective action as appropriate.~~ [See Goal SAF1]

~~157. Develop appropriate methods to determine the cumulative impacts of new development on the Police and Fire Departments' ability to provide service.~~ [See Goal SAF1]

CIRCULATION ELEMENT

The goals, objectives, and policies that address circulation are as follows:

GOAL CIR-1:
TRANSPORTATION

It is the goal of the City of Costa Mesa to provide for a balanced, uncongested, safe, and energy-efficient transportation system, incorporating all feasible modes of transportation. [1990 GP Goal V]

Objective CIR-1A. To provide specific programs and policies that address multi-modal transportation, multi-agency coordination, mitigation of traffic impacts and the balancing of land uses with transportation systems. [New Objective for 2000 GP]

CIR-1A.1 Develop the City's Master Plan of Bikeways by pursuing funding mechanisms and incorporating roadway widening projects ~~Incorporate bicycle facilities (circulation and storage)~~ into the design and development of all new commercial and industrial projects and public facilities. [1990 GP Policy 162]

CIR-1A.2 Require dedication of right-of-way in an equitable manner for completion of adopted bikeway system as condition of development of adjacent properties. [1990 GP Policy 163]

CIR-1A.3 Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities. [1990 GP Policy 179]

CIR-1A.4 Include bicycle lanes on all new bridges along Master Plan of Bikeway designated arterials within or adjacent to the City. In cases where bridges are not located within the City, the City should exert its influence on responsible agencies to include such bicycle lanes. If provision of bicycle lanes is not feasible, measures should be taken to prohibit bicycle riding on bridge walkways. [1990 GP Policy 164]

CIR-1A.5 Investigate all available operational measures, including the use of one-way streets, to improve traffic circulation and minimize delay and congestion on arterials. [1990 GP Policy 168]

CIR-1A.6 Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use. [1990 GP Policy 169]

CIR-1A.7 Implement citywide and/or areawide transportation system improvement programs on new development and fee programs for new development. [1990 GP Policy 170]

CIR-1A.8 Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use. [1990 GP Policy 177]

CIR-1A.9 Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay. [1990 GP Policy 178 – Modified for 2000 GP]

CIR-1A.10 Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips in order to achieve consistency with allocated trip budgets. [New Policy for 2000 GP]

CIR-1A.11 Attempt to maintain or improve mobility within the City to achieve a standard level of service not worse than Level of Service "D" at all intersections under the sole control of the City. ~~with the exception of the following intersection for which Level of Service "D" may not be obtained. (Harbor and Gisler).~~ Intersection level of service analyses for General Plan conditions shall be updated periodically and presented to City Council. [1990 GP Policy 186 – Modified for 2000 GP]

CIR-1A.12 Cooperate ~~with the State Department of Transportation~~ adjacent jurisdictions to maintain or improve mobility within the City to achieve

a standard level of service no worse than "D" at all intersections under State or joint control~~ with the exception of the following intersection for which Level of Service "D" may not be obtained (Bristol and Sunflower~~). Intersection level of service analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council. [1990 GP Policy 187 – Modified for 2000 GP]

CIR-1A.13 While the Gisler Road segment, west of Harbor, will exceed its theoretical maximum capacity, the City shall work to ensure that the future volume to capacity ratios do not exceed those identified in Table CIR-3 of the General Plan. [New Policy for 2000 GP]

CIR-1A.14 Reduce or eliminate intrusion of commuter through traffic on local streets in residential neighborhoods. [1990 GP Policy 189]

CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with~~ due consideration to~~ emphasis on pedestrian safety. [1990 GP Policy 190 – Modified for 2000 GP]

CIR-1A.16 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project. [1990 GP Policy 192]

CIR-1A.17 Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.). [1990 GP Policy 194]

CIR-1A.18 Council shall review the ~~cooperative~~results and findings of the (SARX) study to delete the Gisler Avenue and 19th Street ~~bridges, and downgrading East 19th Street every 60 days or more often if~~bridges over the Santa Ana River as needed. Upon completion of the study and approval of the changes to the Orange County Transportation Authority (OCTA) Master Plan of Arterial ~~cooperative study,~~Highways by the OCTA Board, the City shall process a General Plan Amendment to delete the bridges~~and the widening ofEast 19th Street~~ from the City's Master Plan of Highways. All future development applications submitted to the City shall be reviewed in such a way that the 19th Street and Gisler Avenue bridges~~, and the widening of East 19th Street,~~ will not be included as mitigation measures. [1990 GP Policy 195 – Modified for 2000 GP]

CIR-1A.19 Minimize circulation improvements that will necessitate the taking of private property on existing developed properties. [1990 GP Policy 198]

CIR-1A.20 ~~Encourage Orange County to downgrade Mesa Verde Drive, Baker west of Harbor, and Gisler to a designation less than a commuter highway in the Master Plan of Arterial Highways.~~ Encourage Orange County Transportation Authority to downgrade Mesa Verde Drive, Baker Street west of Harbor Boulevard, and Gisler Avenue to a

designation less than a Collector Street in the Master Plan of Arterial Highways. [1990 GP Policy 199 – Modified for 2000 GP]

CIR-1A.21 Encourage Orange County Transportation Authority to downgrade Arlington Avenue between Fairview Road and Newport Boulevard to a Collector Street. [New Policy for 2000 GP]

CIR-1A.22 Encourage Orange County Transportation Authority to downgrade Baker Street between Redhill Avenue and Bristol Street, and Redhill Avenue between I-405 and Bristol Street to Primary Arterial from current Major Arterial designation. [New Policy for 2000 GP]

[DELETED ITEMS]

~~165. Adopt the State Department of Transportation standards for bikeways with the modifications recommended in the City's 1989 Bikeway Study.~~ [Accomplished]

~~166. Include safe bike trails in road widening projects; provide safe bike trails to schools; provide and expand off-street bike and jogging trails throughout the City where possible.~~ [See Objective CIR-1A]

~~167. Continue to assign a high priority to energy efficiency in the selection of new City vehicles and equipment, and place particular emphasis on life-cycle cost analysis.~~ [Not a GP Goal]

~~171. Require developers to construct on-site transit facilities or bus bays and/or bus pads consistent with the OCTA Design Guidelines for Bus Facilities on adjacent streets when appropriate.~~ [See CIR-2B.1]

~~172. Encourage Costa Mesa businesses to provide employee information to the Orange County Transportation Authority to assist in planning for public transit services.~~ [Code Requirement]

~~173. Encourage Costa Mesa businesses to provide their employees with information as to the Orange County Transportation Authority facilities and services and information as to the Master Plan of Bikeways and bicycle facilities.~~ [Code Requirement]

~~174. Encourage the development of Park-and-Ride facilities and additional Park-and-Ride routes to serve Costa Mesa through the Orange County Transportation Authority and other resources.~~ [Accomplished]

~~175. Require annual monitoring of employer TDM (transportation demand management) programs which include ridesharing by the Planning Division and annual review of the effectiveness of such programs by the Planning Commission and City Council.~~ [Code Requirement]

~~176. Prepare annual report on implementation and effectiveness of the rideshare program for City employees.~~ [Not Required]

~~180. Pursue acquisition of right-of-way for completion of adopted bikeway system through all available funding mechanisms.~~ [See CIR-1A.1]

~~181. Construct bicycle lanes and trails shown on the adopted bikeway plan in areas where sufficient right-of-way exists.~~ [See CIR-1A.1]

~~182. Provide sidewalks throughout the City.~~ [See CIR-1A.3]

~~183. Provide curb cuts for handicapped access at intersections and other appropriate locations citywide.~~ [ADA Requirement]

~~184. Adopt a uniform street-naming system to reduce or eliminate the number of continuous streets having more than one name.~~ [Accomplished]

~~185. Adopt a fuel conservation plan to reduce consumption by City vehicles.~~ [Not a GP Policy]

~~187A. While the intersections of 1) Harbor and Gisler and 2) Bristol and Sunflower may exceed LOS "D", the City shall work to ensure that the future ICUs do not exceed those identified in the General Plan.~~ [See CIR 1A.11]

~~188. Place priority on improving parallel streets and intersections, completing the Master Plan of Bikeways, and improving transit opportunities or reducing densities in the areas surrounding identified deficient intersections.~~ [See CIR-1A.9, CIR-1A.3]

~~191. Adopt by City Council resolution, a list of comprehensive trip generation rates to be used in traffic analyses of specific project proposals.~~ [Accomplished]

~~193. Continually upgrade traffic controller equipment to optimize signal efficiency.~~ [See CIR-2A.4]

~~196. Initiate studies to determine any necessary land use amendments which would occur upon bridge deletion.~~ [See CIR-1A.18]

~~197. Initiate studies to consider downgrading Baker Street between Fairview Road and Harbor Boulevard, Del Mar Avenue, 22nd Street and Santa Isabel Avenue.~~ [See Cir-1A.20]

~~200. To help buffer residential neighborhoods, provide drought-resistant landscaped medians and green belts along major roadways, arterials, highways and freeways adjacent to residential uses in the City.~~ [See CD1A.1]

~~201. Pursue with the County of Orange and all other affected agencies an east-west crossing of the Santa Ana River north of the I-405.~~ [See CIR 1A.18]

GOAL CIR-2:
TRANSPORTATION SYSTEM MANAGEMENT

It is the goal of the City of Costa Mesa to provide for standard service levels at signalized intersections by constructing capacity improvements for all various modes of circulation, adopting land use intensities commensurate with planned circulation improvements and implementing traffic demand reduction programs, thereby creating a more energy efficient transportation system. [1990 GP Goal VI]

Objective CIR-2A. To ~~provide standard service levels~~ avoid roadways exceeding theoretical maximum capacity by constructing and/or enhancing capacity of the master planned circulation system of freeways and arterial highways. [1990 GP Objective VI-A – Modified for 2000 GP]

CIR-2A.1 Coordinate with Caltrans ~~to complete extension of Route 55 (the Costa Mesa Freeway) from 19th Street to the southern City boundary, incorporating a transition back into Newport Boulevard north of 15th Street/Industrial Way~~ for future consideration of the extension of Route 55 (the Costa Mesa Freeway) from 19th Street to the southern City boundary. [1990 GP Policy 204 – Modified for 2000 GP]

CIR-2A.2 Coordinate with the Orange County Transportation Authority and with adjacent jurisdictions to improve signal timing and coordination along major arterials. [1990 GP Policy 207]

CIR-2A.3 Continue to work with Caltrans to synchronize and coordinate traffic signals on arterials at intersections controlled by Caltrans. [1990 GP Policy 210]

CIR-2A.4 Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) ~~to improve the efficiency of intersections to more closely approximate theoretical carrying capacities~~. [1990 GP Policy 212 – Modified for 2000 GP]

Objective CIR-2B. To promote the use of ~~nonsingle-occupant vehicular~~ high occupancy vehicular modes of transportation in and through the City. [1990 GP Objective VI-B – Modified for 2000 GP]

CIR-2B.1 Coordinate with OCTA to construct bus turnouts at appropriate locations with attractive shelters designed for safe and comfortable use. [1990 GP Policy 214]

Objective CIR-2C. To invest capital via a rationally phased allocation process for implementing transportation projects and programs. [1990 GP Objective VI-C]

CIR-2C.1 Support efforts to design and construct an urban rail project as it extends through Costa Mesa. [New Policy for 2000 GP]

CIR-2C.2 Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on 1) correcting identified hazards; 2) improving/maintaining peak hour traffic volumes; 3) improving efficiency of existing infrastructure utilization; and 4) intergovernmental coordination. [1990 GP Policy 218 and 219 – Modified for 2000 GP]

Objective CIR-2D. To ensure that the transportation related impacts of development projects are mitigated to the fullest extent possible, in conformance with transportation related policies. [1990 GP Objective XIV-B]

CIR-2D.1 Circulation improvements required to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measurable traffic shall be completed within three years of issuance of the first building permit for said project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts. [1990 GP Policy 309]

CIR-2D.2 Construction of circulation improvements for phased development projects may be constructed commensurate with the project

construction based upon the findings of a traffic study approved by the City of Costa Mesa. [1990 GP Policy 309A]

CIR-2D.3 A traffic impact fee shall be ~~established~~ maintained for circulation system improvements to the Master Plan of Highways within the community and updated annually. [1990 GP Policy 311 – Modified for 2000 GP]

CIR-2D.4 Require discussion of transit service needs and site design amenities for transit ridership in EIRs for major projects. [1990 GP Policy 160]

CIR-2D.5 Require discussion of transportation system management (TSM) and transportation demand management (TDM) measures in all EIRs prepared for major projects. [1990 GP Policy 161]

Growth Management: Refer to Goal GM-1, Objective GM-1A and Policies GM-1A.1 through GM-1A.6 found in the Growth Management Element.

[DELETED ITEMS]

~~202. Coordinate with CalTrans and adjacent cities to construct access and mainline improvements along I-405, both in the City of Costa Mesa and in adjacent cities.~~ [Accomplished]

~~203. Coordinate with CalTrans, Orange County Transportation Authority, John Wayne Airport, the County of Orange, and the Transportation Corridors Agency to complete and improve the interchanges of Route 73 (the San Joaquin Hills Toll Road) with Route 55 (the Costa Mesa Freeway), and Route I-405 (the San Diego Freeway).~~ [Accomplished]

~~205. Coordinate with CalTrans to implement a freeway congestion incident detection and management program. This program may involve the restriction of heavy truck traffic to nonpeak periods.~~ [Accomplished]

~~206. Consider the feasibility of restricting heavy truck traffic to nonpeak periods on City streets.~~ [Accomplished]

~~208. Coordinate concept design, final engineering, and construct improvements to provide peak hour intersection operation not worse than Level of Service "D" at intersections under the sole control of the City except at the following intersection:~~

~~• Harbor and Gisler~~ [See CIR-1A.11]

~~209. Pursue agreements with CalTrans to interconnect off-ramp signals with the City's master signalized intersection system.~~ [See CIR-2A.3]

~~211. Develop a methodology for forecasting trip generation for mixed-use developments.~~ [Accomplished]

~~213. Coordinate with OCTA to construct the planned transitway along Route 55 and I-405.~~ [Accomplished]

~~215. Coordinate with OCTA for ridematching services for major employers and/or activity centers, with an emphasis placed on the development for origin parking programs.~~ [Code Requirement]

~~216. Coordinate with major employers to gain support for an implementation of transportation management rideshare programs. Program components may include flex-time, transit subsidies, and improved communications.~~ [CIR-2D.5]

~~217. Identify existing and proposed fixed guideway transit lines and facilities in and around major new developments and encourage participation in the construction of such facilities or the inclusion of such facilities into new project designs.~~ [See CIR-2C.1]

~~Objective VI-D: To promote intergovernmental coordination on transportation projects and programs.~~ [See GM-1]

~~220. Continue to participate in countywide and/or local intergovernmental transportation planning and growth management efforts.~~ [See GM-1]

~~221. Prepare and adopt a Growth Management Element that is consistent with the requirements of the County of Orange Revised Traffic and Growth Management Ordinance.~~ [Accomplished]

~~222. Continue to participate in the countywide Congestion Management Program to maintain City eligibility for gas tax revenues authorized by State Congestion Management Program legislation.~~ [See GM-1]

~~223. Prepare and adopt a City Congestion Management Program that is consistent with the countywide and State Congestion Management Program legislation.~~ [Accomplished]

GROWTH MANAGEMENT ELEMENT

The following goals, objectives and policies are designed to meet all of the Growth Management Element requirements for Developed Communities as set forth by Measure M and elaborated by the Countywide Growth Management Program Implementation Manual.

GOAL GM-1:
GROWTH MANAGEMENT

It is the goal of the City of Costa Mesa to reduce traffic congestion and to ensure that adequate transportation facilities are provided for existing and future residents of the community through effective and comprehensive growth management practices consistent with the Land Use Element. [1990 GP Goal XIV]

Objective GM-1A. To provide and maintain a circulation system that operates within established traffic level of service standards. [1990 GP Objective XIV-A]

GM-1A.1 Recognizing the constraints of existing physical development conditions, the city shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced. [New Policy for 2000 GP]

GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project. [New Policy for 2000 GP]

GM-1A.3 The established level of service standard shall not apply to intersections under the jurisdiction of another city, the County of Orange or the State of California or to intersections included on the Deficient Intersection List as established by the Congestion Management Program (CMP) and/or the City. [New Policy for 2000 GP]

GM-1A.4 Every new development project shall pay its share of costs associated with the mitigation of project generated impacts, ~~including regional traffic mitigation~~. [1990 GP Policy 310 – Modified for 2000 GP]

GM-1A.5 New Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations. [1990 GP Policy 315]

GM-1A.6 The City's seven year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining the established level of service standard. [1990 GP Policy 320]

Development Phasing and Performance Monitoring Program. Refer to Goal LU-1, Land Use Objective LU-E.4 found in the Land Use Element.

[DELETED ITEMS]

~~**Policies:**~~

~~The following policies have been established to implement Objective XIV-A:~~

~~**306. The established traffic level of service shall be level of service (LOS) D or better for all intersections under the sole control of the city, except for the intersection of Harbor and Gisler which shall have an established level of service (LOS) E or better.**~~ **[See CIR-1A.11]**

~~**307. The established level of service standard shall not apply to intersections under the jurisdiction of another city, the County of Orange or the State of California or to intersections included on the Deficient Intersection List established by the Inter-Jurisdictional Planning Forum for the Growth Management Area in which the city participates.**~~ **[See CIR-1A.12]**

~~**308. The traffic level of service will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.**~~ **[Not Required]**

~~**Policies:**~~

~~The following policies have been established to implement Objective XIV-B:~~

~~313. All development contributing measurable traffic to intersections on the GMA Deficient Intersection List shall be assessed a mitigation fee, as determined by the jurisdictions within the GMA.~~ [Not Required]

~~314. A Deficient Intersection Fund shall be established to make improvements to those intersections identified by the GMA as necessary to achieve the established traffic level of service.~~ [Not Required]

~~**Objective XIV-C:**~~

~~To ensure that new land use approvals and development are phased with commensurate roadway capacities.~~ [See GM-1A.2]

~~**Objective XIV-D:**~~

~~To incorporate additional provisions of Measure M into the General Plan Growth Management Element to provide a comprehensive and complete statement of the city's growth management policies.~~ [Accomplished]

~~**Policies:**~~

~~The following policies have been established to implement Objective XIV-D:~~

~~319. The City of Costa Mesa shall participate in the Inter-Jurisdictional Planning Forums within its established Growth Management Area as adopted by the Regional Planning Advisory Council.~~ [[Accomplished/Ongoing Effort]

~~321. Recognizing the constraints of existing physical development conditions, the city shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.~~ See GMA-1A.1]

~~322. The city shall continue to promote traffic reduction strategies through the measures included in the adopted Transportation Demand Management Ordinance.~~ [See CIR-2D.4; CIR-2D.5]

HOUSING ELEMENT

Costa Mesa's housing goals concentrate on five specific aspects of the housing market. Goals are provided to address each of these issues, and policies are developed to support and implement each goal. The five priorities are:

- Preserving and enhancing existing housing and neighborhoods;
- Preserving affordability;
- Providing adequate sites;
- Providing adequate housing opportunities and accessibility for all segments of the community; and
- Encouraging coordination and cooperation.

The goals, objectives, and policies that address housing are as follows:

GOAL HOU-1:
PRESERVATION AND ENHANCEMENT

It is the goal of the City of Costa Mesa to initiate all reasonable efforts to preserve the availability of existing housing opportunities and to conserve as well as enhance the quality of existing dwelling units and residential neighborhoods to ensure full utilization of the City's existing housing resources for as long into the future as is physically and economically feasible. This goal can be achieved by implementing the following policies: [No Change]

HOU-1.1 Develop standards and/or guidelines for new development with emphasis on site (including minimum site security lighting) and building design to minimize vulnerability to criminal activity. [No Change]

HOU-1.2 Protect existing stabilized residential neighborhoods, including but not limited to mobile home parks and manufactured home parks, from the encroachment of incompatible or potentially disruptive land uses and/or activities. [No Change]

HOU-1.3 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety or fire hazard. [No Change]

HOU-1.4 Establish code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs. [No Change]

HOU-1.5 Provide incentives (loans, grants) from the Redevelopment Agency or the City to homeowners in existing owner-occupied residences within the Redevelopment Area to use for the rehabilitation of their property. [No Change]

HOU-1.6 Install and upgrade public service facilities (streets, alleys, and utilities) to encourage increased private market investment in declining or deteriorating neighborhoods. [No Change]

HOU-1.7 Continue existing rehabilitation loan and grant programs for Low and Moderate-income homeowners and rental property landlords to encourage full utilization of the City's existing housing stock as long as funds are available. [No Change]

HOU-1.8 Encourage the private sector to take a role in the assistance to Low-income households to rehabilitate substandard or deteriorated units. [No Change]

HOU-1.9 In the development of public projects, require an analysis of potential displacement of existing residences with an emphasis on minimizing displacement. [No Change]

HOU-1.10 Encourage the development of housing which fulfills specialized housing needs. [No Change]

GOAL HOU-2:
PRESERVING AFFORDABILITY

It is the goal of the City of Costa Mesa to provide its citizens with reasonably priced housing opportunities within the financial capacity of all social and economic segments of the community. This goal can be achieved by implementing the following policies: [No Change]

HOU-2.1 Allow and encourage developers to "piggyback" or file concurrent applications (i.e., rezones, tentative tract maps, conditional use permits, variance requests, etc.) if multiple approvals are required, and if consistent with applicable processing requirements. [No Change]

HOU-2.2 Provide incentives (i.e., density bonus units, fee reductions, exemption from development or processing fees, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to Very-low and/or Low income households. [No Change]

HOU-2.2a Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multi-family residential land use designations. The density incentive shall be limited to an increase of 25% above Medium-Density or an increase of 50% above High-Density. In no case shall the resulting number of units exceed the existing number of units on each site. [No Change]

HOU-2.2b Consider financial incentives in lieu of density bonus units if the proposed affordable, non-senior density exceeds that allowed by the General Plan designation of the property. Require the review of such projects by Planning Commission and City Council. [No Change]

HOU-2.3 Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply. [No Change]

HOU-2.4 Continue to allocate Home and Redevelopment Agency Low to Moderate funds to direct housing-related programs. [No Change]

HOU-2.5 Support the continuation and expansion of federal housing assistance programs for Very-low, Low and Moderate-income households. [No Change]

HOU-2.6 Continue membership in the Orange County Housing Authority to provide housing assistance to Very-low, Low and Moderate-income households. [No Change]

HOU-2.7 Recognizing the effect of supply and demand on prices for housing and other commodities and encourage development of residential uses on vacant parcels where appropriate. [No Change]

HOU-2.8 Investigate the effectiveness of the accessory apartment and granny unit development standards within the Zoning Code to ensure housing opportunities and appropriate mitigation of government constraints. [No Change]

GOAL HOU-3:
PROVISION OF ADEQUATE SITES

It is the goal of the City of Costa Mesa to provide adequate, suitable sites for residential use and development or maintenance of a range of housing that varies sufficiently in terms of cost, design, size, location, and tenure to meet the housing needs of all segments of the community at a level no greater than that which can be supported by the infrastructure. This goal can be achieved by adhering to the following policies. [No Change]

HOU-3.1 Encourage the conversion of existing marginal or vacant commercial and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development. This does not preclude the initiation of such actions by the City. [No Change]

HOU-3.2 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood. [No Change]

HOU-3.3 Cooperate with large employers, the Chamber of Commerce, and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities. [No Change]

HOU-3.4 Continue to allocate portions of the City's Community Development Block Grant funds for the acquisition and write-down of land costs to

increase the supply of Low and Moderate income housing opportunities. [No Change]

HOU-3.5 Consider the effects of new employment, particularly in relation to housing demands, when new commercial or industrial development is proposed. [No Change]

HOU-3.6 Consider the potential impact on housing opportunities and existing residential neighborhoods when reviewing rezone petitions affecting residential properties. [No Change]

HOU-3.7 Continue to allocate portions of the City's CDBG funds to sub-recipients who provide shelter for the homeless. [No Change]

HOU-3.8 Identify potential sites for residential development and emergency shelters for the homeless. [No Change]

GOAL HOU-4:
HOUSING OPPORTUNITY AND ACCESSIBILITY

It is the goal of the City of Costa Mesa to ensure that all existing and future housing opportunities are open and available to all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, national origin or ancestry, marital status, age, household composition or size, or any other arbitrary factors. It is also the goal of the City of Costa Mesa to provide a reasonable range of choices in terms in unit, type, design, size, price, location, and tenure, with particular emphasis and encouragement for low-density, owner-occupied residences. [No Change]

HOU-4.1 Support the intent and spirit of equal housing opportunities as expressed in the Civil Rights Act of 1886, Title VII of the 1968 Civil Rights Act, California Rumford Fair Housing Act, and the California Unruh Civil Rights Act. [No Change]

HOU-4.2 Encourage programs that address the housing needs of senior citizens. [No Change]

HOU-4.3 Encourage and support the construction, maintenance and preservation of residential developments which will meet the needs of families and individuals with specialized housing requirements. [No Change]

GOAL HOU-5:
COORDINATION AND COOPERATION

It is the goal of the City of Costa Mesa to coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems. [No Change]

HOU-5.1 Investigate alternative intergovernmental arrangements and program options to deal with area-wide housing issues and problems. [No Change]

CONSERVATION ELEMENT

The goals, objectives, and policies that address conservation of resources are as follows:

GOAL CON-1:
RESOURCE CONSERVATION

It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the~~development and~~ conservation of resources, including land, water,~~minerals,~~ wildlife, and vegetation; the protection of areas of unique natural beauty ~~and historical, social, cultural, and scientific interest;~~ the integration of natural features into the man-made environment ~~environment; and the preservation of open~~. [1990 GP Goal I – Modified for 2000 GP]

Objective CON-1A. Evaluate the preservation of the City's existing biotic resources in as ecologically viable and natural a condition as possible, and, where feasible, restore and integrate these resources into the urban environment. [1990 GP Objective I-B]

CON-1A.1 Ensure that all future developments will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and, where feasible and appropriate, incorporate sufficient mitigation measures into the project design to reduce such effects. [1990 GP Policy 15]

CON-1A.2 Require landscape plans for all public and private developments to consider the retention and/or enhancement of existing mature vegetation. [1990 GP Policy 16]

Objective CON-1B. Work towards the protection and conservation of the City's existing and future water resources recognizing water as a limited resource requiring conservation. [1990 GP Objective I-D]

CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability~~, and water costs~~. [1990 GP Policy 25 – Modified for 2000 GP]

CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District. [1990 GP Policy 26 – Modified for 2000 GP]

CON-1B.3 Cooperate with the Mesa Consolidated Water District ~~and Santa Ana Heights Water Company~~ and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation. [1990 GP Policy 31 – Modified for 2000 GP]

CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination. [New Policy for 2000 GP]

Objective CON-1C. ~~Conserve energy and resources in the development and operation of public and private buildings, facilities, and activities.~~ Work towards the conservation of energy resources in both existing and new buildings, utilities and infrastructure. [1990 GP Objective I-E – Modified for 2000 GP]

CON-1C.1 Continue the program of replacing mercury vapor and other street lights with high-pressure sodium vapor. [1990 GP Policy 36]

CON-1C.2 Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units. [1990 GP Policy 41]

Objective CON-1D. Work towards the orderly, balanced utilization and conservation of the City's coastal resources. [1990 GP Objective I-F]

CON-1D.1 Coordinate ~~the~~City planning efforts~~of the City~~ with~~those of~~ the County of Orange, the City of Newport Beach, and other appropriate agencies to develop uniform and consistent policies regarding the future use and development ~~in the Santa Ana River lowlands extending from the Pacific Ocean to the Fairview Regional Park Site~~ of the River Park Project. [1990 GP Policy 43 – Modified for 2000 GP]

CON-1D.2 Preserve and enhance existing wetlands areas. [1990 GP Policy 44]

CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act. [1990 GP Policy 49]

CON-1D.4 Require the provision of adequate visitor serving on-site parking facilities that do not impact sensitive resources within the Coastal Zone. [1990 GP Policy 46]

CON-1D.5 Coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, state, and federal agencies. [1990 GP Policy 50]

Objective CON-1E. Pursue the prevention of the significant deterioration of local and regional air and water quality. [1990 GP Objective II-B]

CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin. [1990 GP Policy 80]

CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality. [1990 GP Policy 83]

CON-1E.3 Develop and implement a Reasonable Available Control Measure Plan (including employee ridesharing, traffic signal synchronization, bicycle/ pedestrian facilities, energy conservation street lighting, modified work schedules, preferential carpool parking, or other equivalent control measures) in conformance with the Air Quality Management Plan for the South Coast Air Basin. [1990 GP Policy 87]

[DELETED ITEMS]

~~27. Require proposed development projects to incorporate all interior and exterior water conservation measures required by State law and State and local water agencies. Encourage the implementation of measures recommended by water agencies.~~ [Code Requirement]

~~28. Amend the landscape standards to require the use of low flow irrigation systems and native California vegetation and/or other low water demand plants, with evaluation as to their drought resistance, in all proposed development projects.~~ [Accomplished]

~~29. Encourage Mesa Consolidated Water District to offer credits, rebates, or reduced water rates to users of "Green Acres" reclaimed wastewater.~~ [Accomplished]

~~30. Require, when possible, reuse of pumped water from long-term dewatering operations for landscape irrigation or for construction.~~ [Not City Authority]

~~32. Encourage potential private sector uses of reclaimed wastewater in Costa Mesa to use such water for the irrigation of landscaped areas by publicizing the economic and environmental benefits of this action.~~ [See CON 1B.2

~~33. Direct developers to work with the local water agency when the water agency determines that a project impacts the local water supply system; the water agency may require fees or other financial assessments of developers to finance any required expansion of the water supply system to serve new projects.~~ [Code Requirement]

~~34. Establish guidelines for encouraging passive solar design, and require analyses of available energy conservation measures in excess of Title 24 requirements. This shall include considerations such as modified site and building design in conjunction with EIRs and Negative Declarations for all new buildings and subdivisions.~~

~~35. Consider effects of buildings over two stories or 30 feet in height on adjacent parcels to ensure minimum interference with solar access in the vicinity of all new developments.~~

~~37. Encourage publicity or educational programs to promote "energy consciousness" and disseminate information about conservation techniques.~~ [Not a GP Policy]

~~38. Consider adoption of regulations to require all new heated swimming pools to be equipped with solar heating and encourage retrofitting of existing swimming pools with solar heaters.~~ [Accomplished]

~~39. Encourage active solar systems for either water and/or space heating in all residential, commercial and industrial building designs.~~ [See Objective CON-1C]

~~40. Encourage retrofitting of all existing residences with wall and ceiling insulation and water heater insulation.~~ [See Objective CON-1C]

~~42. Prepare and adopt a Source Reduction and Recycling Element that is consistent with the goals of the California Integrated Waste Management Act of 1989.~~ [Accomplished]

~~Objective I-G: Regulate oil extraction activities within the City to attain a reasonable accommodation of the need to recover a precious resource with the need to protect other properties and uses from the detrimental impacts of such activities and to work towards the eventual termination of such activities within the community.~~ [Not Needed]

~~54. Limit present oil extraction activities to those properties currently in oil production.~~ [Not Needed]

~~55. Continue to allow oil extraction activities on those properties currently in oil production until such time as these activities are no longer economically or technically feasible and are terminated by the oil producers, or existing land use entitlements expire, whichever occurs first.~~ [Not Needed]

~~56. Establish development standards and review criteria to minimize the impact of existing oil production activities on other land uses existing or proposed to be developed on properties containing oil wells.~~ [Not Needed]

~~57. To the extent permitted by law, prohibit the location of major oil transport pipelines through the City.~~ [Not Needed]

~~58. Take steps to minimize detrimental effects of the conversion of existing oil producing lands to other uses.~~ [Not Needed]

~~59. Prohibit new residential development on property containing active oil extraction activities. Permit new industrial and commercial development on such properties only if the impacts of the oil extraction activities can be mitigated to a level of insignificance.~~ [Not Needed]

NOISE ELEMENT

The goals, objectives and policies that address noise hazards and conditions are as follows:

GOAL N-1:
NOISE HAZARDS AND CONDITIONS

It is the goal of the City of Costa Mesa to protect its citizens and property from injury, damage, or destruction from ~~environmental~~ noise hazards~~, including hydrologic, geologic, and climatic episodes,~~ and to work towards improved noise abatement ~~and improved air and water quality~~. [1990 GP Goal II- Modified for 2000 GP]

Objective N-1A. Control noise levels within the City for the protection of residential areas and other sensitive land uses from excessive and unhealthful noise. [1990 GP Objective II-C]

N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment. [1990 GP Policy 90]

N-1A.2 ~~Establish~~ The maximum acceptable exterior noise levels for residential areas is 65 CNEL. [1990 GP Policy 91 – Modified for 2000 GP]

N-1A.3 Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways. [1990 GP Policy 92]

N-1A.4 Encourage Caltrans to construct noise attenuation barriers along State freeways and highways adjoining residential and other noise sensitive areas. [1990 GP Policy 93]

N-1A.5 Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels. When necessary, require field testing at the time of project completion to demonstrate compliance. [1990 GP Policy 97]

N-1A.6 Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units. [1990 GP Policy 98]

N-1A.7 Discourage sensitive land uses from locating in the 65 CNEL noise contour of the John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed. [1990 GP Policy 101]

N-1A.8 ~~While maintaining safety,~~ Support alternative ~~for the future of Orange County Airport which will reduce the noise impact of airport operations~~ methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures. [1990 GP Policy 105 – Modified for 2000 GP]

[DELETED ITEMS]

~~94. Provide necessary equipment and training to enforce the Noise Ordinance using existing City Staff for initial field check of noise complaints.~~ [Accomplished]

~~95. Contract with private companies for enforcement of the Noise Ordinance in those cases where Staff and equipment demands exceed City resources.~~ [Not GP Policy]

~~96. Consider noise emission levels in the acquisition and use of new equipment and machinery purchased by the City.~~ [Not GP Policy]

~~99. Require field testing of completed residential structures to ensure compliance with Title 24 of the California Administrative Code.~~ [Code Requirement]

~~100. Minimize noise impacts upon residential and other noise sensitive land uses.~~ [See Objective N-1A]

~~102. Strongly encourage the governor to appoint a Costa Mesa resident to the Orange County Fair Board to better control noise-related impacts of uses and activities within the Fairgrounds.~~ [Not GP Policy]

~~103. In conjunction with Environmental Impact Reports, assess the potential noise impact associated with increased traffic on surrounding residential and sensitive land uses. When acceptable exterior and interior noise levels are projected to be exceeded, project related impacts shall be mitigated through construction of noise attenuation walls or other measures.~~ [See Objective N-1A]

~~104. Strongly encourage the Orange County Fair Board and other appropriate individuals and/or decision-making bodies to take such action as will bring the Pacific Amphitheater in compliance with all Costa Mesa noise ordinances or noise levels permitted in the City.~~ [Not needed]

SAFETY ELEMENT

The goals, objectives and policies that address safety concerns are as follows:

GOAL SAF1:
ENVIRONMENTAL AND MANMADE HAZARD PROTECTION

It is the goal of the City of Costa Mesa to protect its citizens and property from injury, damage, or destruction from environmental hazards, including hydrologic, geologic, and climatic episodes, ~~and to work towards the improved noise abatement and improved air and water quality~~ as well as from man-made hazards, including hazardous materials. [1990 GP Goal II- Modified for 2000 GP]

Objective SAF-1A: Work towards the mitigation or prevention of potential adverse consequences of natural disasters. [1990 GP Objective II-A]

SAF-1A.1 Consider geologic hazard constraints in the development of land use policies and public decisions relating to land development. [1990 GP Policy 64]

SAF-1A.2 Enforce standards, review criteria, and other methods to ensure that structures on or adjacent to bluffs are set back sufficiently to preserve the natural contour and aesthetic value of the bluff line and to provide sufficient access for fire protection. [1990 GP Policy 65]

SAF-1A.3 Require geologic surveys of all new development located on or adjacent to bluffs. [1990 GP Policy 66]

SAF-1A.4 Cooperate with local, State, and Federal flood control agencies to reduce the potential for flood damage in the City of Costa Mesa. [1990 GP Policy 69]

SAF-1A.5 Identify and publicize the extent of geologic and seismic hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Offer information regarding earthquake standards to reduce or eliminate structural damage. [1990 GP Policy 73]

SAF-1A.6 Encourage, through technical assistance or development incentives, private property owners to take adequate steps to protect their property against seismic hazards. [1990 GP Policy 75]

SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures. [1990 GP Policy 77]

SAF-1A.8 Publicize the extent of flood hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Develop an education program, such as the Flood Awareness Program, and emergency disaster plans for flooding. [1990 GP Policy 78]

SAF-1A.9 ~~Strongly encourage~~Encourage County, State, and Federal agencies to complete flood control improvements to the~~Santa Ana River and~~ Greenville-Banning Channel to protect Costa Mesa residents and property located in the 100-year flood zone from a potential major disaster. [1990 GP Policy 79 – Modified for 2000 GP]

Objective SAF-1B: Participate in the safe, efficient and responsible management of hazardous waste materials. [1990 Objective II-D]

SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan. [1990 GP Policy 107]

SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility. [1990 GP Policy 108]

SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites. [1990 GP Policy 110]

Fire and Police Services: Refer to Goal LU-3, Socio-Economic Considerations, Objective LU-3A.3 and LU-3A.4 found in the Land Use Element.

Public Safety Through Design: Refer to Goal CD-14, Public Safety Through Design, Objective CD-14, and Policies CD-14.1 through CD-14.3 found in the Community Design Element.

[DELETED ITEMS]

~~67. Permit in 100-year flood plains only those new uses which are floodproofed or which can sustain periodic flooding.~~ [Code Requirement]

~~68. Require that new development within the 100-year flood plain elevate building pads or floodproof sufficiently to protect the buildings from a 100-year flood.~~ [Code Requirement]

~~70. Drainage plans shall be based on the current Master Plan of Drainage and designed based upon the current Orange County Hydrology Manual.~~ [Code Requirement]

~~71. Design all noncritical structures to conform to the seismic design requirements contained in the Uniform Building Code to provide a minimum level of seismic hazard protection.~~ [Code Requirement]

~~72. Require developers to conduct site-specific seismic design studies, including consideration of the structure use and occupancy, for all critical structures (schools, hospitals, high-rise structures over three stories, emergency medical and disaster centers, and important government facilities) to identify specific seismic design parameters in conformance with the Uniform Building Code necessary to preclude the collapse of the structure in the event of a major seismic episode.~~ [Code Requirement]

~~74. Identify and publicize the location of all public structures which do not meet current seismic design criteria and which may pose public health hazards in the event of a major earthquake. To the extent feasible, so identify and publicize private structures.~~

~~76. Ensure that all vital or critical City facilities are operated and maintained in a manner to maximize their ability to remain operational in the event of a major seismic disaster.~~ [Not a GP Policy]

~~81. Participate in the environmental analysis review and adoption process of the Tier I Control Measures identified in the adopted South Coast Air Quality Management District's Air Quality Management Plan.~~ [Not needed]

~~82. After analysis of each measure, implement, as appropriate or where required by law, the Tier I Control Measures in the Air Quality Management Plan as they are formally adopted by the South Coast Air Quality Management District.~~ [Not needed]

~~84. Establish land use policies (balanced uses, integration of compatible uses, and concentration of development along major arterials or in close proximity of major employment centers) which support ridesharing programs, reduce traffic congestion, and improve air quality.~~ [Accomplished]

~~85. Require compliance with regional, State, and Federal regulatory agencies to enforce water quality regulations and reduce surface water pollution.~~ [Code Requirement]

~~86. Review existing street cleaning policies and equipment and evaluate all necessary modifications (use of vacuum street sweeping equipment, slower sweeping speeds, modified schedules, etc.) to reduce surface water pollution.~~ [Code Requirement]

~~88. Investigate alternative methods to improve all streets with curbs and gutters to facilitate removal of significant street pollutants throughout the community.~~ [Code Requirement]

~~89. Discourage on-street parking during street sweeping hours.~~ [Not a GP Policy]

OPEN SPACE AND RECREATION ELEMENT

The goals, objectives, and policies of the Costa Mesa General Plan that address recreation and open space are as follows:

GOAL OSR-1:
ENVIRONMENTAL QUALITY AND RESOURCE CONSERVATION

It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the development ~~and conservation of~~of recreation resources,~~including land, water, minerals, wildlife, and vegetation; the protection of areas of unique natural beauty and historical, social,cultural, and scientific interest; the integration of natural features into the man-made environment;~~ and the preservation of open space.~~.~~[1990 GP Goal I – Modified for 2000 GP]

Objective OSR-1A. Preserve the City's open space lands and provide additional community and neighborhood parkland in conjunction with future population increases to provide adequate recreational opportunities and relief from the pressures of urban development. [1990 GP Objective I-A]

OSR-1A.1 Provide a minimum of 5.76 acres of permanent public open space (consisting of 4.26 acres of neighborhood and community parks and 1.5 acres in school yards) for every 1,000 residents. [1990 GP Policy 1]

OSR-1A.2 Provide maximum visibility and accessibility for future public parks by locating such facilities adjacent to existing or planned public streets. [1990 GP Policy 4]

OSR-1A.3 Encourage the acquisition of land for neighborhood or community parks for active recreational use. [1990 GP Policy 5]

OSR-1A.4 To the extent legally possible, require other local, regional, State, or Federal agencies to maintain an adequate inventory of open space lands within Costa Mesa. [1990 GP Policy 6]

OSR-1A.5 Encourage, through development rights transfers or other incentives, the development of private permanent open space, and recreation facilities to meet the needs of the City's residents. [1990 GP Policy 8]

OSR-1A.6 Encourage, through open space easements, development rights transfers or acquisition, zoning regulations, or other incentives, the long-term maintenance of existing open space lands. [1990 GP Policy 9]

OSR-1A.7 Require, through development standards and planned development review criteria, the integration of open space uses (plazas, courtyards, landscaped areas, etc.) into major commercial and industrial development or redevelopment projects. [1990 GP Policy 10]

OSR-1A.8 Continue to require, through development standards, the integration of open space and recreational uses and facilities into all multiple-family residential projects. [1990 GP Policy 11]

OSR-1A.9 Review the possibility of incorporating an Arts in Public Places program in City parks. [1990 GP Policy 12]

OSR-1A.10 Strongly encourage improved maintenance of City and school district facilities used for recreation and organized sports activities. Strongly support recreation programs that benefit the youth of the community. [1990 GP Policy 13]

OSR-1A.11 Retain all existing open space in Lions Park. [1990 GP Policy 14]

OSR-1A.12 Preserve and enhance existing wetlands areas. [1990 GP Policy 44]

OSR-1A.13 Encourage the preservation of views of coastal resources from City and County parkland and public streets within Costa Mesa. [1990 GP Policy 53]

OSR-1A.14 Through continued implementation of the Parks, Recreation and Open Space Master Plan, actively pursue the acquisition and development of pocket and neighborhood parks within park deficient areas. [New Policy for 2000 GP]

OSR-1A.15 Update the Parks, Recreation and Open Space Master Plan on a regular basis. [New Policy for 2000 GP]

[DELETED ITEMS]

~~2. Reserved.~~

~~3. Reserved.~~

~~7. Review alternative means to acquire open space lands to reduce the fiscal impact of providing such facilities.~~ [Accomplished]

~~45. Develop the Canyon Park site as a low intensity, wilderness area combining hiking, picnicking, and educational uses in a restored natural environment.~~ [Accomplished]

~~47. Encourage the County of Orange to acquire the remaining 5-acre privately owned parcel adjacent to the Santa Ana River.~~ [Accomplished]

~~48. Require that all public recreation areas and facilities be available at the lowest feasible cost to allow all economic segments of the community to use and enjoy the recreational opportunities provided in the Coastal Zone.~~ [Not a GP Policy]

~~51. Pursue adoption of a Local Coastal Plan.~~ [Contrary to City need]

~~52. Participate with the County of Orange to provide pedestrian and bike linkages between open space and recreation facilities in and adjacent to the coastal area to take advantage of coastal resources.~~ [See CD 1B.1]

~~Objective I-H: Encourage the provision of spatial, visual, and experiential opportunities for cultural enjoyment and participation including both the performing and visual arts.~~ [See CD-12]

~~60. Encourage the local arts community to maintain and expand activities within the Costa Mesa area.~~ [See CD-12]

~~61. Review alternative means to acquire art through a) encouraging developers to incorporate visual art in the architecture, landscape, and display of art work; b) encouraging donation of art work to the City; and c) encouraging the location of performing groups within the City.~~ [See CD-12]

~~62. Encourage the development of private, permanent art and cultural facilities to meet the City's cultural needs.~~ [See CD-12]

~~63. Encourage through development standards the integration of art into major commercial and industrial developments or redevelopment projects.~~ [See CD-12]

COMMUNITY DESIGN ELEMENT

Physical elements such as landscaping, architecture, signs, streets, open space, etc., collectively form Costa Mesa's visual environment and character. Through the implementation of the Goals, Objectives, and Policies, the visual environment and character of Costa Mesa will obtain the high level of quality desired by the City.

PUBLIC REALM FOCUS

GOAL CD-1:
VEHICULAR AND PEDESTRIAN CORRIDORS

Strengthen the image of the City as experienced from sidewalks and roadways. [New Goal for 2000 GP]

Objective CD-1A. Contribute to City beautification by enhancing the visual environment of Costa Mesa's vehicular and pedestrian corridors. [New Objective for 2000 GP]

CD-1A.1 Implement the City of Costa Mesa Streetscape and Median Development Standards in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to applicable public rights-of-way to integrate landscape features and design elements consistent with the streetscape standards and recommendations. [New Policy for 2000 GP]

CD-1A.2 Encourage the consolidation of compatible street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the placement of street furniture elements within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Standards. [New Policy for 2000 GP]

CD-1A.3 Walls and fences should contribute to an attractive street and sidewalk environment and compliment the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways should not run in a continuous plane, should incorporate architectural treatments, such as masonry or wrought iron, and integrate tiered plantings to soften their appearance. [New Policy for 2000 GP]

CD-1A.4 Require a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians identified in Exhibit CD-5. Support the implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa

Streetscape and Median Development Standards. [New Policy for 2000 GP]

CD-1A.5 Electric and communication lines should be placed underground, and electrical substations and telephone facilities should be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts. [New Policy for 2000 GP]

Objective CD-1B. Encourage clear connections between districts within the City. [New Objective for 2000 GP]

CD-1B.1 Promote linkages between separate districts through bike trails, pedestrian paths, common medians or parkway landscaping in connecting streets, and other physical improvements as necessary. Through conditions of project approval, public improvement projects, and other measures, support the development of new connections and the enhancement of existing connections between districts. [New Policy for 2000 GP]

GOAL CD-2:
DISTRICTS

Enhance the existing character and strengthen the identity of Costa Mesa's districts. [New Goal for 2000 GP]

Objective CD-2. Encourage future development and redevelopment to reinforce district scale, identity, and urban form. [New Objective for 2000 GP]

CD-2.1 Future development and redevelopment should improve the environment for the public; it should support the distinctiveness of each district as well as the special characteristics of the existing fabric of its local context. Adopt urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable. [New Policy for 2000 GP]

GOAL CD-3:
NODES

Heighten the design quality and visual interest of nodes within Costa Mesa. [New Goal for 2000 GP]

Objective CD-3. Create a sense of arrival to Costa Mesa and develop prominent community focal points at key nodes within the City. [New Objective for 2000 GP]

CD-3.1 Introduce entry monument signs and entry pole signs at key gateway locations (*i.e.* nodes) in the City, as identified in Exhibit CD-3. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Standards and as illustrated in Exhibit CD-6. [New Policy for 2000 GP]

CD-3.2 Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each key node within Costa Mesa. [New Policy for 2000 GP]

GOAL CD-4:
LANDMARKS

Protect City landmarks. [New Goal for 2000 GP]

Objective CD-4. Promote the maintenance, use, and improvement of landmarks to enhance the visual image and identity of Costa Mesa. [New Objective for 2000 GP]

CD-4.1 Support efforts to preserve, maintain, and improve the condition of Costa Mesa landmarks. [New Policy for 2000 GP]

GOAL CD-5:
EDGES

Utilize Costa Mesa's edges as opportunities for enhancing the image of the City along its boundaries. [New Goal for 2000 GP]

Objective CD-5. Develop and implement programs that preserve and enhance the edges of Costa Mesa's. [New Objective for 2000 GP]

CD-5.1 Preserve and optimize natural views and open spaces in Costa Mesa. [New Policy for 2000 GP]

CD-5.2 Control the visual impacts of new development on natural views of the coast and the wetlands. [New Policy for 2000 GP]

CD-5.3 Develop open space corridors and trails along the edges of Costa Mesa where feasible. [New Policy for 2000 GP]

CD-5.4 Continue to preserve natural open space, including restoration of the natural area of Talbert Nature Reserve. [New Policy for 2000 GP]

CD-5.5 Continue protection of Fairview Park as an open space and recreation area. [New Policy for 2000 GP]

CD-5.6 Work with Caltrans to improve the design quality of freeways. [New Policy for 2000 GP]

PRIVATE PROPERTY FOCUS

GOAL CD-6:
IMAGE

Enhance opportunities for new development and redevelopment to contribute to a positive visual image for the City of Costa Mesa. [New Goal for 2000 GP]

Objective CD-6. Establish development policies and design guidelines, which contribute to an aesthetically pleasing and functional environment. [New Objective for 2000 GP]

CD-6.1 Encourage the inclusion of art and aesthetically pleasing architecture into new development and redevelopment that will have the effect of perpetuating the image of the "City of the Arts". Adopt an incentive-based design assistance program which allows business and property owners to enhance the design quality of their property while satisfying City image objectives. [1990 GP Policy 121 – Modified for 2000 GP]

CD-6.2 Encourage the use of creative and well-designed signs, which establish a distinctive image for the City. Consider amending existing sign regulations to include an incentive-based program to encourage quality signage. [New Policy for 2000 GP]

CD-6.3 Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards. [New Policy for 2000 GP]

GOAL CD-7:
RESIDENTIAL

Promote and protect the unique identity of residential neighborhoods within Costa Mesa. [New Goal for 2000 GP]

Objective CD-7A. Encourage excellence in architectural design. [New Objective for 2000 GP]

CD-7A.1 Ensure that new and remodeled structures are designed in architectural styles which reflect the City's diversity, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Develop and adopt design guidelines for residential development. [New Policy for 2000 GP]

CD-7A.2 Preserve the character and scale of Costa Mesa's established residential neighborhoods; where residential development or redevelopment is proposed, require as a condition of approval that it is consistent with the prevailing character of existing development in the immediate vicinity, and that it does not have a substantial adverse impact on adjacent areas. [New Policy for 2000 GP]

GOAL CD-8:
COMMERCIAL

Achieve a high level of quality design for commercial uses. [New Goal for 2000 GP]

Objective CD-8A. Encourage high level of architectural and site design quality. [New Objective for 2000 GP]

CD-8A.1 New and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character. As a condition of approval, commercial uses should be required to include interesting roof lines, building shapes, and patterns of shade and shadow while demonstrating sensitivity to the

contextual influences of the surrounding area and compatibility with surrounding neighborhoods. [New Policy for 2000 GP]

CD-8A.2 High quality commercial architectural style in Costa Mesa is meant to reinforce a positive sense of place and to respond to the geographical location and climate of the area. Commercial architectural design elements and materials that establish high quality style, and should be integrated in new commercial development, include the following:

Design Elements

- Simple, multi-planed pitched roofs
- Open rafters/tails with large overhangs
- The appearance of "thick" walls
- Courtyards, arcades, intimate spaces
- Tile details
- Deep-set window and door openings
- Offset wall planes
- Fountains and other unique details
- Building masses with the incorporation of one and two story architecture
- Sequencing of enclosed space/arches

Design Materials

- Stucco, smooth, sand or light lace finish
- Wood, as an exposed structural material
- Clay or concrete roof tiles
- Native fieldstone
- Wood window casements
- Wood, as an accent material
- Brick, as an accent material
- Wrought iron (rust proof; anodized aluminum)
- Tile, as an accent material
- Slumpstone garden walls

[New Policy for 2000 GP]

CD-8A.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Pursue incentives for promoting pedestrian amenities and significant design features in new and redevelopment projects. [New Policy for 2000 GP]

CD-8A.4 All areas not covered by structures, service yards, walkways, driveways, and parking spaces shall be landscaped consistent with the City's – Landscaping Standards contained in the Zoning Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas should generally incorporate planting

utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees. [New Policy for 2000 GP]

CD-8A.5 Arrange site access, parking, and circulation for commercial uses in a logical, safe manner. Parking should not dominate the site in areas adjacent to any street; should be concentrated in areas away from the street, behind buildings and well landscaped; and, should be designed with a clear hierarchy of circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing raised landscape strips and raised walkways. Parking lots should also include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways. [New Policy for 2000 GP]

CD-8A.6 Locate areas for outside equipment, trash receptacles, storage, and loading areas in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view of public streets, neighborhood properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project; landscaping should be incorporated into the design of trash enclosures to deter graffiti. [New Policy for 2000 GP]

CD-8A.7 Decorative paving treatments are encouraged to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g. stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should compliment the architectural style of the primary buildings and should make a positive contribution to the aesthetic and function of the site. [New Policy for 2000 GP]

CD-8A.8 All exterior lighting on commercial properties should be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall mounted lights should be utilized to the greatest extent possible. [New Policy for 2000 GP]

Objective CD-8B. Preserve the scale and character of established neighborhoods near commercial uses. [New Objective for 2000 GP]

CD-8B.1 New commercial development or redevelopment should integrate adequate site planning and design features to optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and non-residential uses can mutually benefit from connection, appropriate linkages (e.g. walkways, common landscape areas, building orientation, and unfenced property lines) are encouraged. Successful interaction between commercial and residential uses may be achieved through

adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.

- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.

- Building orientation and landscaping of commercial buildings should minimize a direct line of sight into adjacent residential private open space.

[New Policy for 2000 GP]

GOAL CD-9:
MIXED-USE

Provide opportunities to live, work, shop, and play in proximity to each other. [New Goal for 2000 GP]

Objective CD-9A. Design mixed use development projects to achieve a high quality character. [New Objective for 2000 GP]

CD-9A.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security. [New Policy for 2000 GP]

CD-9A.2 Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Site and design parking and other areas to acknowledge different users (i.e. residents versus shoppers) and to be compatible with the architectural character of the building(s). [New Policy for 2000 GP]

Objective CD-9B. Provide for the development of projects that integrate housing with commercial uses and other compatible uses. [New Objective for 2000 GP]

CD-9B.1 Encourage mixed use development along the east side of Newport Boulevard between Mesa Drive and Walnut Street. Establish incentives for the development of projects in planned development zones that integrate housing with retail and office uses. [New Policy for 2000 GP]

CD-9B.2 Support efforts to mix compatible uses and activities. Encourage the siting of community-oriented services, businesses, and amenities in and near mixed use neighborhoods, including schools, branch libraries, open space and parks including "tot lots," and commercial uses. [New Policy for 2000 GP]

GOAL CD-10:
INDUSTRIAL

Encourage the continuation of existing industrial uses and capitalize upon emerging types of industries. [New Goal for 2000 GP]

Objective CD-10A. Require that industrial and business park projects be of high quality design standards. [New Objective for 2000 GP]

CD-10A.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements for industrial uses that are encouraged in Costa Mesa are:

- Building modulation indentations and architectural details;
- Building entry accentuation;
- Screening of equipment and storage areas; and
- Landscaping to soften building exteriors and to serve as a buffer between uses.

[New Policy for 2000 GP]

CD-10A.2 The design of industrial buildings should consider the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged. [New Policy for 2000 GP]

CD-10A.3 Materials and colors should be used to produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e. masonry, concrete texturing, cement or plaster) can produce effects of texture and relief that provide architectural interest. [New Policy for 2000 GP]

CD-10A.4 Consistent with the Zoning Code, landscaping should be used to define areas such as entrances to industrial buildings and parking lots, define the edges of developments, provide transition between neighboring properties, and provide screening for outdoor storage, loading and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose. [New Policy for 2000 GP]

CD-10A.5 The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects. [New Policy for 2000 GP]

Objective CD-10B. Control the development of industrial projects to ensure they are a positive addition to the City's community setting, and that they do not result in adverse impacts with adjacent uses. [New Objective for 2000 GP]

CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses. [New Policy for 2000 GP]

CD-10.B2 Protect transitional areas between industrial and other uses. Storage yards, parking areas, and service areas should be screened from public view. [New Policy for 2000 GP]

GOAL CD-11:
HISTORIC PRESERVATION

Promote preservation of the City's historically and architecturally significant buildings and revitalization of traditional neighborhoods and commercial areas. [New Goal for 2000 GP]

Objective CD-11. Integrate historic preservation design practices into planning for areas with historic significance. [New Objective for 2000 GP]

CD-11.1 Enforce existing policies that protect historic and cultural resources to deter the demolition of historically, architecturally and culturally significant structures. [New Policy for 2000 GP]

CD-11.2 Encourage the restoration and adaptive re-use of older commercial structures which contribute to the sense of historic and cultural identity of Costa Mesa. Support financial incentives, tax relief programs, and flexibility in zoning regulations to promote historic preservation and adaptive re-use of older commercial buildings. [New Policy for 2000 GP]

CD-11.3 As a condition of project approval, ensure that new development respects Costa Mesa's heritage by requiring compatibility with historic traditions and character, where applicable, of the local context. [New Policy for 2000 GP]

GOAL CD-12:
PUBLIC ART

Promote understanding and awareness of the visual arts by providing art in the public environment. [New Goal for 2000 GP]

Objective CD-12. Generate appreciation for public art and promote involvement in the community through public art programs. [New Objective for 2000 GP]

CD-12.1 Develop a diverse public arts program that involves the entire community and benefits the image of Costa Mesa. Adopt guidelines to encourage the placement of public art within and adjacent to public rights-of-way. [New Policy for 2000 GP]

GOAL CD-13:
SIGNS

Ensure that signs contribute positively to Costa Mesa's image and overall economic development. [New Goal for 2000 GP]

Objective CD-13. Facilitate the installation of signs that contribute to a positive image of the public realm, consistent with the Costa Mesa Zoning Code. [New Objective for 2000 GP]

CD-13.1 Encourage homeowners' associations and neighborhoods to maintain existing housing tract entrance signs in an attractive manner and encourage the placement of such signs at the entrance of major developments which do not have such identification. [New Policy for 2000 GP]

CD-13.2 Encourage the use of common design elements in signs for commercial and industrial centers through the development of

planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators. [New Policy for 2000 GP]

CD-13.3 Consider developing citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc. [New Policy for 2000 GP]

CD-13.4 Introduce distinctive signage, including the entry signage system contained within the Costa Mesa Streetscape and Median Development Standards, which effectively announces arrival to the City, unique districts, neighborhoods, and public buildings and parks. [New Policy for 2000 GP]

GOAL CD-14:
PUBLIC SAFETY THROUGH DESIGN

Create a safe place to live, work, and play for Costa Mesa residents. [New Goal for 2000 GP]

Objective CD-14. Incorporate public safety considerations into community design. [New Objective for 2000 GP]

CD-14.1 Decrease the opportunity for criminal activity by addressing high risk circumstances (i.e., a dark alley, an enclosed stairwell, and dark entrances). Involve the Police and Fire Department in reviewing and making design recommendations during the project review period. [New Policy for 2000 GP]

CD-14.2 Continue to implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity. [New Policy for 2000 GP]

CD-14.3 Continue to provide CPTED training to City staff and local planning and design professionals to optimize public safety through community design. [New Policy for 2000 GP]

HISTORIC AND CULTURAL RESOURCES ELEMENT

The goals, objectives and policies that address Historic and Cultural Resources Element are as follows:

GOAL HCR-1:
HISTORIC RESOURCE CONSERVATION

It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the ~~development~~protection and conservation of ~~resources, including land, water, minerals, wildlife, and vegetation; the protection of areas of unique natural beauty and historical, social,~~ historic and cultural resources

~~cultural, and scientific interest; the integration of natural features into the man-made environment; and~~ the preservation of open space~~.~~.[1990 GP Goal I – Modified for 2000 GP]

Objective HCR-1A. Encourage the preservation and protection of the City's natural and man-made historic resources. [1990 GP Objective I-C]

HCR-1A.1 Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archaeological, and historical resources and the impact of proposed development on those resources. [1990 GP Policy 17]

HCR-1A.2 Require monitoring of grading operations by a qualified paleontologist or archaeologist when the site is reasonably suspected of containing such resources. If, as a result, evidence of resources is found, require the property to be made available for a reasonable period of time for salvage of known paleontological and archaeological resources by qualified experts, organizations, or educational institutions. [1990 GP Policy 18]

HCR-1A.3 Require development on land containing known archaeological resources to use reasonable care to locate structures, paving, landscaping, and fill dirt in such a way as to preserve these resources undamaged for future generations when it is the recommendation of a qualified archaeologist that said resources be preserved in situ. [1990 GP Policy 19]

HCR-1A.4 Encourage the preservation of significant historic resources as identified on Table HCR-1 by developing and implementing incentives such as building and planning application permit fee waivers, Mills Act contracts, grants and loans, implementing the State Historic Building Code and other incentives as identified in the City's Historic Preservation Ordinance. [New Policy for 2000 GP]

HCR-1A.5 Promote the preservation of significant historical resources and encourage other public agencies or private organizations to assist in the purchase and/or relocation of sites, buildings, and structures deemed to be of historical significance. [1990 GP Policy 22]

HCR-1A.6 Encourage development of an interpretive center for paleontological, archaeological, and historical resources at Fairview Park. The center may contain resources found in the park area as well as resources found throughout the City. [1990 GP Policy 24]

[DELETED ITEMS]

~~20. Encourage and assist further research into the background of potentially historic buildings about which sufficient information is not yet known.~~ [Accomplished]

~~21.Consult with local organizations and individuals to designate sites, buildings, and structures of historical significance and determine by working with the Costa Mesa Historical Society which historical resources merit preservation. Consider designating a site for the preservation of significant historical buildings and structures.~~ [Accomplished]

~~23. Create an overlay zone, or similar tool, to require approval of a Conditional Use Permit prior to demolition, grading, or construction on sites identified as having significant historical resources.~~ [Accomplished]

APPENDIX B

2000 GENERAL PLAN PLUS HOME RANCH PROJECT - ALTERNATIVE A

SECTION 1
2000 GENERAL PLAN PLUS HOME RANCH PROJECT- ALTERNATIVE A

1.1 INTRODUCTION

Subsequent to the completion of the 45-day public review period for the Home Ranch draft Program EIR-1048, an additional alternative to the originally proposed project, *Alternative A: Proposed Project With For-Sale Residential Units,* was developed and incorporated into that Final Program Environmental Impact Report.

On November 19, 2001, the City of Costa Mesa City Council certified Final Program EIR-1048 (SCH No. 200007150) and adopted General Plan Amendment (GP-00-05) to the 1990 Costa Mesa General Plan for the Segerstrom Home Ranch project; specifically they adopted Alternative A . Since the draft 2000 General Plan Program EIR included the *2000 General Plan Plus Home Ranch Alternative* that was based on the original Home Ranch project submittal, it is necessary to also include this newly adopted Home Ranch Alternative A as part of this Program Environmental Impact Report.

Implementation of this new alternative would not result in any new or greater significant effects than have already been previously identified and addressed in the 2000 General Plan Program EIR No. 1049 or result in any new impacts that could not be mitigated to a level that is considered less than significant. Therefore, based on CEQA Guidelines §15088.5(a), the addition of this information does not require recirculation of the EIR. This section of the CEQA Guidelines reads as follows:

> "A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term 'information' can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of a project or of a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. 'Significant new information' requiring recirculation include, for example, a disclosure showing that:
>
> (1) A new significant environmental impact would result from the project or from a new mitigation proposed to be implemented.
>
> (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
>
> (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
>
> (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (*Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043)."

The following section provides a description of the 2000 General Plan Plus Home Ranch Alternative A and a comparative environmental evaluation to the identified impacts of the 2000 General Plan.

1.2 ALTERNATIVE A: PROPOSED PROJECT WITH FOR-SALE RESIDENTIAL UNITS

1.2.1 DESCRIPTION

Alternative A: Proposed Project With For-Sale Residential Units. This alternative would implement the Home Ranch project as proposed in Alternative 5.4, but would replace 16 acres of high-density rental apartment units with medium-density (12 dwelling units or less per acre), for-sale residences. The remaining land use components of the project would be the same. Under the Alternative A scenario, the Home Ranch project site would be developed with 192 for-sale residential units, a 308,000-square-foot IKEA store, 791,050 square feet of office and office-related uses, 252,648 square feet of industrial park/office uses, and related infrastructure improvements. This alternative also assumes the vehicular trips associated with the reduction in residential units would be transferred to the industrial park parcel located north of South Coast Drive. Exhibit 1-0 depicts a conceptual site plan for Alternative A.

As with the originally proposed Home Ranch project, Alternative A proposes a definitive retail use, an IKEA home furnishings store, with site-specific information (e.g., square footage, site plan, parking requirements, architecture, etc.). For the remainder of the project site, Alternative A proposes office, office-related, institutional, and residential land uses, but no site-specific users or building information are assumed.

Table 1-1 identifies the proposed land uses, associated acreage, maximum floor area ratio (FAR)/density, and development characteristics of Alternative A. Alternative A would allow for the development of the 16-acre parcel located on the southeast corner of Sunflower Avenue and Susan Street with 192 for-sale residential units. For this Alternative A analysis, a conceptual mix of 56 single-family detached units and 136 single-family medium-density attached units has been assumed. The maximum density would be 12 dwelling units per gross acre (12 du/ac) and the residential trips identified in this analysis would not be exceeded. The single-family detached units are expected to be one story and two stories at a maximum building height of 27 feet. The remaining units could be up to three stories with a maximum building height of 50 feet. The originally proposed Home Ranch project assumed the development of 464 high-density rental apartments in this location. Apartment units would be in one- to three-story buildings with a maximum building height of 50 feet.

The remainder of the Home Ranch site would be developed as proposed by the project applicant and analyzed in the draft Program EIR #1049. As originally proposed, a 308,000-square-foot IKEA home furnishings store would be constructed on 17.2 acres at the southeast corner of Harbor Boulevard and South Coast Drive. Office and office-related uses would be developed on 45.4 acres south of South Coast Drive and east of Susan Street to Fairview Road. Industrial park uses would be implemented on 14.5 acres north of South Coast Drive and west of Susan Street.

TABLE 1-1
ALTERNATIVE A: PROPOSED PROJECT WITH FOR-SALE RESIDENTIAL UNITS
LAND USE SUMMARY

Location	Alternative A Land Use	Gross Acres	FAR/ Density	GFA/DU	Building Heights
Southeast corner of Sunflower Avenue and Susan Street	"For-sale" residential units	16	12 du/ac	192 du	1 to 3 stories up to 50 feet
Southeast corner of South Coast Drive and Harbor Blvd.	Retail IKEA store, inclusive of home furnishings sales, in-store restaurant, surface parking	17.2	0.41 FAR	308,000 sq.ft.	2 stories 45 feet
South of South Coast Drive	Office and office-related uses, such as restaurants/ cafes, health club, office services (print shops, etc.)	45.4	0.40 FAR	791,050 sq.ft.	2 to 5 stories 75 feet
North of South Coast Drive and west of Susan Street	Industrial Park: variety of industrial and compatible office and support commercial	14.5	0.40 FAR	252,648 sq.ft.	1 to 5 stories 75 feet
Fairview Road	Retention of Segerstrom House and two associated buildings, and Segerstrom Barn; removal of remaining eight structures		n/a	7,025 sq.ft.	1 and 2 stories (existing)
Fairview Road	Mesa Consolidated Water District Well Site	0.24	n/a	n/a	1 story (existing)
North to southwest through site	Infrastructure: Greenville-Banning Channel improvements	1,633 lineal ft.	n/a	n/a	n/a
East-to-west of Harbor Boulevard	Infrastructure: Gisler Channel Improvements	350 lineal ft	n/a	n/a	n/a
Total		**93.34 acres**		**1,351,698 sq.ft. 192 du**	

FAR: floor area ratio
GFA: gross floor area
DU: dwelling unit

Table 1-2 identifies the development assumptions associated with Alternative A. Alternative A would result in fewer residences on the Home Ranch site than the original Home Ranch project; the other land uses and intensity of the proposed land uses would be the same. As a part of Alternative A, the project applicant requested that the same number of a.m. and p.m. peak hour and total average daily vehicular trips be assigned to this alternative as would be associated with the originally proposed project. The difference in vehicular trips associated with the residential portion of the originally proposed project and the residential portion of Alternative A would be transferred to the combined trip budget for the office and industrial park portions of the Home Ranch site. However, the square footage maximums for office and industrial park uses associated with Alternative A would not change from that of the originally proposed project. For example, if the traffic-generating characteristics of a proposed future office or industrial park use were expected to generate greater vehicular trips than the established trip generation rates for these uses, all or a portion of the additional vehicular trips could be applied to the use. As with the originally proposed project, no transfers of vehicular trips can be applied to the IKEA site.

TABLE 1-2
ALTERNATIVE A: PROPOSED PROJECT WITH FOR-SALE RESIDENTIAL UNITS DEVELOPMENT ASSUMPTIONS

Proposed Land Uses	GFA; Intensity/Density	Building Heights	Vehicle Trips
Single-family Attached Residences	136 du	1 to 3 stories 50 feet	60 a.m. and 73 p.m. peak trips; 797 ADT
Single-Family Detached Residences	56 du		42 a.m. and 57 p.m. peak trips; 536 ADT
	Total: 192 du 12 du/ac[a]		102 a.m. and 130 p.m. peak trips; 1,333 ADT
IKEA	308,000 sq.ft. 0.41 FAR	2 stories 45 feet	43 a.m. and 431 p.m. peak trips; 6,394 ADT
Office and Office-Related Uses	791,050 sq.ft. 0.40 FAR	2 to 5 stories 75 feet	1,593 a.m. and 1,569 p.m. peak trips; 12,211 ADT
Industrial Park	252,648 sq.ft. 0.40 FAR	1 to 5 stories 75 feet	
Total Alternative A	**1,351,698 sq.ft. 192 du**		**1,738 a.m. and 2,130 p.m. trips; 19,938 ADT**

GFA: Gross floor area
FAR: Floor Area Ratio
sq.ft.: square feet
du: dwelling unit

a. The number of attached and detached residences is provided for illustrative purposes and is used to analyze the potential impacts of Alternative A. In no case shall the total number of dwelling units exceed 192 nor shall the total number of residential trips exceed 1,333.

Sources: C.J. Segerstrom & Sons, July 2001, Costa Mesa Zoning Code, 1999, North Costa Mesa Specific Plan, April 19, 1999.; Austin-Foust Associates, Inc., July 2001.

Alternative A assumes that the project site would undergo phased development, with the IKEA home furnishings store and flood control improvements constructed as Phase One and the remainder of the site developed over a period of up to 20 years.

Table 1-3 identifies the General Plan and zoning designations for the Home Ranch site associated with Alternative A.

TABLE 1-3
ALTERNATIVE A: PROPOSED PROJECT WITH FOR-SALE RESIDENTIAL UNITS PROPOSED LAND USE DESIGNATIONS

Draft 2000 General Plan Land Use Designation	Existing Acreage/Location	Alternative A Land Use Designation	Proposed Acreage/Location
Medium Density Residential	30.5 acres north of South Coast Drive	No Change (*Medium-Density Residential*)	16 acres south of Sunflower Avenue and east of Susan Street
		Industrial Park	14.5 acres north of South Coast Drive and west of Susan Street
Industrial Park	62.84 acres south of South Coast Drive	*Commercial Center*	62.84 acres south of South Coast Drive
Existing Zoning Designation (as of 12/3/01)	**Existing Acreage/Location**	**Proposed Zoning Designation**	**Proposed Acreage/Location**
PDR-MD (Planned Development Residential-Medium Density)	16 acres south of Sunflower Avenue and east of Susan Street	No Change	
PDI (Planned Development Industrial)	14.5 acres north of South Coast Drive and west of Susan Street	No change	
PDC (Planned Development Commercial)	62.84 acres south of South Coast Drive	No change	

Sources: C.J. Segerstrom & Sons, July 2001; Draft Costa Mesa General Plan, June 27, 2001; Costa Mesa Zoning Code, March 15, 1999.

1.2.2 IMPACT EVALUATION

LAND USE

CONSISTENCY WITH THE PROPOSED 2000 GENERAL PLAN

With respect to residential development on the project site, the draft Costa Mesa 2000 General Plan currently designates 30.5 acres of the Home Ranch site for medium-density residential development (north of South Coast Drive, east and west of Susan Street). As a part of Alternative A, 16 acres of the 30.5-acre area would be retained as Medium Density Residential. Alternative A proposes the development of the area south of Sunflower Avenue and east of Susan Street with 192 for-sale residences at an overall density of 12 du/ac *(Medium-Density Residential)*. As with the 2000 General Plan, the introduction of residential development into this setting would need to be carefully designed to allow for the integration of residences into a predominately non-residential setting. However, it should be noted that existing residential

development is located in proximity to existing office and institutional land uses in the project vicinity (existing single-family and multi-family residences east of Fairview Road).

The remainder 14.5 acres (west of Susan and south of Sunflower Avenue) is proposed for industrial park uses, and therefore an amendment to General Plan is required. The 62.84 acres south of South Coast Drive also requires a change to the draft 2000 General Plan from Industrial Park to Commercial Center.

CONSISTENCY WITH NORTH COSTA MESA SPECIFIC PLAN

The intent of the North Costa Mesa Specific Plan is to implement policies of the Costa Mesa General Plan through the adoption of development standards. Although the Alternative A requires a change to the draft 2000 General Plan, the North Costa Mesa Specific Plan was appropriately amended by the City Council on November 19, 2001 to reflect the adoption of GP-00-05.

CONSISTENCY WITH CITY OF COSTA MESA ZONING CODE

In conjunction with City Council adoption of GP-00-05, a rezone was also approved. Specifically, , 14.5 acres south of Sunflower avenue and west of Susan Street were rezoned from PDR-MD to PDI. The 62.84 acres south of South Coast Drive were rezoned from PDI to PDC (Planned Development Commercial).

Implementation of Home Ranch Alternative A requires only a change to the draft 2000 General Plan, since the appropriate changes have already been adopted for the North Costa Mesa Specific Plan and the City's Zoning Map.

POPULATION, HOUSING, AND EMPLOYMENT

Retention of the residential land use designation on the Home Ranch site would allow for 16 acres of the site to be developed with medium-density, for-sale residences (12 du/ac). This would result in 192 residences on the Home Ranch site, north of South Coast Drive. Assuming 2.59 persons per household, this alternative would generate 497 additional City residents, creating a direct population increase within the City of Costa Mesa. The 2000 General Plan assumptions would generate 948 additional residents.

At build out, Home Ranch Alternative A is anticipated to create 3,864 full- and part-time employment opportunities compared to 2,853 full- and part-time employment opportunities associated with the 2000 General Plan. This occurs as a result of increasing the acreage designated for non-residential land uses. Home Ranch Alternative A could provide for increased job opportunities for residents of Costa Mesa and surrounding jurisdictions.

Residential development and employment opportunities are anticipated under both Home Ranch Alternative A and the proposed 2000 General Plan. The decrease in dwelling units and population, and the increase in employment do create slightly different impacts with regard to population, employment, and housing than the proposed 2000 General Plan. Home Ranch Alternative A generates a higher demand for housing than the proposed General Plan. In this regard, Home Ranch Alternative A is environmentally inferior to the proposed 2000 General Plan.

TABLE 1-4
ALTERNATIVE A: PROPOSED PROJECT WITH FOR-SALE RESIDENTIAL UNITS PROJECTED EMPLOYMENT AT BUILDOUT OF HOME RANCH

Occupational Category	Total No. of Employees	Retail[a.] Employees	Industrial Park[b.] Employees (north of S. Coast Drive)	Office[c.] Employees	Full-Time Positions	Part-Time Positions[d.]
Home Ranch Alternative A Projected Employees						
Managers/Professional/ Technical	722	45	163	514	578	144
Clerical/Sales/Service/ Production	3,142	366	653	2,123	2,514	628
Total	3,864	411	816	2,637	3,092	772
Occupational Category	**Total No. of Employees**	**Retail[a.] Employees**	**Office[c.] Employees**	**Industrial Park[e.] Employees**	**Full-Time Positions**	**Part-Time Positions[d.]**
Original Home Ranch Project (Alternative 5.4)						
Managers/Professional/ Technical	679	45	514	120	536	143
Clerical/Sales/Service/ Production	2,971	366	2,123	482	2,317	654
Total	3,650	411	2,637	602	2,853	797
Projected Employees with 2000 General Plan						
Planned Development Industrial	2,288	—	—	2,288	1,830	458

a. Information from Don Collins, Manager of IKEA, Tustin, California.
b. Based on a mix of 11 percent industrial park and 89 percent office uses.
c. Based on a factor of 300 gross square feet per employee for office/professional; Source: Costa Mesa 1990 General Plan.
d. Based on County trends, U.S. Census 1990.
e. Based on 420 gross square feet per employee for industrial; Source: Costa Mesa 1990 General Plan.

AESTHETICS

Home Ranch Alternative A would allow for 16 acres of medium-density for-sale residences south of Sunflower Avenue and east of Susan Street, industrial park uses north of South Costa Drive and west of Susan Street, an IKEA home furnishings store south of South Coast Drive near Harbor Boulevard, and office development on the remainder of the site south of South Coast Drive.

The maximum density allowed by this designation is 12 dwelling units per acre (total of 192 units), which would typically be achieved by construction of residential units with a height of one to three stories. The IKEA store would be constructed on the southeast corner of South Coast Drive and Harbor Boulevard. The concrete, tilt-up structure would be up to 45 feet in height. Industrial park uses are currently permitted on the Home Ranch site from two to five stories (up to 75 feet), the latter only in the central portion of the project site.

Home Ranch Alternative A is consistent with the scale of development that exists in this area and would be similar to what would occur with the 2000 General Plan. Therefore, Home Ranch Alternative A would result in the same effects on aesthetics as would occur under the 2000 General Plan. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

TRANSPORTATION AND CIRCULATION

Table 1-5 summarizes the trip generation for Home Ranch Alternative A and the original Home Ranch project. When compared to the original Home Ranch, Alternative A would generate 152 fewer trips in the a.m. peak hour, 174 fewer trips in the p.m. peak hour, and 1,860 fewer daily trips. However, the project applicant has requested that these additional vehicular trips be applied to the Alternative A trip budget without any corresponding increase in square footage. These additional vehicular trips would be applied to future office or industrial park uses on the Home Ranch site; no additional trips would be available for the IKEA site.

Because no changes are assumed for Phase One (the construction of IKEA and flood control channel improvements), both the original Home Ranch and Alternative A would have the same traffic impacts in short-term conditions. With the addition of IKEA traffic, the following intersections would be significantly impacted. These impacts would be mitigated to a less than significant level.

City of Costa Mesa

2. Harbor Boulevard/Adams Avenue–LOS E (p.m. peak)
43. Harbor Boulevard/South Coast Drive–LOS E (p.m. peak)

City of Santa Ana

112. Harbor Boulevard/Warner Avenue–LOS E (p.m. peak)

At build out, Home Ranch Alternative A would significantly impact the following intersections:

City of Costa Mesa

43. Harbor Boulevard at South Coast Drive
45. Fairview Road at South Coast Drive
51. Fairview Road at I-405 northbound ramps
52. Fairview Road at southbound ramps
62. Bristol Street at Baker Street

City of Santa Ana

34. Fairview Road at MacArthur Boulevard
114. Harbor Boulevard at Segerstrom Avenue

TABLE 1-5
ALTERNATIVE A: TRIP RATE AND TRIP GENERATION SUMMARY

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			ADT
		In	Out	Total	In	Out	Total	
ALTERNATIVE A								
Trip Generation								
For-Sale Residential								
Medium-Density	136 du	10	50	60	49	24	73	797
Single-Family	56 du	11	31	42	37	20	57	536
Total Residential	192 du	21	81	102	86	44	130	1,333
IKEA	308.00 TSF	34	9	43	182	249	431	6,394
Office	791.05 TSF	1,069	148	1,217	195	968	1,163	8,593
Industrial Park	252.65 TSF	184	40	224	48	184	232	1,758
Subtotal		1,308	278	1,586	511	1,445	1,956	18,078
Change (Home Ranch Alternative A Trips minus Originally Proposed Project Trips)		(31)	(121)	(152)	(112)	(62)	(174)	(1,860)
Alternative A Requested Trip Budget								
Residential	192 du	21	81	102	85	45	130	1,333
IKEA	308.00 TSF	34	9	43	182	249	431	6,394
Office	791.05 TSF	954	263	1,217	297	910	1,207	9,543
Industrial Park	252.65 TSF	330	46	376	59	303	362	2,668
Alternative A Total Trip Budget		1,339	399	1,738	623	1,507	2,130	19,938
ORIGINAL HOME RANCH PROJECT								
Trip Generation								
High-Density Residential	464 du	37	200	237	195	93	288	3,076
IKEA	308.00 TSF	34	9	43	182	249	431	6,394
Office	791.05 TSF	1,084	150	1,234	198	981	1,179	8,710
Industrial Park	252.65 TSF	184	40	224	48	184	232	1,758
Subtotal		1,339	399	1,738	623	1,507	2,130	19,938

Trip Rates	Units	A.M. Peak Hour			P.M. Peak Hour			ADT Rate
		In	Out	Total	In	Out	Total	
Medium-Density Residential	du	0.07	0.37	0.44	0.36	0.18	0.54	5.86
Single-family Residential	du	0.19	0.56	0.75	0.65	0.36	1.01	9.57
High-Density Residential	du	0.08	0.43	0.51	0.42	0.2	0.62	6.63
Office	TSF	1.37	0.19	1.56	0.25	1.24	1.49	11.01
Industrial Park	TSF	0.73	0.16	0.89	0.19	0.73	0.92	6.96
IKEA	TSF	0.11	0.03	0.14	0.59	0.81	1.4	20.76

TSF: 1,000 square feet du: dwelling unit ADT: average daily traffic

Source: Austin-Foust Associates, Inc., July 2001.

In contrast to the original Home Ranch project, Home Ranch Alternative A would not result in significant project-related impacts at the following Costa Mesa intersections when compared to "without project" conditions (no site development) because the thresholds of significance would not be exceeded and/or mitigation measures would minimize any significant impact to below a level of significance.

2. Harbor Boulevard at Adams Avenue
36. Harbor Boulevard at Sunflower Avenue
42. Bristol Street at Sunflower Avenue

Alternative A would reduce (but not eliminate) project impacts at the City of Costa Mesa intersections of Fairview Road/I-405 northbound ramps and Bristol Street/Baker Street. The reduction in significant impacts is attributable to the directionality of traffic patterns associated with Alternative A. Alternative A would provide approximately 60 percent fewer housing units than the originally proposed project (192 units compared to 464 units), and the difference in trips would be reallocated to proposed office and industrial park uses without any commensurate increase in allowable square footage. The redistribution of the residential trips to office and industrial uses has different peak hour characteristics than residences, thereby resulting in changes to the directionality of project-related vehicular movement to and from the site during the a.m. and p.m. peak hours. Although Alternative A would generate the same traffic volumes as the original Home Ranch, these changes in the directionality of traffic are responsible for the reductions in traffic impacts.

The Home Ranch EIR provided adequate mitigation to reduce its level of impact to General Plan conditions with the 1990 General Plan traffic model assumptions. Applying the Home Ranch Alternative to the draft 2000 General Plan traffic model assumptions results in the following four intersections to operate at level of service (LOS) 'E' in 2020 conditions.

- Harbor Boulevard – Adams Avenue;
- Bristol Street – Sunflower Avenue;
- Bristol Street – Paularino Avenue; and
- Bristol Street – Baker Street.

These are not new significant impacts, since the draft 2000 General Plan also causes these four intersections to operate at LOS 'E'. The draft 2000 General Planidentifies certain intersection improvements to meet the General Plan policy of LOS 'D'. Incorporation of these improvements and additional mitigation measures identified in the Home Ranch Alternative 'A' analysis results in LOS 'D' at three of the above four intersections. The intersection of Bristol Street – Baker Street however still would operate at LOS 'E' with the proposed Home Ranch Alternative A and the proposed 2000 General Plan improvements. In order to achieve LOS 'D' at this location, the following revision to the 2000 General Plan intersection improvements for Bristol – Baker Street is proposed: (1) provide a 3rd left-turn lane for northbound and southbound approaches; Delete the northbound right-turn lane; and (2) delete the 3rd left-turn lane on eastbound Baker Street to northbound Bristol Street.

The above additional intersection improvement would reduce the Intersection Capacity Utilization (ICU) value from 0.92 (LOS 'E') to 0.89 (LOS 'D'). This ensures that with Home Ranch Alternative 'A' Project, the 2000 General Plan goal of LOS 'D' is achieved at all intersections controlled by the City.

However, since the Home Ranch Alternative A would create additional daily and peak hour vehicle trips when compared to the originally proposed 2000 General Plan assumptions for the Home Ranch property,, the Home Ranch Alternative A is considered environmentally inferior to the originally proposed 2000 General Plan.

AIR QUALITY

As stated above, the Home Ranch Alternative A would generate more average daily trips than the originally proposed 2000 General plan. However, development of the Home Ranch site is anticipated under the both the proposed 2000 General Plan and the Home Ranch Alternative A. The anticipated development under either scenario would result in both construction-related and operational air quality impacts. These impacts under either scenario would be cumulatively significant. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

NOISE

No traffic noise level increases greater than 3 dB (decibel) on the roadways identified in the Home Ranch Final Program EIR 1048 would result from implementation of the Home Ranch Alternative A. However, development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and Home Ranch Alternative A. The anticipated development under either scenario would not result in significant traffic noise impacts; however, cumulative noise impacts could be expected under either scenario due to regional growth in the area. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

GEOLOGY

Implementation of Home Ranch Alternative A would be expected to require the same types and amounts of grading as the originally proposed project. Potential seismic and geotechnical effects associated with land uses permitted by this alternative are expected to result in similar impacts as the 2000 General Plan. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

HYDROLOGY/DRAINAGE

Implementation of this alternative would result in a similar amount of surface land disturbance and approximately the same amount of impermeable surfaces as Alternative 5.4. Impacts related to drainage and water quality would be similar. Implementation of this alternative would also require improvements to the Greenville-Banning Channel and Gisler Channel. As with the 2000 General Plan, the Home Ranch Alternative, and Alternative A, an increase of impervious surfaces will occur, but the rate of runoff from the site can be decreased when compared to existing conditions. Thereby not creating impacts to downstream flood control facilities. In this regard, Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

There is the potential for portions of the Home Ranch site to experience 100-year flooding impacts. These impacts would occur under either scenario. Thus, flooding impacts under this alternative would be similar to those of the proposed 2000 General Plan. In this regard,

Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

BIOLOGICAL RESOURCES

This alternative assumes approximately the same amount of site disturbance as would be associated with the 2000 General Plan. Therefore, Alternative A would result in the same effects on biological resources as would occur under the 2000 General Plan. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

CULTURAL RESOURCES

Development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and Home Ranch Alternative A. The Home Ranch site contains several historic structures, including the Segerstrom House and its associated garage and guesthouse, and the Segerstrom Barn. Under this alternative or the proposed 2000 General Plan, these resources would be retained on the Home Ranch site to accommodate development. Therefore, impacts to cultural resources under this alternative would be similar to those under the proposed 2000 General Plan. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

PUBLIC SERVICES AND UTILITIES

As stated previously, Home Ranch Alternative A would increase the amount of allowable development on the Home ranch site over the amount specified in the proposed 2000 General Plan. Implementation of Home Ranch Alternative A would not result in significant impacts to police service, water, solid waste, schools, libraries, electricity or natural gas. However, Home Ranch Alternative A has the potential to impact fire services, particularly as it relates to construction of a new fire station in the North Costa Mesa Specific Plan area, and to impact sewer trunk lines. The Home Ranch project is required to facilitate construction of the new fire station. The impacts to fire services and wastewater would occur under both the Home Ranch Alternative A and the proposed 2000 General Plan. Thus, implementation of the Home Ranch Alternative A would result in similar impacts to public services and utilities when compared to the proposed 2000 General Plan. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

PARKS/RECREATION/TRAILS

The proposed 2000 General Plan has identified a potential shortage of 95 acres of parkland in the year 2020 to accommodate the 118,764 residents. Given that Home Ranch Alternative A proposes fewer dwelling units (192 versus 366) when compared to the 2000 General Plan, this alternative would decrease this projected deficiency somewhat. However, this impact can be mitigated through the provision of on-site park and recreation facilities or the payment of in-lieu parkland fees. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

PUBLIC HEALTH AND SAFETY

Development of the Home Ranch site is anticipated under both the proposed 2000 General Plan and the Home Ranch Alternative. The generation of hazardous materials for the Home Ranch site is not anticipated under either scenario. Thus, no significant impacts with respect to hazardous waste generation would result from implementation of either the Home Ranch Alternative or the proposed 2000 General Plan. In this regard, Home Ranch Alternative A is considered neither environmentally superior not inferior to the proposed 2000 General Plan.

1.2.3 CONCLUSION

Home Ranch Alternative A would result in similar impacts as compared to the proposed 2000 General Plan for the following issue areas: aesthetics; air quality; noise; geology; hydrology/drainage; biological resources; cultural resources; public services and utilities; parks/recreation/trails; and public health and safety. Implementation of this alternative would result in greater environmental impacts than the originally proposed 2000 General Plan for the following issue areas: land use, population/employment/housing, and transportation/circulation.

This alternative meets most of the project objectives. Also, the development assumptions for Home Ranch Alternative A are not reflected in the current county growth projections for the year 2020

APPENDIX C

ANALYSIS OF SUSAN STREET FROM HOME RANCH DRAFT PROGRAM EIR - 1048

Public Services and Utilities

Similar to the proposed project, this alternative would require upgrades and/or extensions of public services and utilities into the site. The reduction intensity of development would reduce energy and water consumption, and demands placed on other public services and utilities. Because Design Alternative 2 includes residential development, additional demands would be placed on the Newport-Mesa Unified School District. Although this alternative would allow 34 additional residences beyond that assumed in the Costa Mesa General Plan, this increase is not expected to result in any new significant impacts to the school district. It is anticipated that compliance with school fee provisions of Senate Bill (SB) 50 would mitigate potential school impacts.

5.8.3 CONCLUSIONS

Design Alternative 2 is not considered environmentally superior to the proposed project. The significance of environmental impacts associated with Design Alternative 2 differ from the proposed project because of the siting of residential development closer to I-405 and major roadways, as well as a decrease in office and office-related land uses. As with the proposed project, the alternative development scenario would result in significant, unavoidable impacts associated with the loss of agricultural land, loss of soils designated *Prime Farmlands* and *Farmlands of Statewide Importance*, cumulative unavoidable impacts to the intersection of Harbor Boulevard/Segerstrom Avenue, and short- and long-term air quality emissions. Substantially additional noise mitigation would be required for Design Alternative 2 than would be required for the proposed project because of the proximity of residential development to the freeway; however, it is expected that significant noise impacts could be fully mitigated. This alternative would have an incremental decrease in the amount of vehicular traffic and associated vehicular air quality emissions and noise levels when compared to the proposed Home Ranch project.

This alternative meets most of the applicant's objectives. This alternative would provide for medium-density residences instead of the proposed high-density residences on the project site. Further, office and office-related uses would not be implemented at the intensity of development requested by the applicant.

5.9 ROADWAY CIRCULATION ALTERNATIVE

The following alternative addresses the Home Ranch land use plan as proposed with modifications to the Home Ranch project circulation system. Because this circulation alternative is not considered an alternative to the proposed project, full environmental analysis of possible environmental effects is not included in this Program EIR. The primary objective of the following analysis is to identify a circulation option for consideration by the City of Costa Mesa. Implementation of this circulation alternative would require separate, subsequent environmental review by Caltrans and the Federal Highway Administration (FHWA).

5.9.1 DESCRIPTION

The Roadway Circulation Alternative assumes the construction of an exit to Susan Street from the yet to be constructed collector/distributor road paralleling I-405. The future collector/distributor road is part of the approved Caltrans/FHWA *Route 73 Improvements From Birch Street to I-405, I-405 Improvements From Bear Street To Euclid Street In The Cities of Newport Beach and Costa Mesa In Orange County, California* project. As a part of this freeway project, several freeway modifications would occur on or immediately contiguous to the project site, including the elimination of existing freeway offramps between the SR-73 onramp and Euclid Street. The Harbor Boulevard

and Fairview Road freeway ramps would be reconfigured to minimize the vehicular weaving conflicts that presently exist.

The reconfigurations include the following:

- The existing northbound I-405 offramp to Fairview Road and South Coast Drive would be modified to additionally serve Harbor Boulevard. The ramp would be widened to provide two lanes at the freeway exit.
- The I-405 northbound offramp to Harbor Boulevard would diverge from the Fairview Road offramp approximately 1,920 feet west of the freeway exit.
- The existing Fairview Road offramp terminus would remain in place.
- The Harbor Boulevard offramp from both northbound SR-73 and northbound I-405 would be aligned between the existing SR-73 connector to I-405 and the Fairview Road offramp. The Harbor Boulevard off-ramp would pass under the Fairview Road overcrossing. The offramp would then parallel I-405, north of Fairview Road, and pass under the realigned Fairview Road onramp.
- The Fairview Road northbound I-405 onramp would pass over the Harbor Boulevard offramp and enter I-405 north of the Harbor Boulevard undercrossing.

This Roadway Circulation Alternative assumes the construction of an exit ramp from the future collector/distributor road concurrent with or subsequent to the I-405 improvements. A conceptual design for this ramp is depicted in Exhibit 5-6. The exit ramp would allow northbound freeway traffic (both I-405 and SR-73) to access Susan Street and the Home Ranch site without passing through the current interchanges at Fairview Road and Harbor Boulevard. Vehicular traffic leaving the Home Ranch site would not be able to access I-405 from Susan Street because the configuration is for an offramp only. The addition of a northbound exit onto Susan Street through the project site from the northbound I-405 Harbor Boulevard offramp was not assumed in the environmental documentation for the freeway improvements. Total traffic generation for this alternative would be the same as that for the proposed project; traffic distribution patterns would differ.

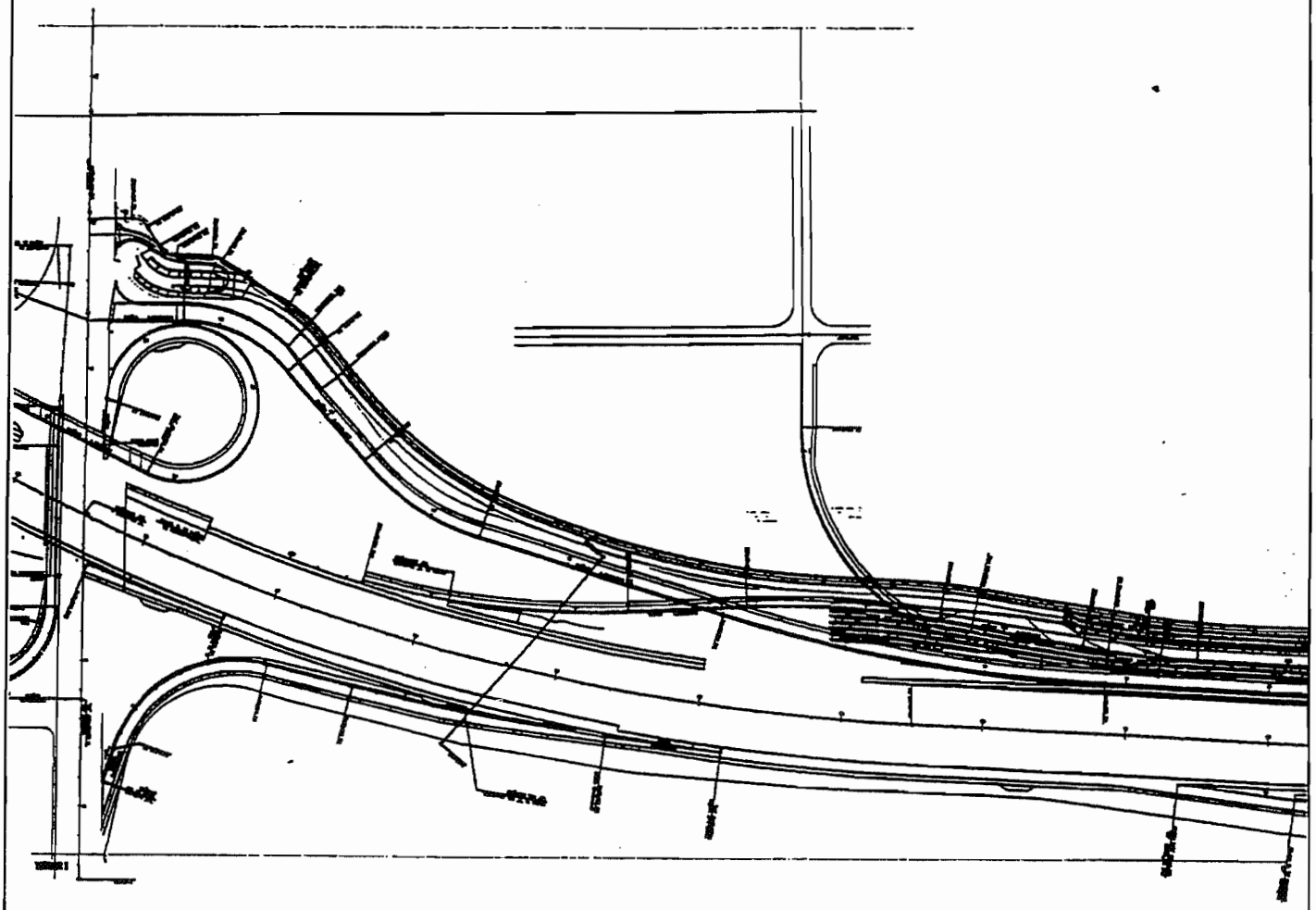
5.9.2 IMPACT EVALUATION

Earth Resources

The impacts of this alternative are anticipated to be greater than those identified for the proposed project because additional grading is assumed necessary to construct the Susan Street offramp. Importation of soil materials may be needed to construct the ramp abutments in order to match elevation differences between the project site and the future collector/distributor road. As with the proposed project, it is expected that potential impacts could be mitigated to a level that is less than significant.

Hydrology and Drainage

This alternative is expected to have similar impacts to those described for the proposed project because similar on-site drainage improvements would be needed. No substantial increase in runoff from the Susan Street ramp (in comparison to the Home Ranch site's developed area) is



Conceptual Susan Street Offramp Design

Exhibit 5-6

Home Ranch Program EIR-1048
City of Costa Mesa

N

Scale: Not to Scale
Source: N/A

BonTerra CONSULTING

anticipated. As with the proposed project, potential impacts can be mitigated to levels that are less than significant.

Biological Resources

Implementation of the Roadway Circulation Alternative would not be expected to result in any new biological impacts that would not occur with implementation of the proposed project. The offramp would cross the existing Gisler Channel. However, modifications to the Gisler Channel through the Home Ranch site are required to implement the I-405/SR-73 freeway improvements. The Susan Street offramp could not be constructed prior to these freeway improvements, including the Gisler Channel modifications. Therefore, biological impacts associated with the proposed project and this alternative would be the same and can be mitigated to a level that is considered less than significant.

Land Use and Planning Programs

The findings of the land use and planning programs analysis contained in this Program EIR would be comparable for this alternative. The Home Ranch project has been designed to accommodate a future Susan Street ramp. However, the Home Ranch project could be implemented with or without this transportation improvement. Implementation of a Susan Street ramp would be subject to separate CEQA/NEPA evaluation, including the evaluation of consistency with area plans and policies, modifications to approved freeway improvement plans, as well as land use compatibility.

Population, Housing, and Employment

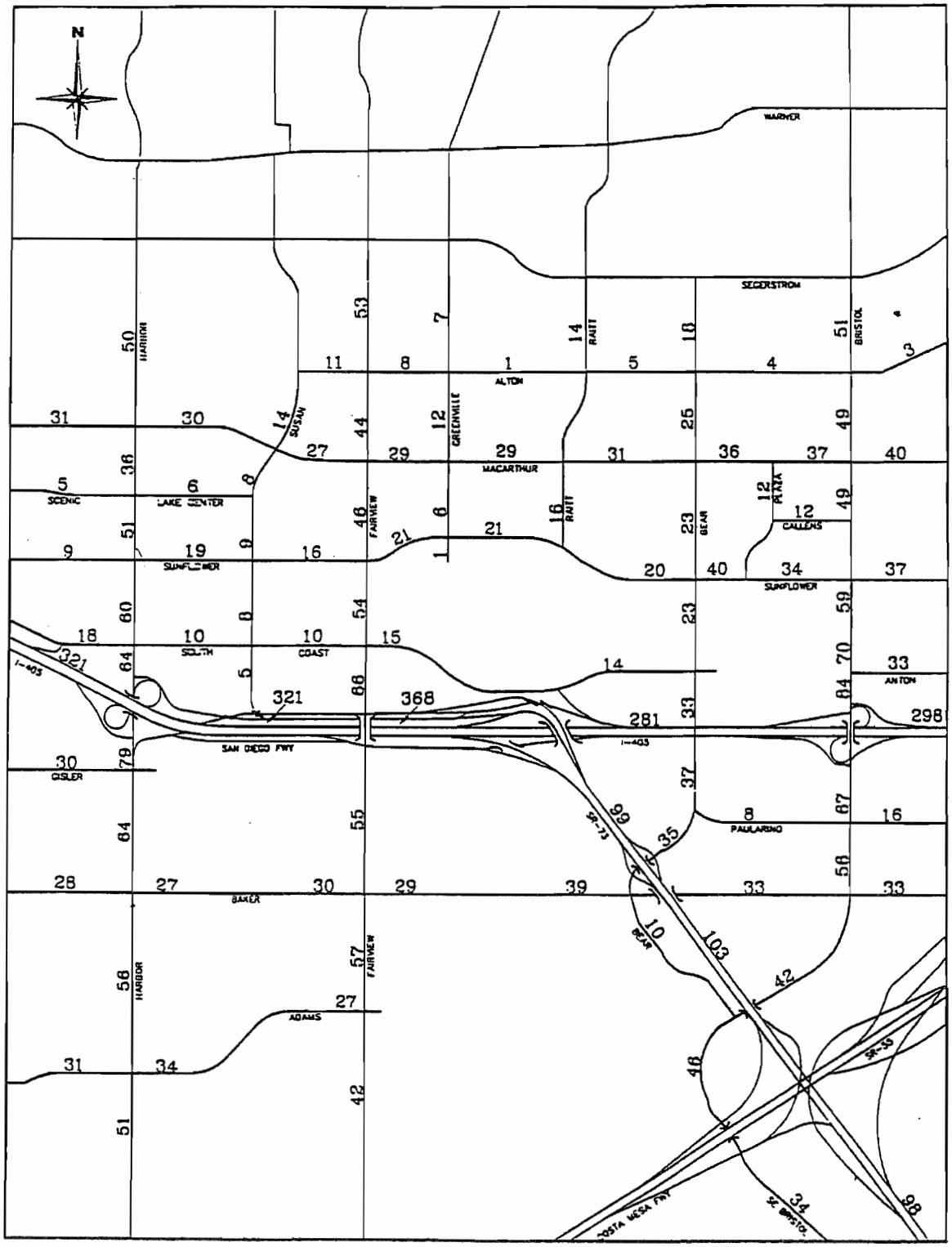
The construction of a Susan Street offramp would not significantly affect population, housing, or long-term employment opportunities. Additional short-term construction-related employment positions may be created. Significant impacts associated with the proposed project would also apply to this alternative.

Aesthetics

The construction of a Susan Street offramp would not be expected to significantly alter the views of development on the project site. Although the offramp would be an elevated structure, it would blend into the background of freeway improvements constructed as part of the freeway project. Views of the offramp from on-site and adjacent areas would be partially screened by proposed buildings at the Home Ranch site in areas adjacent to the offramp.

Transportation and Circulation

This project alternative would redistribute traffic when compared to the proposed project. To analyze the effects of this alternative, *Long-Range Buildout With and Without Home Ranch* traffic volumes were modeled with the inclusion of the Susan Street ramp. Average daily trip (ADT) volumes for the *Long-Range Buildout With Susan Street But Without the Home Ranch Project* scenario are depicted in Exhibit 5-7. Intersection a.m. and p.m. peak hour volumes are depicted in Exhibits 5-8 and 5-9. Average daily trip (ADT) volumes for the *Long-Range Buildout + Home Ranch With Susan Street and the Home Ranch Project* scenario are depicted in Exhibit 5-10. Intersection a.m. and p.m. peak hour volumes are depicted in Exhibits 5-11 and 5-12, respectively. Table 5-22 provides a comparison of the intersection levels of service with and without the Susan Street offramp.

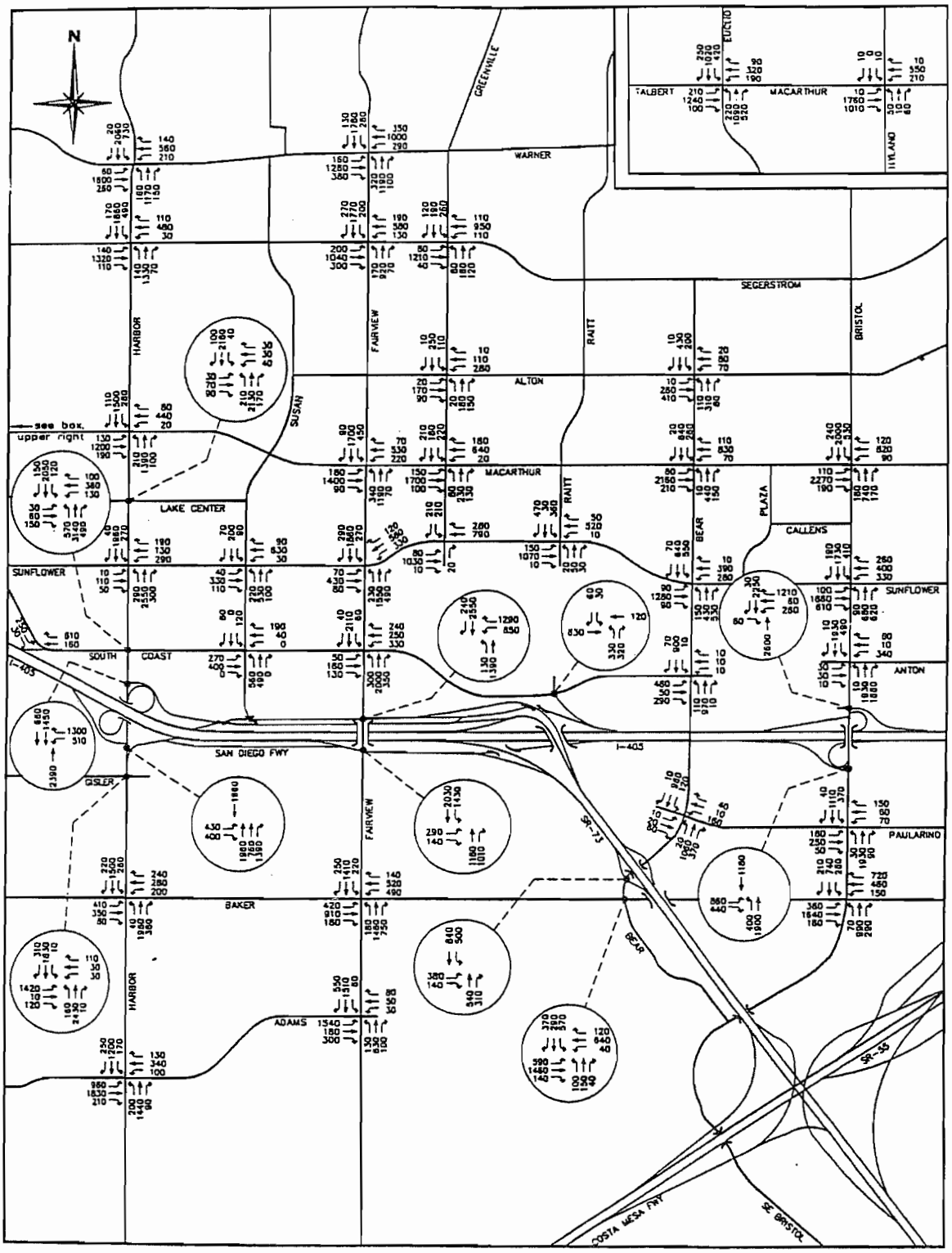


Long-Range Buildout + Susan Street: Average Daily Traffic Volumes **Exhibit 5-7**

Home Ranch Program EIR-1048
City of Costa Mesa

Scale: Not to Scale
Source: Austin-Foust Associates, Inc.

BonTerra CONSULTING



Legend

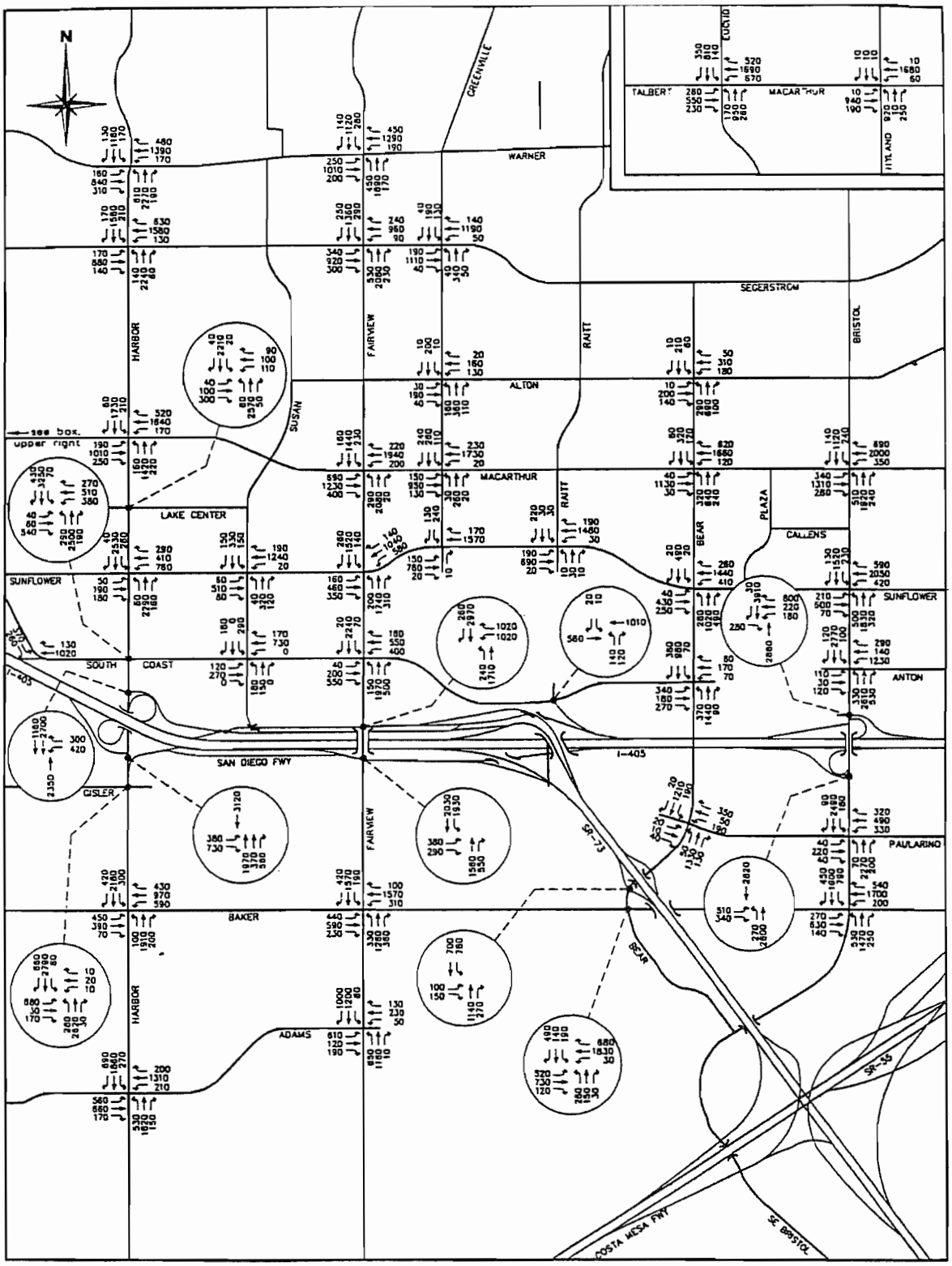
XXX Turning Movement Volume

Long-Range Buildout + Susan Street: A.M. Peak Hour Intersection Volumes **Exhibit 5-8**

Home Ranch Program EIR-1048
City of Costa Mesa

Scale: Not to Scale
Source: Austin-Foust Associates, Inc.

BonTerra CONSULTING



Legend

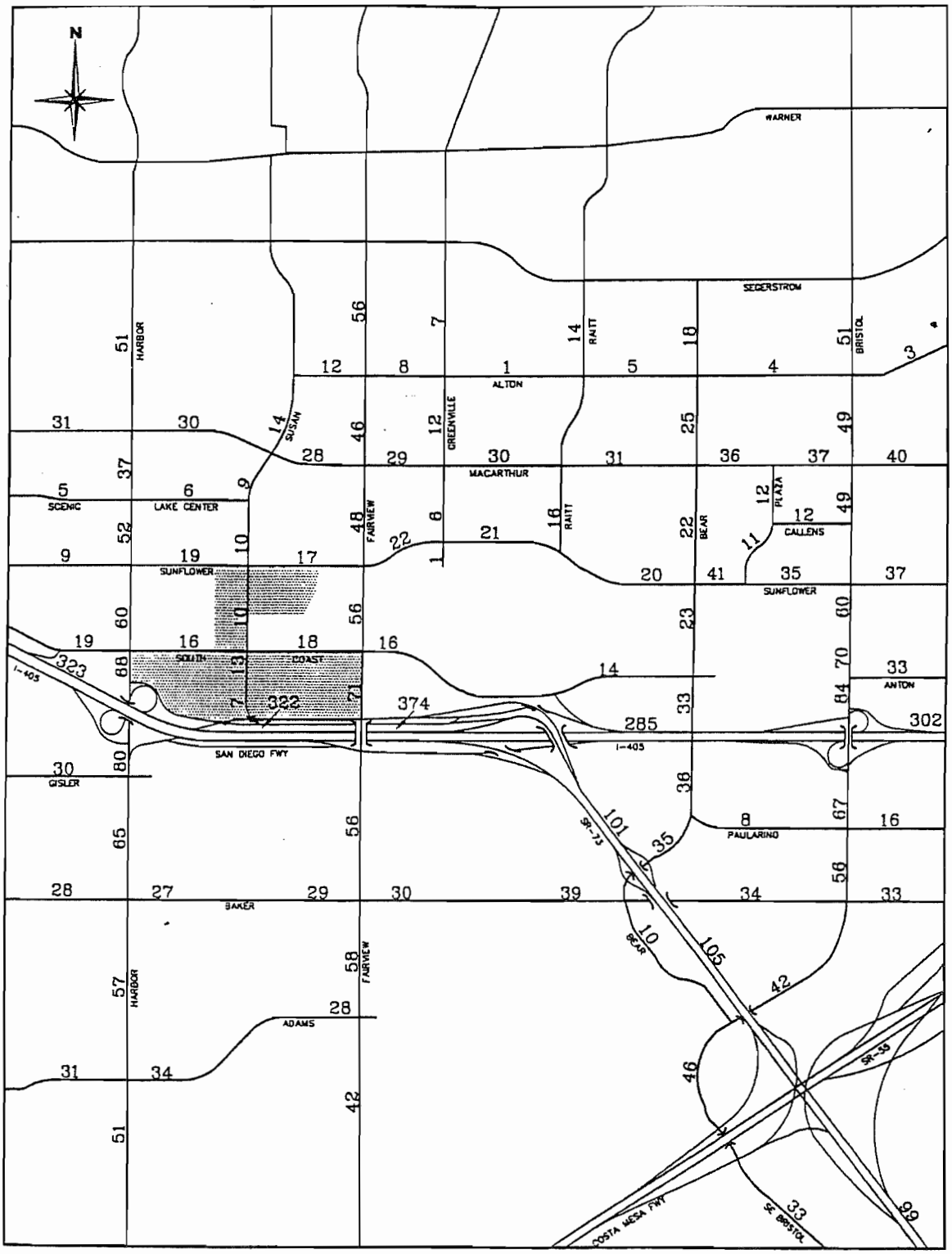
XXX Turning Movement Volume

Long-Range Buildout + Susan Street: P.M. Peak Hour Intersection Volumes **Exhibit 5-9**

Home Ranch Program EIR-1048
City of Costa Mesa

Scale: Not to Scale
Source: Austin-Foust Associates, Inc.

Bonterra CONSULTING

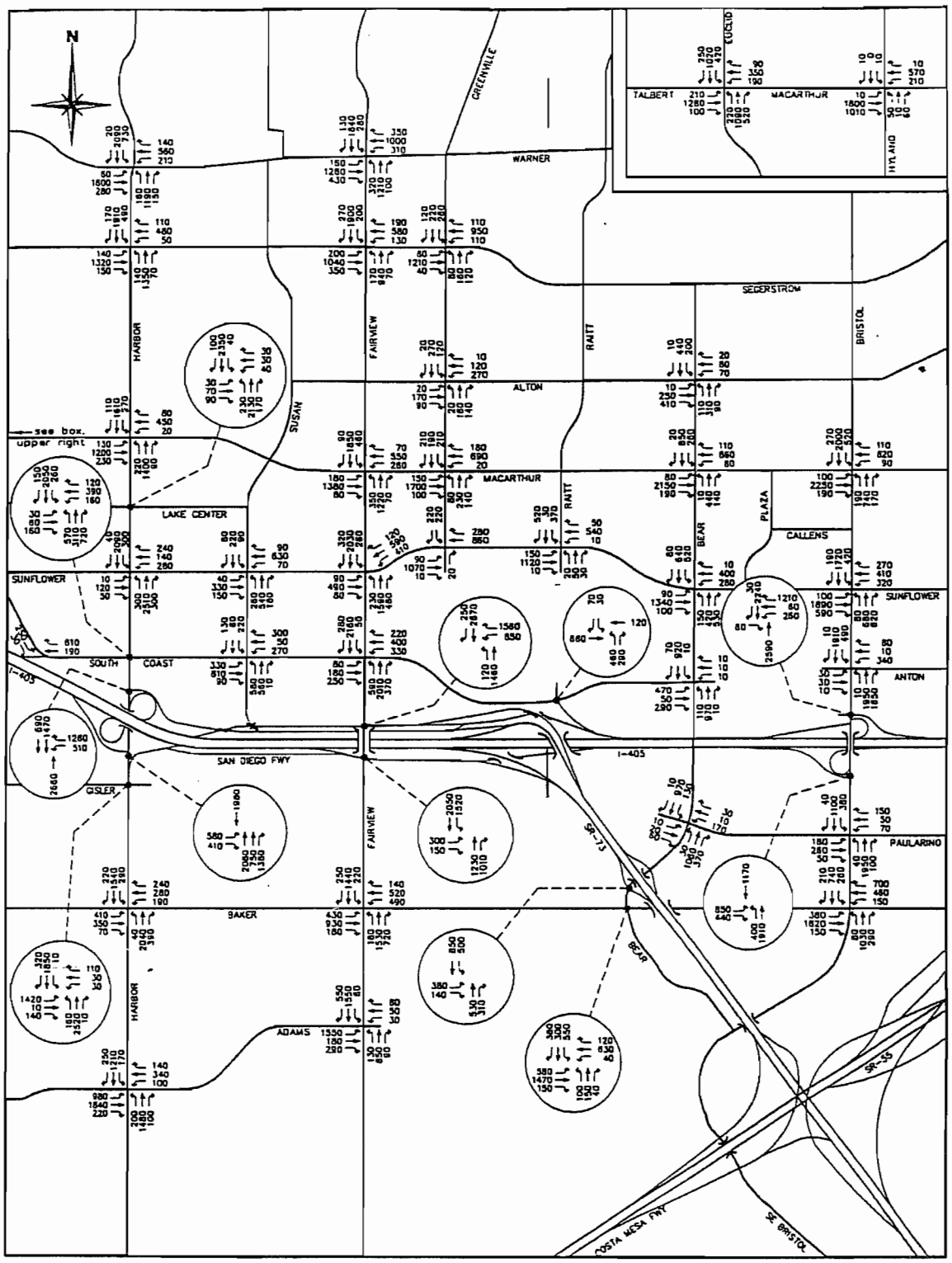


Long-Range Background + Susan Street + Project: Average Daily Traffic Volumes **Exhibit 5-10**

Home Ranch Program EIR-1048
City of Costa Mesa

Scale: Not to Scale
Source: Austin-Foust Associates, Inc.

Bonterra CONSULTING



Legend

XXX Turning Movement Volume

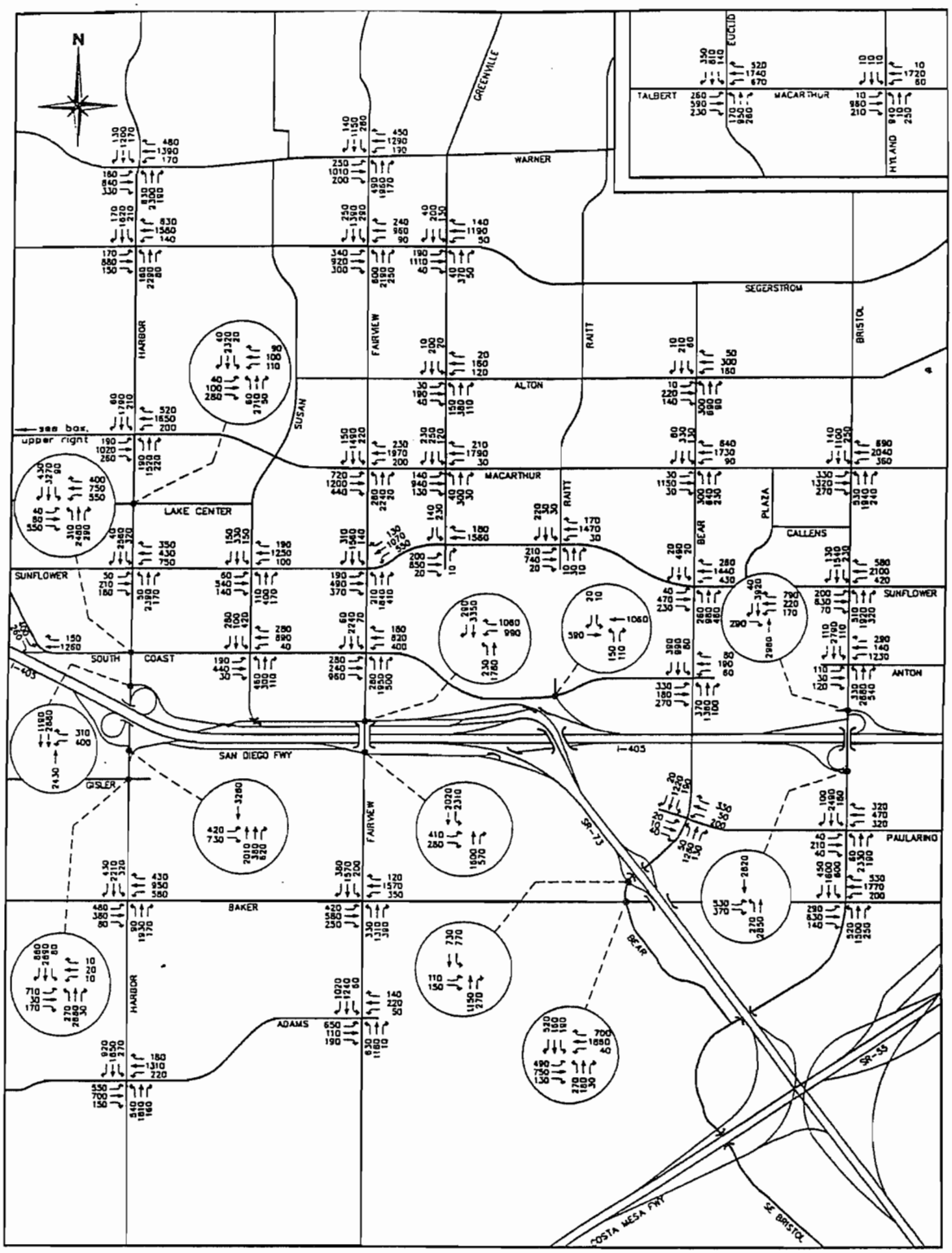
Long-Range Background + Susan Street + Project: A.M. Peak Hour Intersection Volumes

Exhibit 5-11

Home Ranch Program EIR-1048
City of Costa Mesa

Scale: Not to Scale
Source: Austin-Foust Associates, Inc.

BonTerra CONSULTING



Legend

XXX Turning Movement Volume

Long-Range Background + Susan Street + Project: P.M. Peak Hour Intersection Volumes

Exhibit 5-12

Home Ranch Program EIR-1048
City of Costa Mesa

Scale: Not to Scale
Source: Austin-Foust Associates, Inc.

BonTerra CONSULTING

TABLE 5-22
LONG-RANGE BUILDOUT + HOME RANCH WITH AND WITHOUT SUSAN STREET OFFRAMP INTERSECTION LEVELS OF SERVICE

Intersection	Future Without Project		Long-Range Buildout + Project Without Susan Street Offramp			Long-Range Buildout + Project + Susan Street Offramp		
	AM Peak Hour/LOS	PM Peak Hour/LOS	AM Peak Hour/LOS	PM Peak Hour/LOS	Project Impact?	AM Peak Hour/LOS	PM Peak Hour/LOS	Impact?
City of Costa Mesa								
2. Harbor/Adams Avenue	0.76/C	**1.01/F***	0.76/C	**0.94/E***	No	0.77/C	**0.94/E***	No
33. Harbor/MacArthur Blvd.	0.63/B	0.81/D	0.66/B	0.83/D	No	0.67/C	0.83/D	No
35. Harbor Blvd./Lake Center Drive/Scenic Avenue	0.71/C	0.75/C	0.75/C	0.76/C	No	0.72/C	0.76/C	No
36. Harbor/Sunflower Ave.	0.75/C	0.87/D	0.75/C	**0.91/E****	YES	0.74/C	**0.92/E***	YES
37. Susan/Sunflower Ave.	0.55/A	0.72/C	0.58/A	0.78/C	No	0.55/A	0.76/C	No
38. Fairview/Sunflower Ave.	0.81/D	0.78/C	0.89/D	0.81/D	No	0.77/C	0.81/D	No
39. Greenville/Sunflower Ave	0.57/A	0.82/D	0.62/B	0.85/D	No	0.59/A	0.82/D	No
40. Raitt/Sunflower Avenue	0.62/B	0.70/B	0.66/B	0.70/B	No	0.64/B	0.69/B	No
41. Bear St./Sunflower Ave.	0.67/B	0.79/C	0.67/B	0.77/C	No	0.68/B	0.78/C	No
42. Bristol St./Sunflower Ave	**0.96/E***	**0.98/E***	**0.97/E****	**0.98/E***	YES	**0.93/E***	**0.98/E***	No
43. Harbor/South Coast Dr.	0.76/C	**1.00/E***	0.81/C	**1.05/F****	YES	0.86/D	**1.04/F***	YES
44. Susan/South Coast Dr.	0.42/A	0.43/A	0.58/A	0.65/B	No	0.81/D	0.72/C	No
45. Fairview Road/South Coast Drive	0.75/C	0.84/D	0.80/C	**1.10/F****	YES	0.74/C	**1.11/F***	YES
46. I-405 northbound offramp/South Coast Dr.	0.59/A	0.49/A	0.72/C	0.52/A	No	0.50/A	0.46/A	No
47. Bear/South Coast Dr.	0.41/A	0.63/B	0.41/A	0.64/B	No	0.41/A	0.63/B	No
48. Bristol St./Anton Blvd.	0.55/A	0.75/C	0.56/A	0.74/C	No	0.54/A	0.74/C	No
49. Harbor Blvd./I-405 northbound ramps	0.71/C	0.55/A	0.76/C	0.57/A	No	0.70/B	0.58/A	No
50. Harbor Blvd./I-405 southbound ramps	0.47/A	0.67/B	0.54/A	0.69/B	No	0.51/A	0.69/B	No
51. Fairview Road/I-405 northbound ramps	0.81/D	0.84/D	**0.93/E****	0.88/D	YES	0.82/D	0.87/D	No
52. Fairview Road/I-405 southbound ramps	0.80/C	**0.97/E***	0.82/D	**1.10/F****	YES	0.83/D	**1.10/F***	YES
53. Bristol Street/I-405 northbound offramp	0.80/C	0.80/C	0.80/C	0.82/D	No	0.78/C	0.82/D	No
54. Bristol Street/I-405 southbound ramps	0.68/B	0.86/D	0.68/B	0.87/D	No	0.67/B	0.87/D	No
55. Harbor/Gisler Avenue	0.84/D	0.84/D	0.85/D	0.85/D	No	0.85/D	0.85/D	No
56. Harbor/Baker Street	0.64/B	0.83/D	0.64/B	0.85/D	No	0.63/B	0.85/D	No
57. Fairview Rd./Baker St.	0.86/D	0.80/D	0.86/D	0.81/D	No	0.85/D	0.81/D	No

TABLE 5-22 (continued)
LONG-RANGE BUILDOUT + HOME RANCH
WITH AND WITHOUT SUSAN STREET OFFRAMP
INTERSECTION LEVELS OF SERVICE

Intersection	Future Without Project		Long-Range Buildout + Project Without Susan Street Offramp			Long-Range Buildout + Project + Susan Street Offramp		
	AM Peak Hour/LOS	PM Peak Hour/LOS	AM Peak Hour/LOS	PM Peak Hour/LOS	Project Impact?	AM Peak Hour/LOS	PM Peak Hour/LOS	Impact?
58. Bear St./Paularino Ave.	0.53/A	0.59/A	0.53/A	0.58/A	No	0.54/A	0.57/A	No
59. Bristol St./Paularino Ave.	0.65/B	**0.93/E***	0.65/B	**0.92/E***	No	0.64/B	**0.91/E***	No
60. Bear Street/SR-73 southbound ramps	0.41/A	0.58/A	0.41/A	0.58/A	No	0.42/A	0.59/B	No
61. Bear Street/Baker Street	0.73/C	0.81/D	0.74/C	0.81/D	No	0.74/C	0.81/D	No
62. Bristol St./Baker Street	0.75/C	**0.93/E***	0.74/C	**0.95/E****	YES	0.74/C	**0.95/E***	YES
63. Fairview Rd./Adams Ave.	0.86/D	0.76/C	0.87/D	0.77/C	No	0.87/D	0.77/C	No
64. Hyland/MacArthur Blvd.	0.78/C	0.67/B	0.78/C	0.69/B	No	0.77/C	0.69/B	No
81. I-405 northbound ramp/Hyland Avenue	0.38/A	0.60/A	0.38/A	0.70/B	No	0.42/A	0.69/B	No
City of Santa Ana								
34. Fairview/MacArthur Blvd.	0.84/D	**1.13/F***	0.88/D	**1.17/F****	YES	0.87/D	**1.18/F***	YES
101. Greenville/Alton Pkwy.	0.51/A	0.52/A	0.52/A	0.52/A	No	0.52/A	0.51/A	No
102. Bear St./Alton Pkwy.	0.56/A	0.53/A	0.56/A	0.53/A	No	0.58/A	0.54/A	No
103. Greenville/MacArthur	0.68/B	0.75/C	0.69/B	0.80/C	No	0.68/B	0.79/C	No
104. Bear St./MacArthur Blvd.	0.76/C	0.74/C	0.75/C	0.74/C	No	0.76/C	0.74/C	No
105. Bristol/MacArthur Blvd.	**0.97/E***	**1.02/F***	**0.97/E***	**1.02/F***	No	**0.97/E***	**1.02/F***	No
112. Harbor/Warner Avenue	0.89/D	0.88/D	0.89/D	0.88/D	No	0.89/D	0.88/D	No
113. Fairview/Warner Avenue	0.84/D	0.85/D	0.86/D	0.86/D	No	0.86/D	0.86/D	No
114. Harbor/Segerstrom Ave.	0.73/C	**0.98/E***	0.74/C	**0.99/E****	YES	0.74/C	**0.99/E***	YES
115. Fairview/Segerstrom	0.69/B	0.85/D	0.72/C	0.87/D	No	0.72/C	0.87/D	No
116. Greenville/Segerstrom	0.61/B	0.62/B	0.61/B	0.63/B	No	0.61/B	0.63/B	No
City of Fountain Valley								
117. Euclid/Talbert Avenue/ MacArthur Blvd.	0.73/C	0.71/C	0.74/C	0.72/C	No	0.74/C	0.72/C	No

* Exceeds Level of Service D
Source: Segerstrom Home Ranch Traffic Analysis, prepared by Austin-Foust Associates, Inc., November 2000.

The effect of the Susan Street offramp would be to divert traffic from the Fairview Road and Harbor Boulevard offramps. Implementation of the Home Ranch project and the Susan Street exit would result in two fewer intersections impacted: Bristol Street/Sunflower Avenue and Fairview Road/I-405 northbound ramps. The mitigation program for this alternative would be the same as for the proposed project, with the exception that no mitigation would be required for the two noted intersections. The effectiveness of this mitigation is identified in Table 5-23. As with the proposed project, traffic impacts associated with this roadway alternative can be mitigated to a level that is considered less than significant.

TABLE 5-23
LONG-RANGE BUILDOUT + HOME RANCH
WITH SUSAN STREET OFFRAMP AFTER IMPROVEMENTS

Intersection	Long-Range + Project Without Susan Street Offramp			Long-Range + Project + Susan Street Offramp			Long-Range + Project + Offramp + Improvements	
	AM Peak Hour/LOS	PM Peak Hour/LOS	Project Impact?	AM Peak Hour/LOS	PM Peak Hour/LOS	Impact?	AM Peak Hour/LOS	PM Peak Hour/LOS
City of Costa Mesa								
2. Harbor/Adams Ave.	0.76/C	**1.02/F***	YES	0.77/C	**1.02/F***	YES	0.77/C	**0.93/E***
36. Harbor/Sunflower Ave.	0.75/C	**0.91/E***	YES	0.74/C	**0.92/E***	YES	0.74/C	*0.90/D
42. Bristol/Sunflower Ave.	**0.97/E***	**0.98/E***	YES	**0.93/E***	**0.98/E***	No	n/a	n/a
43. Harbor/South Coast Dr.	0.81/D	**1.05/F***	YES	0.86/D	**1.04/F***	YES	0.70/B	0.87/D
45. Fairview Road/South Coast Drive	0.80/C	**1.10/F***	YES	0.74/C	**1.11/F***	YES	0.74/C	0.82/D
51. Fairview Rd./I-405 northbound ramps	**0.93/E***	0.88/D	YES	0.82/D	0.87/D	No	n/a	n/a
52. Fairview Rd./I-405 southbound ramps	**1.16/F***	**1.11/F***	YES	0.83/D	**1.10/F***	YES	0.65/B	0.82/D
62. Bristol St./Baker Street	0.74/C	**0.95/E***	YES	0.74/C	**0.95/E***	YES	0.70/B	0.92/E*
City of Santa Ana								
34. Fairview/MacArthur	0.88/D	**1.17/F***	YES	0.87/D	**1.18/F***	YES	0.89/D	**1.10/F***
114. Harbor/Segerstrom Ave.	0.74/C	**0.99/E***	YES	0.74/C	**0.99/E***	YES	0.74/C	**0.93/E***

* Exceeds Level of Service D.
Source: Segerstrom Home Ranch Traffic Analysis, prepared by Austin-Foust Associates, Inc., November 2000.

Air Quality

Implementation of this alternative would have greater construction-related and similar long-term operational emissions than the proposed project; more construction activities are associated with alternative. Although mitigation is available to reduce these significant impacts, they would remain significant and unavoidable for both this alternative and the proposed project.

Noise

A noise study was conducted by Mestre Greve Associates to compare potential noise effects associated with the proposed project with and without this circulation alternative. The study is included in Appendix F of this Program EIR. No noise level increases greater than 3 dB would occur with the implementation of the IKEA development. With buildout of the Home Ranch project, noise level increases would be less than 3 dB, except for increases of 3.2 and 4.1 dB along South Coast Drive between Harbor Boulevard and Fairview Road. It should be noted that this segment of South Coast Drive is within the boundaries of the Home Ranch site; no noise sensitive land uses are proposed.

Project-related noise increases near residences along South Coast Drive east of Fairview Road would increase by 0.6 dB, and along Fairview Road from Sunflower Avenue to South of Adams Avenue would increase from approximately 0.2 to 0.4 dB. These increases are not significant.

Several roadway segments would experience noise level increases greater than 3 dB in the future due to cumulative growth in the project area and development of the Home Ranch site. Several of these segments are contiguous to residences. These segments include MacArthur Boulevard between Greenville and Raitt, Sunflower Avenue between Raitt and Bear Street and east of Bristol Street, South Coast Drive east of Fairview Road, Baker Street from east of Harbor Boulevard to east of Fairview Road and east of Bristol Street. Although noise levels would increase in the future, the Home Ranch project would not generate significant noise level increases on area roadways with adjacent noise sensitive land uses. Therefore, the project would not generate traffic noise levels increases that are considered significant.

In the future, significant noise levels would be experienced along many roadways without or with the project. However, few of these roadway segments with adjacent noise sensitive land uses would experience significant noise increases over existing conditions, and no significant impacts would occur because of the project.

Cultural and Paleontological Resources

Implementation of this alternative would not be expected to result in any new significant impacts to cultural resources. As with the proposed project, it is expected that all potential impacts could be mitigated to a level that is considered less than significant.

Public Services and Utilities

Construction of the Susan Street offramp in conjunction with the proposed project is not expected to result in any substantial increases in demands for public services or utilities.

5.9.3 CONCLUSIONS

The Roadway Circulation Alternative is not considered an alternative to the proposed Home Ranch project; it addresses a modification to the project site's circulation system. If approved, the Susan Street offramp would be constructed concurrent with or subsequent to the I-405/SR-73 freeway improvements adjacent to the Home Ranch site. As noted, the Susan Street offramp would be subject to separate environmental review in accordance with CEQA and NEPA, but would not be expected to result in any new significant, unavoidable impacts beyond those identified for the Home Ranch project.

APPENDIX D
PART 77
FEDERAL AVIATION REGULATIONS

PART 77 OF THE FEDERAL AVIATION REGULATIONS

Airport Considerations

Both the Federal Aviation Administration (FAA) and the Airport Land Use Commission for Orange County have concern for the safety of air navigation in the airport area. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights which may affect the safety of aircraft operation. Part 77 defines "obstruction to air navigation" and provides for studies and hearings to determine whether such an obstruction may be a hazard. The authority of the FAA in these matters extends only as far as issuing a notice of hazard to air navigation; the FAA does not have jurisdiction to prohibit construction. The issuance of a hazard notice, however, may adversely affect the ability of a developer to obtain financing and insurance.

Following are summaries of the standards for determining obstructions as they apply to John Wayne Airport. Section and Paragraph numbers and letters refer to FAR Part 77.

Section 77.13 Construction or Alteration Requiring Notice.

(a) A sponsor who proposes any of the following construction or alteration shall notify the FAA.

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport (John Wayne Airport) with at least one runway more than 3,200 feet in actual length, excluding heliports.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard.

Section 77.23 Standards for Determining Obstructions.

(a) Any object exceeding the following heights:

(1) 500 feet above ground level at the site.

(2) 200 feet above ground level or established airport elevation (John Wayne Airport = 53.68'), whichever is greater, within 3 nautical miles of established reference point of airport. Height increases 100 feet for each additional nautical mile of distance from airport, up to a maximum of 500 feet.

Section 77.25 Civil Airport Imaginary Surfaces (Figure 1).

(a) Horizontal surface -- horizontal plane 150 feet above established airport elevation, perimeter defined by 10,000 foot radius from center of each end of runway with the two arcs connected by a tangent.

(b) Conical surface -- surface extending outward and upward from edge of horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

(c) Primary surface -- surface at runway elevation extending (in the case of John Wayne Airport) 500 feet on either side of runway centerline and 200 feet beyond end of paved runway surface.

(d) Approach surface -- surface extending outward and upward from end of primary surface for a horizontal distance of 50,000 feet (in the case of John Wayne Airport), with width expanding from width or primary surface to 16,000 feet (in the case of John Wayne Airport). (Costa Mesa is not directly affected by the approach surface.)

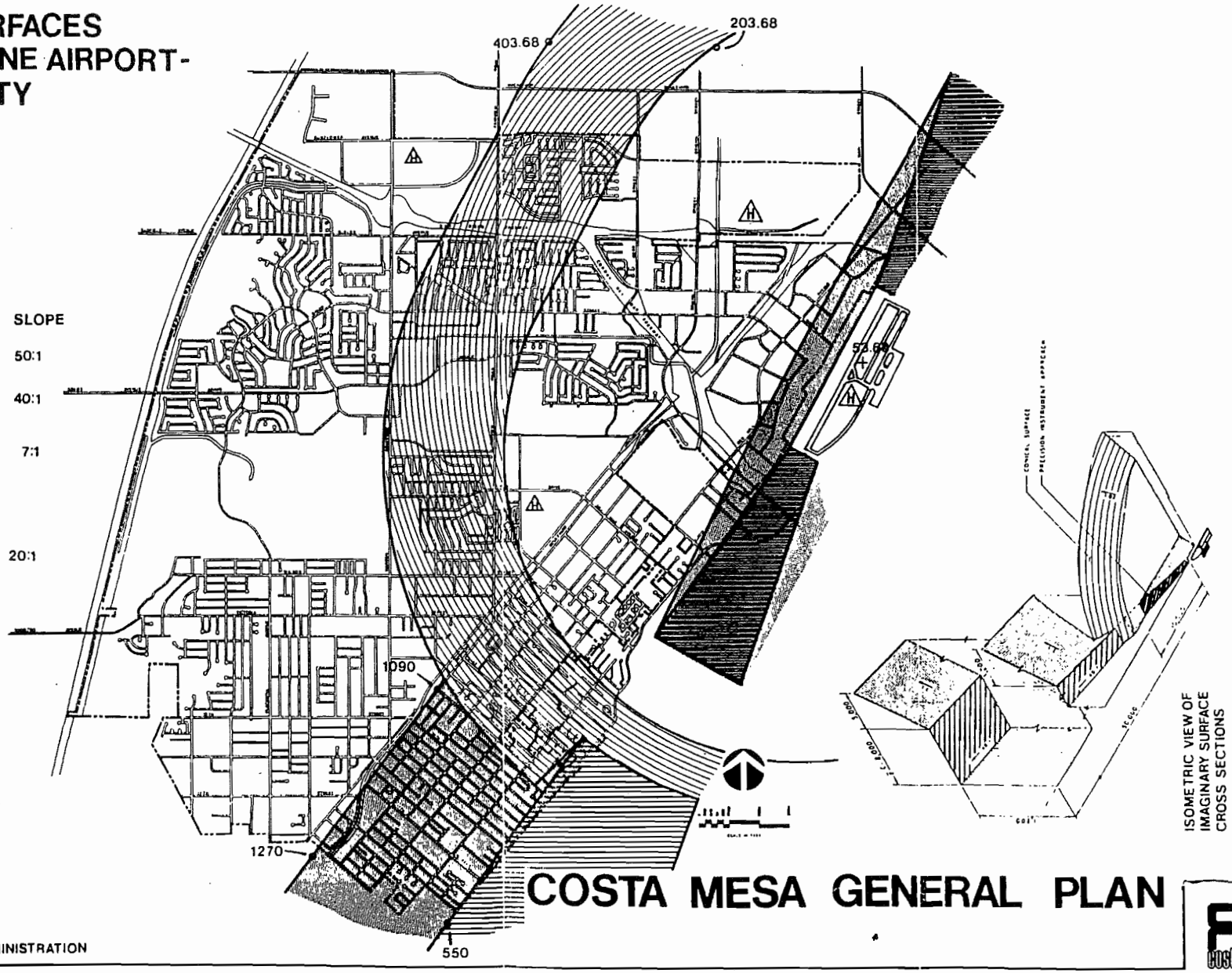
(e) Transitional surface -- surface extending outward and upward from edge or primary surface at a slope of 7 to 1 until intersecting with horizontal surface. The surface also extends outward and upward from edge of approach surface at a slope of 7 to 1, where approach surface projects through and beyond conical surface, for a width of 5,000 feet horizontally from edge of approach surface.

Section 77.29 Airport Imaginary Surfaces for Heliports (Figure 2).

(a) Primary surface -- surface coinciding with size, shape, location, and elevation of take-off and landing area.

(b) Approach surface -- begins at edge of primary surface with same width as primary surface and extends outward and upward at a slope of 8 to 1 for a horizontal distance of 4,000 feet to a width of 500 feet.

IMAGINARY SURFACES FOR JOHN WAYNE AIRPORT-ORANGE COUNTY



LEGEND

	SLOPE
APPROACH SURFACES	50:1
	40:1
TRANSITIONAL SURFACE	7:1
HORIZONTAL SURFACE	
CONICAL SURFACE	20:1
HELIPORTS	
SAMPLE ALTITUDES	550
AIRPORT GROUND ELEVATION REFERENCE POINT	53.68

ALL REFERECE MARKS ARE RELATIVE TO SEA LEVEL Sea level: 0.00

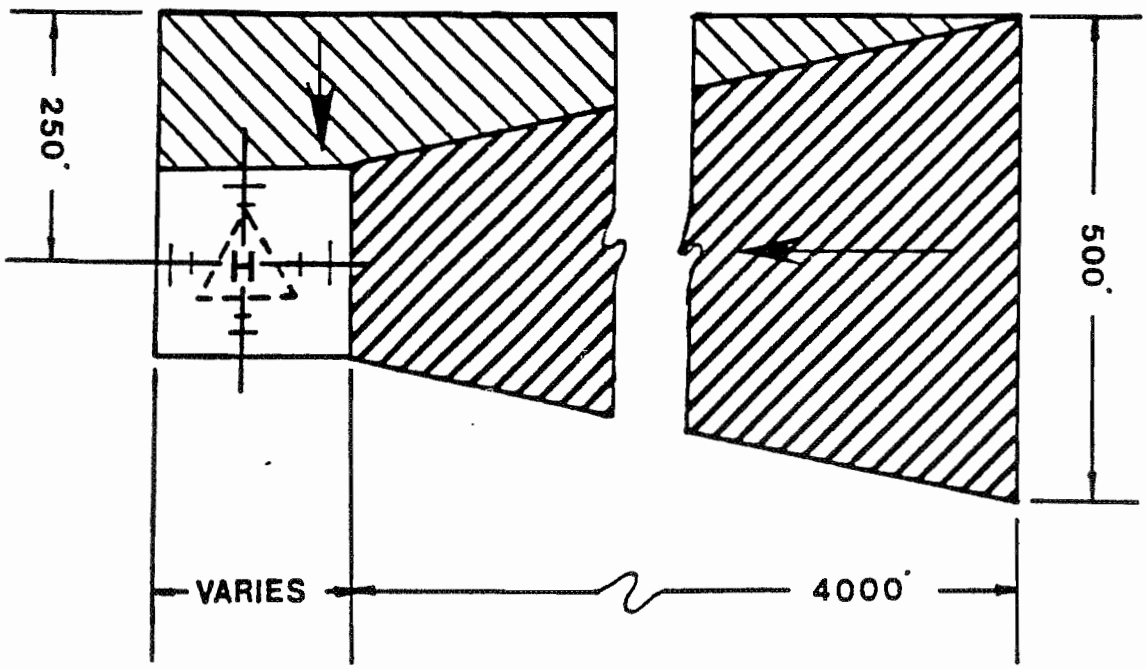
FIGURE 1

SOURCES: FEDERAL AVIATION ADMINISTRATION

COSTA MESA GENERAL PLAN

costa mesa

IMAGINARY SURFACES FOR HELIPORTS



APPROACH SURFACE, LENGTH: 4000', SLOPE: 8:1 OR 12.5%

TRANSITIONAL SURFACE, WIDTH: 250', SLOPE: 2:1 OR 50%

NOTE: NUMBER AND DIRECTION OF APPROACH PATHS ARE DETERMINED AFTER REVIEW OF HELIPORT LICENSE APPLICATION.

FIGURE 2

costamesa

(c) Transitional surface -- surface extending outward and upward from lateral edge of primary surface and approach surfaces at a slope of 2 to 1 for a horizontal distance of 250 feet from centerline of primary and approach surfaces.

The California Public Utilities Code provides for creation of countywide commissions to work towards achieving compatible land uses in the vicinity of airports. Power and duties include study of conditions, conduct of public hearings and making of recommendations regarding building height and other land use restrictions to assure the safety of air navigation and to assure compatibility of surrounding land uses with airport operations. Commissions are also required to formulate comprehensive land use plans which may include acceptable uses, height restrictions, and other building standards, such as noise insulation.

The Airport Land Use Commission for Orange County (ALUC) has established a planning area surrounding John Wayne Airport coincident with the boundaries of the imaginary surfaces. The Airport Environs Land Use Plan (AELUP) sets forth standards for acceptable land uses and provides for review of development plans for properties within its planning area.

The standard of the Federal Aviation Administration most likely to be of concern in Costa Mesa is the horizontal surface for John Wayne Airport. This surface is 203.68 feet above mean sea level and extends nearly two miles from the airport.

In reviewing the Town Center Master Plan (the area east of Bristol Street and north of the I-405), the City concluded that it could not be responsible for enforcing the regulations or recommendations of other agencies (FAA and ALUC), although impacts on air safety should be weighed in the review of applications for new construction. With this in mind, the master plan was approved subject to the condition that building height be limited to that specified by FAR Part 77 unless evidence is presented that the structure will not pose a hazard to air navigation nor interfere with instrument guidance systems. Evidence may be in the form of an FAA determination of no hazard or a study by a qualified aviation consultant in private practice that has been certified by the FAA as true and correct.

A number of Town Center structures have received City approval although they encroach beyond the established horizontal surface elevation. In all cases obstruction lighting was required, and in some cases minor adjustments to seldom-used flight patterns were necessitated, but the safety of aircraft operation in the airport vicinity was not compromised.

The horizontal surface established by the FAA will place restrictions on future development proposals similar in scale to the Town Center buildings. These developments will also be required to provide mitigation for potential hazards to air safety.

The Airport Environs Land Use Plan, adopted by the Airport Land Use Commission, specifies acceptable uses proximate to the airport. These are defined as those uses which will not subject people to adverse noise impacts, will not concentrate people in areas with high potential for aircraft accidents, and will not adversely affect navigable airspace or aircraft operations. Due to

the small number of off-airport accidents in the history of John Wayne Airport, the ALUC found it unnecessary to designate an accident potential zone. The AELUP declares any use to be unacceptable to the ALUC if the use requires review by the FAA (under FAR Part 77) and is found to be unacceptable by the FAA.