

**DRAFT**  
**Initial Study and Mitigated Negative**  
**Declaration**

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**Audi Fletcher Jones Automotive Center Project**

June 2019

**Lead Agency:**



City of Costa Mesa  
77 Fair Drive  
Costa Mesa, California, 92626

**Prepared by:**



1801 E. Park Court Place, Building B-103  
Santa Ana, California 92701

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**DRAFT MITIGATED NEGATIVE DECLARATION  
AUDI FLETCHER JONES AUTOMOTIVE CENTER PROJECT**

**Lead Agency:** City of Costa Mesa  
77 Fair Drive  
Costa Mesa, California 92626

**Project Proponent:** Fletcher Jones Management Group  
3300 Jamboree Road  
Newport Beach, California 92660

**Project Location:** 1275 Bristol Street  
Costa Mesa, California 92626

**Project Description:**

The Audi Fletcher Jones Automotive Center Project (Proposed Project) proposes the construction of a 50,971 square foot (SF) automotive center, including a ground-up two-story (33,807 SF first floor and 17,164 SF second floor) sales and service center for Audi. The project site would be located on 4.896 acres at 1275 Bristol Street in the City of Costa Mesa, currently occupied by a retail building (former Ganahl Lumber facility) within a General Business (C2) zone (See Table 1).

**Project Site Characteristics**

Site Area	
Acreage	4.896 Acres
Square Footage	213,251SF
Max Floor Area Ratio (FAR)	0.3 (63,976 SF)
Level 1	
Gross Area	33,807 SF
FAR	0.15
Level 2	
Gross Area	17,164 SF
FAR	0.08
<b>Net Floor Area</b>	50,971 SF
<b>Total FAR</b>	0.23

The Proposed Project consists of the demolition of an existing retail use/building and replacing it with a two-story auto dealership that would include an auto display area, service garage with parking bays, and parking. The proposed two-story building would consist of a sales/office and service operation area with a parked roof above the service operation. The sales/office spaces would consist of the following departments: sales, finance and insurance, delivery, showroom, service write-up, and administrative offices. The Proposed Project would include service spaces including 35 service bays, two alignment bays, a car wash area, employee facilities (lockers and breakroom), a parts department, and 339 spaces for customer/employee/parking/vehicle display/vehicle inventory spaces.

The Proposed Project would employ sustainable landscape design practices to minimize water use. The Proposed Project would incorporate the following sustainable landscape design measures:

1. Drought tolerant shrubs and shade trees within the perimeter and parking lot areas.
2. Groundcover consisting of rock cobble would be placed in landscaped areas to reduce water use;
3. A drip irrigation system incorporating a weather-based controller would be installed for all landscaped areas; and
4. Planters incorporating permeable rock and overflow discharge mechanisms to capture runoff from the site.

**Public Review Period:** June 25, 2019 to July 15, 2019

**Mitigation Measures Incorporated into the Project to Avoid Significant Effects:**

**Biological Resources**

**BIO-1:** If construction activities occur within the bird breeding season (February 1<sup>st</sup> – August 31<sup>st</sup>), then the Project Proponent shall retain a qualified biologist to conduct a pre-construction nesting bird survey no more than 30 days prior to the start of construction. The nest survey shall include the Project site and areas immediately adjacent to the site that could potentially be affected by Project activities such as noise, human activity, dust, etc. If active bird nests are found on or immediately adjacent to the Project site, then the qualified biologist will establish an appropriate buffer zone around the active nests, typically a 250-foot radius for songbirds and a 500-foot radius for raptors. Project activities shall be avoided within the buffer zone until the nest is deemed no longer active by the biologist. Weekly nesting surveys and biological monitoring may be necessary if nesting birds are found on the Project site.

**BIO-2:** Fencing, guarding, or framing shall be placed within a 5-foot minimum distance of the tree trunk of protected trees within and adjacent to the limits of disturbance such that no work occurs within the protected area.

If this is unfeasible because work cannot be avoided within the protected zone, a permit or exemption shall be obtained from the City's Department of Building and Safety. Trees removed under a permit will be replaced at a ratio up to 3:1. The Project Proponent shall comply with the Street Tree Master Plan and all City codes applicable to the proposed landscaping of the Proposed Project.

**Cultural Resources**

**CUL-1: Archaeological Monitoring and Accidental Discovery.** Prior to issuance of grading permits, and in adherence to the recommendations of the cultural resources records search, the Applicant shall retain a qualified archaeological monitor and, if interested pending conclusion of the tribal cultural resources consultation, a Native American monitor. Monitoring by a qualified archaeologist should be conducted under the supervision of an

Orange County Certified archaeologist and, if interested, by a Native American monitor from one of the Gabrieleno groups recognized by the Native American Heritage Commission (NAHC). The monitor shall be present on the Project site during ground-disturbing activities to monitor rough and finish grading, excavation, and other ground-disturbing activities in the native soils. Because no cultural resources were identified on the Project site, archaeological monitors are not required to be present on a full-time basis but shall spot check ground-disturbing activities to ensure that no cultural resources are impacted during construction activities. The precise timing of monitoring activities shall be consistent with the provisions established in the Monitoring Plan.

The Monitoring Plan shall be prepared by a qualified archaeologist and shall be reviewed by the City Development Services Director, or designee. The Monitoring Plan should include at a minimum: (1) a list of personnel involved in the monitoring activities; (2) a description of how the monitoring shall occur; (3) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (4) a description of what resources may be encountered; (5) a description of circumstances that would result in the halting of work at the project site (e.g., what is considered a "significant" archaeological site); (6) a description of procedures for halting work on site and notification procedures; and (7) a description of monitoring reporting procedures. If any significant historical resources, archaeological resources, tribal cultural resources or human remains are found during monitoring, work shall be stopped within the immediate vicinity (precise area to be determined by the archaeologist in the field) of the resource until such time as the resource can be evaluated by an archaeologist. If the deposits are culturally significant, adverse effects on the deposits must be avoided, or such effects must be mitigated. Mitigation can include, but is not necessarily limited to: leaving the deposits in place, excavation of the deposit in accordance with a data recovery plan (see California Code of Regulations Title 4(3) Section 5126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; an interpretive display of recovered archaeological materials at a local school, museum, or library.

Upon completion of all monitoring/mitigation activities, the consulting archaeologist shall submit a monitoring report to the City Development Services Director, or designee, and to the South-Central Coastal Information Center summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met.

**CUL-2:** If human remains of any kind are found during construction, the requirements of California Environmental Quality Act Guidelines Section 15064.5(e) and Assembly Bill 2641 shall be followed. According to these requirements, all construction activities must cease immediately, and the Orange County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he

or she will notify the NAHC. The NAHC will then identify the most likely descendant (MLD) to be consulted regarding treatment and/or reburial of the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the Native American human remains and associated grave goods shall be buried with appropriate dignity on the property in a location not subject to further subsurface disturbance.

**Geology and Soils**

**GEO-1:** If project excavation extends below 10 feet, the Project Proponent shall retain a qualified paleontologist to determine if the older Quaternary deposits are being disturbed. If so, the paleontologist shall establish a monitoring program to recover any significant fossils that may be encountered.

**Hazards and Hazardous Materials**

**HAZ-1:** Prior to construction the Project Proponent shall conduct a limited Phase II subsurface investigation (inclusive of Ground Penetrating Radar or similar geophysical survey) to determine if the subject property has been adversely impacted by long-term use as a lumber facility, including the use of at least one underground storage tank.

**HAZ-2:** Prior to the disturbance of any suspect asbestos-containing material (ACM) in this facility, a comprehensive asbestos survey, designed to determine if the suspect ACM is a regulated material shall be conducted. If such materials are identified and need to be disturbed, repaired or removed, a licensed abatement contractor shall be consulted. Suspect ACM can also be managed under the auspices of an Operations & Management Plan.

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- Appendix E – Traffic Impact Analysis
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**ACRONYMS AND ABBREVIATIONS**

AB	Assembly Bill
ACM	Asbestos Containing Material
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
CMSD	Costa Mesa Sanitation District
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide Equivalent
CO Plan	Federal Attainment Plan for Carbon Monoxide
CREC	Controlled Recognized Environmental Conditions
CUP	Conditional Use Permit
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
GHGs	Greenhouse Gases
HCM	Highway Capacity Manual
HREC	Historical Recognized Environmental Conditions
HVAC	Heating, Venting, and Air Conditioning
HWTS	Hazardous Waste Tracking System

**ACRONYMS AND ABBREVIATIONS**

ICU	Intersection Capacity Utilization
IS	Initial Study
Kwh	Kilowatt Hour
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MWD	Mesa Water District
NAHC	Native American Heritage Commission
NCCP/HCP	Natural Community Conservation Plan/ Habitat Conservation Plan
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
N <sub>2</sub> O	Nitrous Oxide
NO <sub>x</sub>	Nitrogen Oxides
NRCS	Natural Resources Conservation Service
O <sub>3</sub>	Ozone
OCWD	Orange County Water District
OEHHA	Office of Environmental Health Hazard Assessment
PM <sub>10</sub> and PM <sub>2.5</sub>	Particulate Matter
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Archaeological Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF	Square Feet
SIP	State Implementation Plan
SoCAB	South Coast Air Basin
SO <sub>2</sub>	Sulfur Dioxide
SR	State Route
SRA	Sensitive Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
TCR	Tribal Cultural Resource
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan

## SECTION 1.0 BACKGROUND

### 1.1 Summary

<b>Project Title:</b>	Audi Fletcher Jones Automotive Center Project (Project)
<b>Lead Agency Name and Address:</b>	City of Costa Mesa 77 Fair Drive Costa Mesa, CA 92626
<b>Contact Person and Phone Number:</b>	Mel Lee, AICP Senior Planner (714) 754-5611
<b>Project Location:</b>	The project site is located at 1275 Bristol Street in the City of Costa Mesa on the south side of the juncture of State Route 55 (SR-55) and State Route 73 (SR-73) (Figures 1 and 2).
<b>General Plan Designation:</b>	General Commercial
<b>Zoning:</b>	C-2 General Business District

### 1.2 Introduction

The City of Costa Mesa is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Audi Fletcher Jones Automotive Center Project. This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 *et seq.*). CEQA requires that all State and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

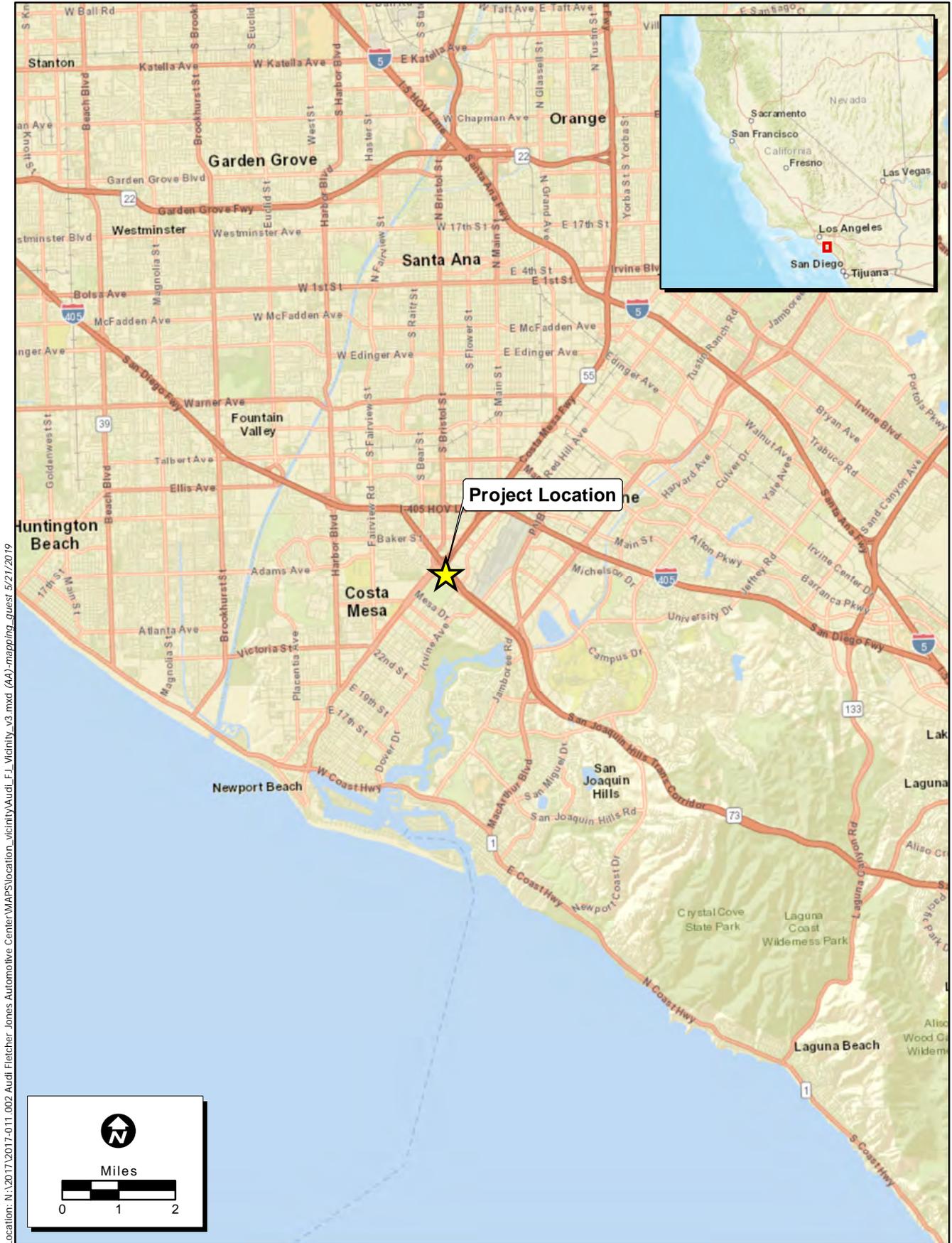
### 1.3 Surrounding Land Uses/Environmental Setting

The Project site is located at 1275 Bristol Street in the City of Costa Mesa on the south side of the juncture of SR-55 and SR-73 (Figures 1 and 2). The Project site totals 4.896 acres and is currently occupied by a retail building (former Ganahl Lumber facility). The Santa Ana Delhi Channel runs underground beneath the northwest boundary of the Project site. The Project site is zoned C2 (General Business District). The Project site is located on Bristol Street, a Major Arterial per the City's Master Plan of Streets and Highways, tying in major cultural, commercial office, and shopping districts throughout the community. Surrounding

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land uses include: the SR-73 and SR-55 interchange to the north; SR-73 to the east; commercial (storage facility, restaurant) and multi-family residential land uses to the south; and commercial (offices) along Bristol Street to the west. Single-family residential, and recreation (Santa Ana Country Club) land uses are located further to the west.

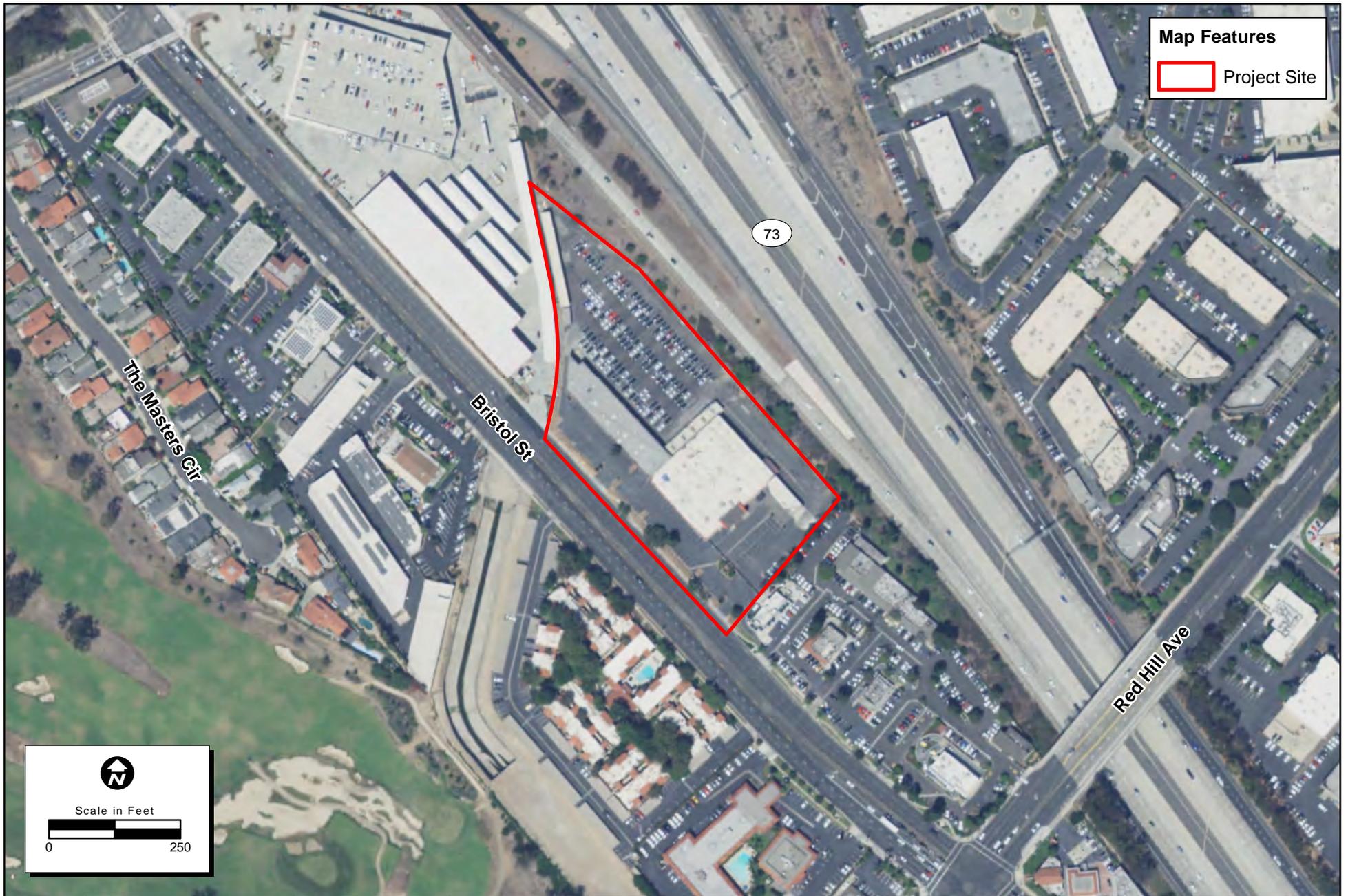


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Map Date: 5/21/2019

**Figure 1. Project Vicinity**

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Map Date: 5/6/2019  
 Photo Source: 2018 NAIP

Location: N:\2017\2017-011.002 Audi Fletcher Jones Automotive Center\MAPS\location\_vicinity\Audi\_FL\_Location.mxd (AA, 5/6/2019) - mapping\_guest

**Figure 2. Project Location**

*2017-011.002 Audi Fletcher Jones Automotive Center Project*

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## SECTION 2.0 PROJECT DESCRIPTION

### 2.1 Project Background

Fletcher Jones Motorcars, Inc. dba/Audi Fletcher Jones (Project Proponent) acquired an existing automobile dealership in Newport Beach for relocation in Costa Mesa. As such, the Project Proponent leased property at 1275 Bristol Street, the previous site of the Ganahl Lumber facility in Costa Mesa, with the intent to build and operate a new "Audi" automobile dealership replacing their interim dealership located at 375 Bristol Street. The Project site has been in continuous use as a lumber yard and/or home center with multiple tenants since 1974. Onsite operations have consisted of lumber supply storage, milling, sawing, cutting and retail sales, office activities, and vehicle fueling. Ganahl Lumber occupied the site from 2000 to 2016, before relocating to an adjacent property at 1100 Bristol Street.

The intent of this Project Proponent's lease is to construct a permanent new vehicle dealership with automobile sales, service, display, and storage on the site of the previous Ganahl Lumber facility. The previous lumber facility consisted of 55,540 SF of building/shed area consisting of a 35,650 SF building materials retail store and a 1,637 SF will call storage shed, a 15,905 SF storage shed, and a 2,348 SF mill shed.

### 2.2 Project Characteristics

The Proposed Project proposes the construction of a 50,971 square foot (SF) automotive center, including a ground-up two-story (33,807 SF first floor and 17,164 SF second floor) sales and service center for Audi. The project site would be located on 4.896 acres at 1275 Bristol Street in the City of Costa Mesa, currently occupied by a retail building (former Ganahl Lumber facility) within a zone of C2 General Business District (See Table 1).

**Table 1. Project Site Characteristics**

Site Area	
Acreage	4.896 Acres
Square Footage	213,251 SF
Max Floor Area Ratio (FAR)	0.3 (63,976 SF)
Level 1	
Gross Area	33,807 SF
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The Proposed Project consists of the demolition of an existing retail use/building and replacing it with a two-story auto dealership that would include an auto display area, service garage with parking bays, and parking. The proposed two-story building would consist of a sales/office and service operation area with a parked roof above the service operation. The sales/office spaces would consist of the following

departments: sales, finance and insurance, delivery, showroom, service write-up, and administrative offices. The Proposed Project would include service spaces including 35 service bays, two alignment bays, a car wash area, employee facilities (lockers and breakroom), a parts department, and 339 parking spaces.

The Proposed Project would employ sustainable landscape design practices to minimize water use. The Proposed Project would incorporate the following sustainable landscape design measures:

- Drought tolerant shrubs and shade trees within the perimeter and parking lot areas;
- Groundcover consisting of rock cobble would be placed in landscaped areas to reduce water use;
- A drip irrigation system incorporating a weather-based controller would be installed for all landscaped areas; and
- Planters incorporating permeable rock and overflow discharge mechanisms to capture runoff from the site.

### **2.3 Project Location**

The Project site is located at 1275 South Bristol Street in the City of Costa Mesa on the south side of the juncture of SR-55 and SR-73 (Figures 1 and 2). The property totals 4.896 acres and is currently occupied by a retail building (former Ganahl Lumber facility). The Santa Ana Delhi Channel runs underground beneath the northwest boundary of the Project site. The Project site is zoned C-2 (General Business District). The Project site is located on Bristol Street, a major arterial tying in major cultural, commercial office, and shopping districts throughout the community.

### **2.4 Project Timing**

The Proposed Project proposes a 14-month construction timeframe starting in Fall 2019 through 2020. Project construction activities would be limited to the hours and days listed in the City of Costa Mesa Municipal Code (Section 13-279) - 7:00 AM to 7:00 PM Monday through Friday; 9:00 AM to 6:00 PM on Saturday; excluding Sundays and federal holidays.

### **2.5 Regulatory Requirements, Permits, and Approvals**

The City of Costa Mesa is the primary approval authority and the California Environmental Quality Act (CEQA) lead agency for the Proposed Project. Permits required for the Proposed Project include, but are not limited to, the following:

#### **2.5.1 Required Discretionary Approvals by the City of Costa Mesa**

- Conditional Use Permit (CUP) for Automobile Dealership.
- Variance for building height from 30 feet to 39 feet and 44 feet for rooftop heating, ventilation, and air conditioning screen in the middle of the building, projecting above the building parapet.
- Variance for front landscaping setback requirement (20 feet required, 10 feet proposed).

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The City of Costa Mesa sets development standards that outline building height and setback requirements for new development. As described above, the Proposed Project would require approvals for a CUP, building height, and front setback variances (Figure 3, 4, 5 and 6; Appendix F). Table 2 below lists the current development standards for the Project site, and those proposed for construction of the Proposed Project.

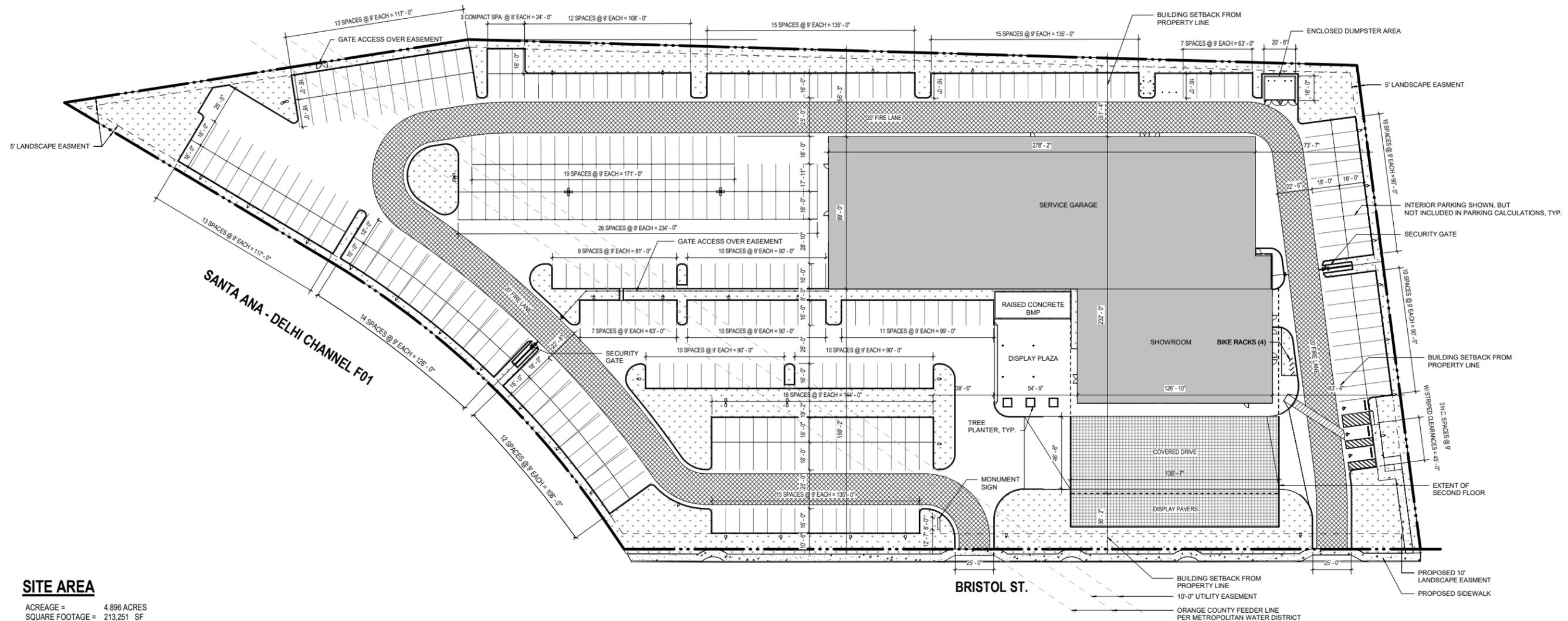
**Table 2. Development Standard Comparison**

<b>Development Standard</b>	<b>Required/Allowed</b>	<b>Proposed/Provided</b>
<b>Lot Size</b>		
Lot Width	120 FT	520 FT
Lot Area	12,000 SF	213,269 SF (4.896 AC)
<b>Floor Area Ratio</b>		
Moderate Traffic FAR	.30 (63,980 SF)	.24 (50,971 SF)
<b>Building Height</b>		
	2 Stories/30 ft	2 Stories 39 FT to roof parapet (1) 44 FT to roof equipment Screen (1)
<b>Interior Landscaping</b>		
	8,575 SF	---
<b>Setbacks (Buildings)</b>		
Front (Bristol St.)	20 FT	36 FT, 2 IN
Side (left/right)	15 FT/0 FT	200 FT +/- 73 FT, 7 IN
Rear	0 FT	51 FT, 4 IN
<b>Setbacks (Landscaping)</b>		
Front (Bristol Street)	20 FT	10 FT (1)
<b>Parking (50, 971 SF @ 4 Spaces/1,000 SF= 204 Spaces)</b>		
Customer	---	51 Spaces
Display	---	31 Spaces
Inventory/Employee	---	188 Spaces
Parked on Roof	---	73 Spaces
<b>Total</b>	<b>204</b>	<b>343 Spaces</b>

(1) Indicates Variance Requirement

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# CALIFORNIA STATE ROUTE 73 ACCESS RAMP



### SITE AREA

ACREAGE = 4.896 ACRES  
 SQUARE FOOTAGE = 213,251 SF  
 MAX FAR = 0.3 (63,976 SF)

**LEVEL 1**  
 GROSS AREA 33,807 SF  
 FAR 0.15

**LEVEL 2**  
 GROSS AREA 17,164 SF  
 FAR 0.08

**TOTAL GROSS SF 50,971 SF**  
**TOTAL FAR 0.23**

### PARKING CALCULATIONS

**PARKING REQUIRED**  
 (PER COSTA MESA ZONING CODE, ARTICLE 2, TABLE 13-89)  
 54,970SF @ 4 SPACES/1,000 SF = **220 SPACES**

CUSTOMER	51 SPACES
DISPLAY	31 SPACES
INVENTORY / EMPLOYEE	188 SPACES
PARKED ON ROOF	73
<b>PARKING PROVIDED =</b>	<b>343 SPACES</b>

### ZONING CLASSIFICATION

C2 - GENERAL BUSINESS

**NOTE: PLEASE SEE CIVIL SITE PLAN (C2.00 & C2.01) FOR FURTHER SITE DIMENSIONING & DETAIL**

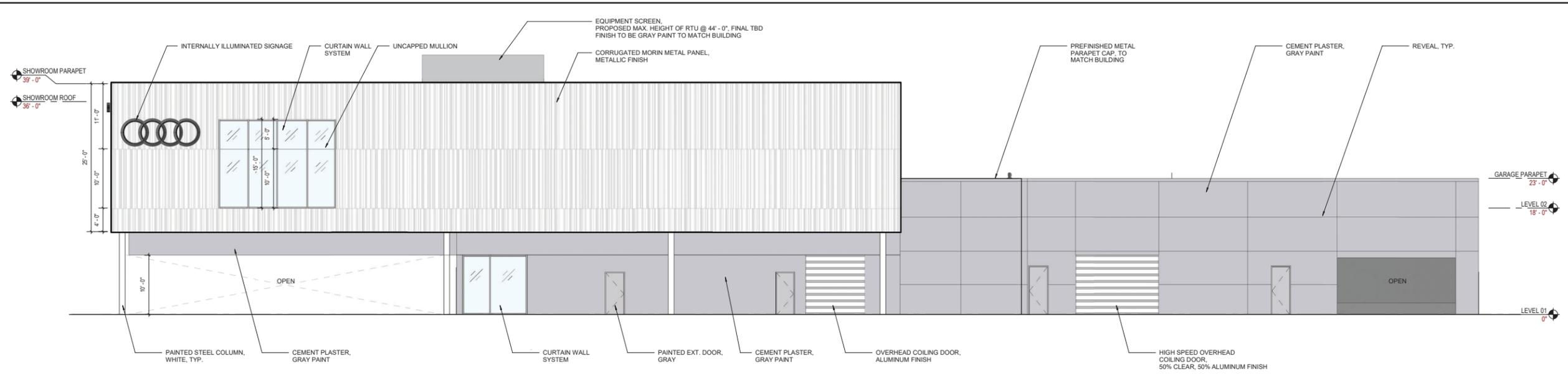
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Map Date: 5/6/2019  
 Source: Calchi Design Group

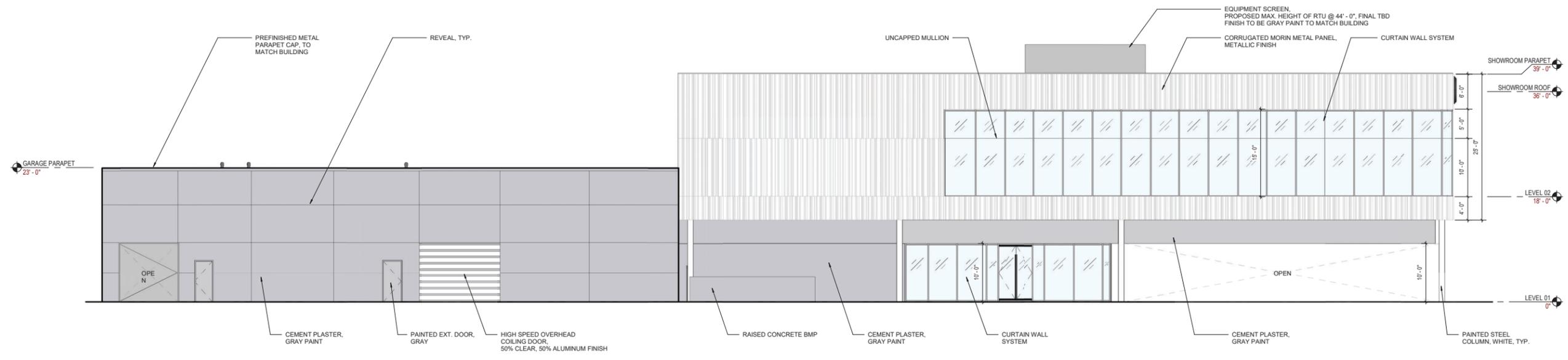
**Figure 3. Project Site Plan**



Location: N:\2017\2017-011.002\_Audi Fletcher Jones Automotive Center\MAPS\Borders\Audi\_FJ\_SE\_NW\_elevations.mxd (44)-mapping\_guest\_5/24/2019



**01 OVERALL ELEVATION - SOUTHEAST**  
SCALE: 1/8" = 1'-0"



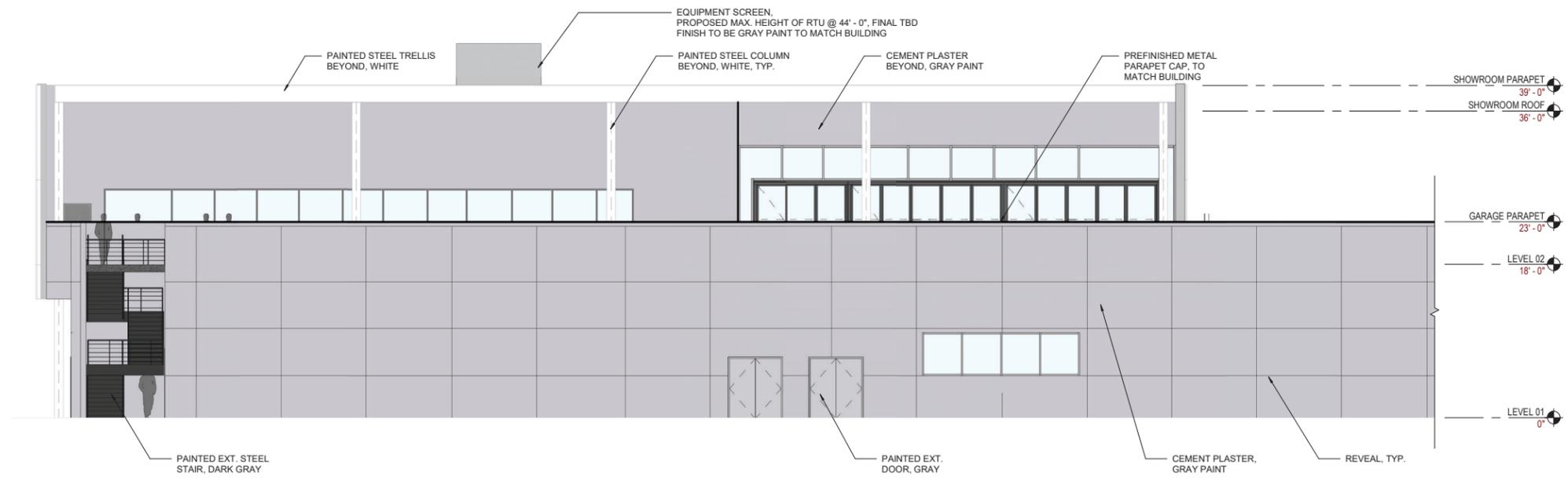
**02 OVERALL ELEVATION - NORTHWEST**  
SCALE: 1/8" = 1'-0"

Map Date: 5/24/2019  
Source: Gensler

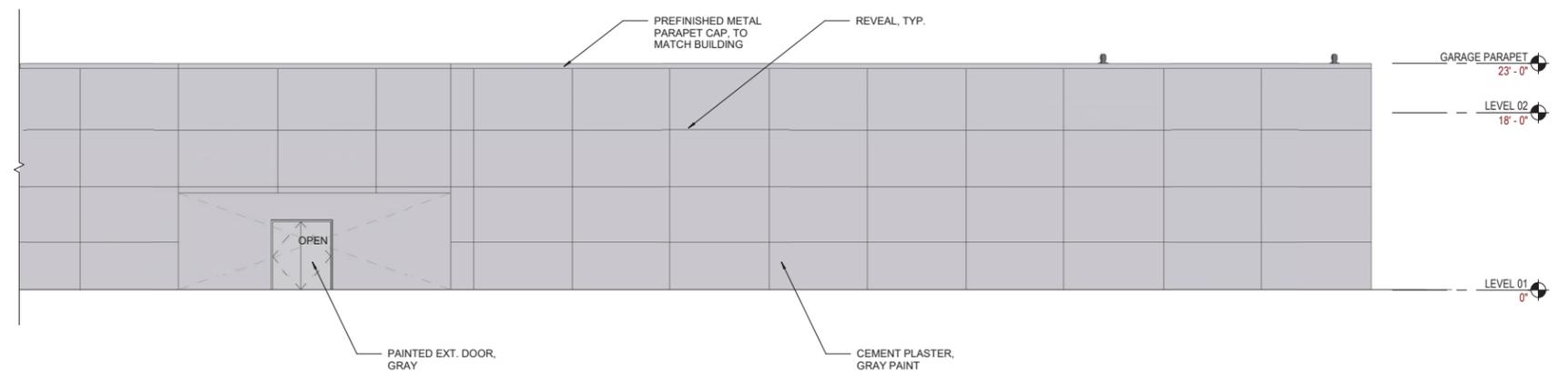
**Figure 4. Southeast and Northwest Elevations**

2017-011.002 Audi Fletcher Jones Automotive Center Project





**01** EXTERIOR ELEVATION - NORTHEAST  
SCALE: 1/8" = 1'-0"

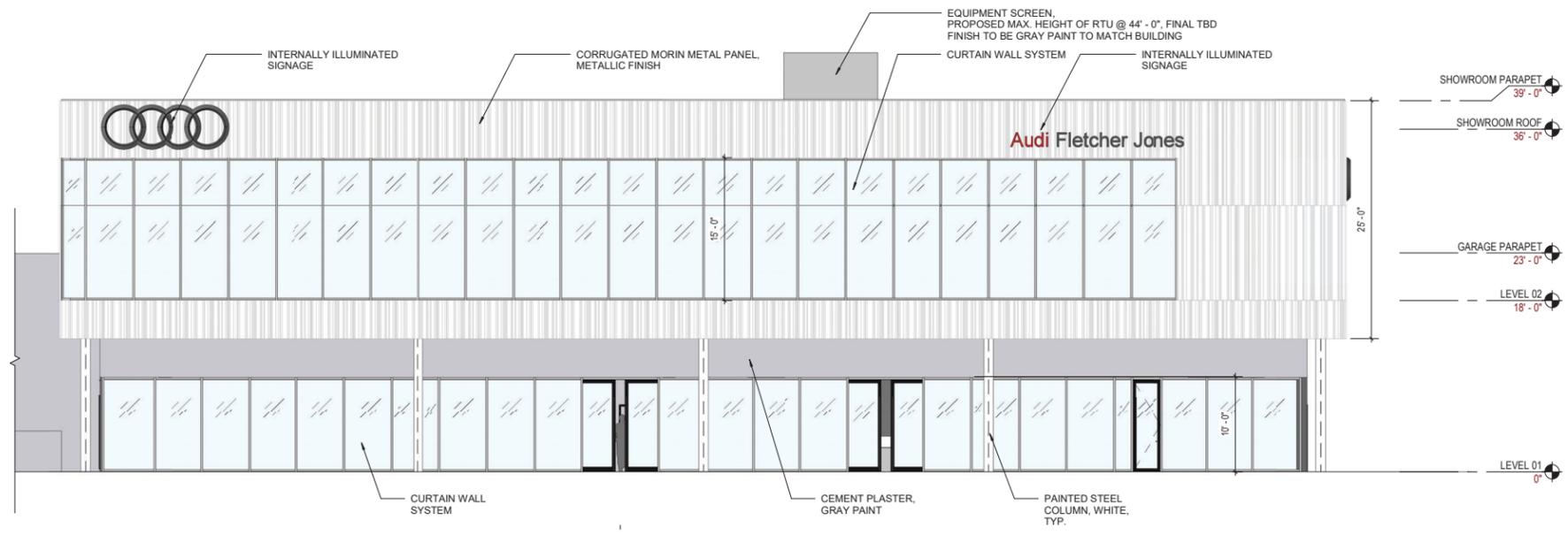


**02** EXTERIOR ELEVATION - NORTHEAST  
SCALE: 1/8" = 1'-0"

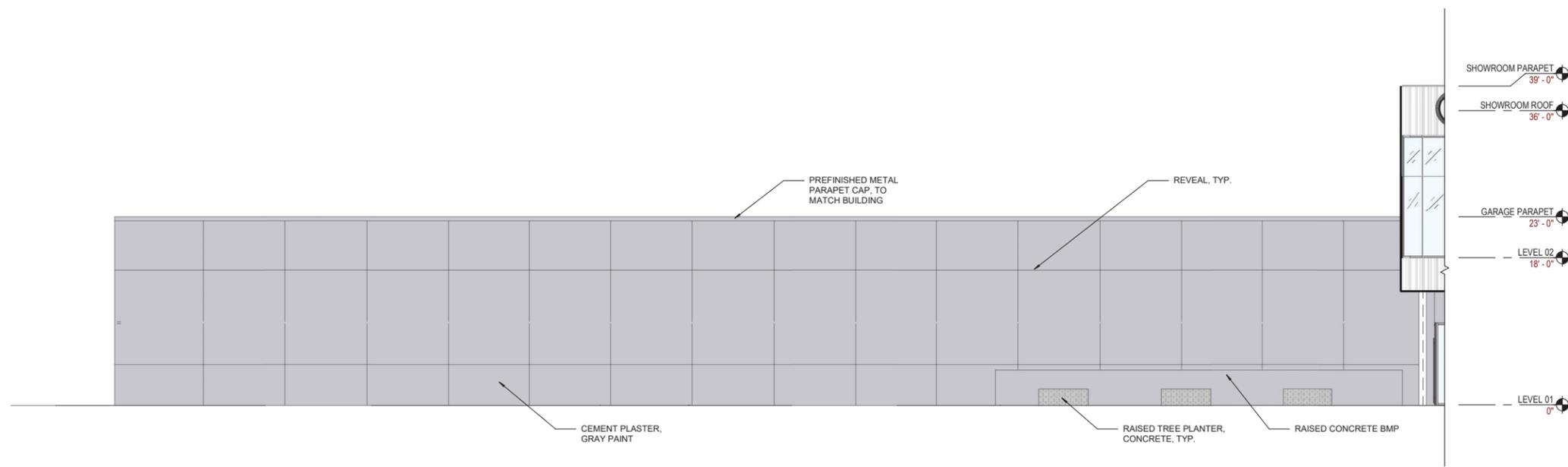
Location: N:\2017\2017-011.002\_Audi Fletcher Jones Automotive Center\MAPS\Borders\Audi\_FJ\_NE\_elevations.mxd (44)-mapping\_quest\_5/24/2019

Map Date: 5/24/2019  
Source: Gensler





**01 EXTERIOR ELEVATION - SOUTHWEST**  
SCALE: 1/8" = 1'-0"



**02 EXTERIOR ELEVATION - SOUTHWEST**  
SCALE: 1/8" = 1'-0"

Location: N:\2017\2017-011.002\_Audi Fletcher Jones Automotive Center\MAPS\Borders\Audi\_FJ\_SW\_elevations.mxd (44)-mapping\_quest 5/24/2019

Map Date: 5/24/2019  
Source: Gensler



## **2.6 Consultation With California Native American Tribe(s)**

The following California Native American tribes traditionally and culturally affiliated with the project area have been notified of the project: Juaneño Band of Mission Indians Acjachemen Nation, Gabrielino-Tongva Tribe, Juaneño Band of Mission Indians, Gabrieleno Tongva Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Soboba Band of Luiseno Indians, and Gabrieleno Band of Mission Indians-Kizh Nation. The Gabrieleno Band of Mission Indians-Kizh Nation have requested consultation pursuant to Public Resources Code section 21080.3.1. A summary of the consultation process, including the significance of impacts to tribal cultural resources, is provided in Section 4.18 of this Initial Study.

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## SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

### 3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the following checklists

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

#### Determination

On the basis of this initial evaluation:

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

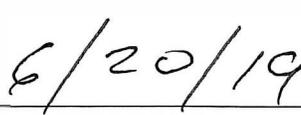
I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the Project Proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

  
\_\_\_\_\_  
Mel Lee, AICP  
Senior Planner

  
\_\_\_\_\_  
Date

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**SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION**

**4.1 Aesthetics**

**4.1.1 Environmental Setting**

**Regional Setting**

The City of Costa Mesa (City) encompasses an approximately 16 square mile mostly urbanized area in central Orange County. The City is bordered by the cities of Santa Ana to the north, Irvine to the east, Newport Beach to the south, and Huntington Beach and Fountain Valley to the west. Views of the San Gabriel (distant) and Santa Ana (nearby) Mountains can be observed to the north and to the south, respectively. A channelized portion of the Santa Ana River runs within the City.

*State Scenic Highways*

The California Scenic Highway Program protects and enhances the scenic beauty of California’s highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view (Caltrans 2019). There are no officially designated state scenic highways within the City of Costa Mesa. Highway 1 is considered an Eligible State Scenic Highway – Not Officially Designated by Caltrans, however it is located outside of the City boundaries.

**Visual Character of the Project Site**

The project site is located within an urbanized setting, with the visual character largely defined by the existing vacant hardware building onsite and surrounding commercial uses and roadways. Located on the south side of the juncture of SR-55 and SR-73, the property is currently occupied by a retail building (former Ganahl Lumber facility). The Santa Ana Delhi Channel runs underground beneath the northwest boundary of the Project site. Surrounding land uses within view of the Project site include: the SR-73 and SR-55 interchange to the north; SR-73 to the east; commercial (storage facility, restaurant) and multi-family residential land uses to the south; and commercial (offices).

**4.1.2 Aesthetics (I) Environmental Checklist and Discussion**

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Scenic vistas in the City of Costa Mesa are limited to large areas of undeveloped land that offer views of scenic resources like Upper Newport Bay, the Santa Ana River, Santa Ana Mountains, or the Pacific Ocean. The Proposed Project would be located within a developed area surrounded primarily by roadways and commercial/residential development. The Proposed Project would replace the former Ganahl Lumber

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facility building on the site. Located directly south of the SR-55 and SR-73 junction, the site does not afford any scenic views and would not obstruct any long-distance views from any public viewing areas. No impacts to scenic vistas would occur.

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is not located adjacent to a state scenic highway (Caltrans 2019). No impacts would occur.

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would be located within an urbanized area surrounded primarily by roadways and commercial/residential development. The Proposed Project would consist of an auto dealership use within a C-2 General Business District. The Proposed Project would apply for a Conditional Use Permit (CUP) and a building height and front setback variance to be consistent with adjacent development. As such, the Proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would create a new source of substantial light during the evening hours. The Project would include light fixtures for parking lots, vehicle display areas, pedestrian pathways, building entries, and landscaping. As with adjacent commercial businesses to the north and south, and SR 73 to the east, these light fixtures would provide increased visibility and security to the Project site. Of concern, however, is the potential for lighting spillover effects along the west property boundary, opposite the Multifamily

Residential complex on the west side of Bristol Street. The project Photometric Study (Appendix F) identifies lighting levels in excess of 0.5 foot-candles along this property boundary. To minimize lighting spillover effects on surrounding properties, the Project will comply with the following Condition of Approval:

**Condition of Approval.** The Lighting Plan shall demonstrate compliance with the following:

1. The intensity and location of lights on buildings shall be limited to minimize nighttime light and glare to residents and shall be subject to the Development Services Director's approval.
2. All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency.
3. Lighting design and layout shall limit light spillage to no more than 0.5 foot-candles at the property line of the surrounding properties, consistent with the level of lighting that is determined necessary for safety and security purposes on site. Light standards shall be located and oriented in such a way as to minimize light spillage onto surrounding properties.
4. The intensity of the parking deck lighting shall be reduced from 9:00 PM until dawn each day to minimize lighting impacts to surrounding properties.

Compliance with this Condition of Approval would reduce impacts from lighting to less than significant levels.

The reflection of sunlight is the primary potential producer of glare from glass and metallic surfaces. The Proposed Project would have the potential to produce glare from glass and metallic materials used on buildings. The southwest façade (Bristol Street frontage) of the proposed automotive center building would feature internally illuminated signage, white painted steel columns, gray painted cement plaster walls, aluminum finish overhead coiling doors, glass, and corrugated morin metal panel siding. The northwest and southeast façades would include white painted steel columns, gray painted cement plaster walls, aluminum finish overhead coiling doors, glass, and corrugated morin metal panel siding. There is a potential for glare from sunlight reflecting off the glass and metal surfaces. However, glare from these surfaces would be partially shielded by perimeter landscaping proposed by the Proposed Project. Additionally, architectural glass with low glare characteristics would be used to minimize glare impacts on surrounding properties. Impacts would be less than significant.

#### **4.1.3 Mitigation Measures**

No mitigation measures are required.

## 4.2 Agriculture and Forestry Resources

### 4.2.1 Environmental Setting

The Project site is located within an existing developed site designated as General Commercial by the City of Costa Mesa General Plan (City of Costa Mesa 2016). The project site is located on Urban and Built-up Land and not located on Prime Farmland nor is it under a Williamson Act Contract (CDC 2018; City of Costa Mesa 2016a). There are no local policies for agricultural resources that apply to the Project site.

### 4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project is not located within any farmland uses (City of Costa Mesa 2016). The California Mapping and Monitoring Program, Important Farmlands Map of Orange County does not list the soils on the Project site as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) (CDC 2018). Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. No impact would occur.

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

The Project site is zoned C-2 (General Business District) and is not located in an agricultural use zone (City of Costa Mesa 2016). According to the City of Costa Mesa General Plan Environmental Impact Report, no Williamson Act contracts are in effect within the planning area of the City of Costa Mesa (City of Costa Mesa 2016). Therefore, the Proposed Project would not result in a conflict with and agricultural use zoning designation or a Williamson Act Contract. No impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is zoned C-2 (General Business District) and is not zoned for forest land, timberland, or timberland production (City of Costa Mesa 2016c). The Project site is currently developed and does not contain forestland or timberland. Surrounding areas are developed with commercial and residential uses. No impact would occur.

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

The Project site is not zoned for forest land, timberland, or timberland production (City of Costa Mesa 2016). The Project site is currently developed and does not contain forestland or timberland. Surrounding areas are developed with commercial and residential uses. No impact would occur.

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site and the surrounding properties are not currently used for agriculture. The Proposed Project would not result in the conversion of forest land to non-forest use. No impact would occur.

**4.2.3 Mitigation Measures**

No mitigation measures are required.

## 4.3 Air Quality

### 4.3.1 Environmental Setting

The Project site is located within the City of Costa Mesa. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. Orange County and the Project site are located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the U.S. Environmental Protection Agency (EPA) and the CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O<sub>3</sub>) (precursor emissions include nitrogen oxide [NO<sub>x</sub>] and reactive organic gases [ROG], carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The SoCAB region is designated as a nonattainment area for the federal O<sub>3</sub> and PM<sub>2.5</sub> standards and is also a nonattainment area for the state standards for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

### 4.3.2 Regulatory Setting

The local air quality agency affecting the SoCAB is the South Coast Air Quality Management District (SCAQMD), which is charged with the responsibility of implementing air quality programs and ensuring that national and state ambient air quality standards are not exceeded and that air quality conditions are maintained in the SoCAB. In an attempt to achieve national and state ambient air quality standards and maintain air quality, the air district has completed the several air quality attainment plans and reports, which together constitute the State Implementation Plan (SIP) for the portion of the SoCAB encompassing the Proposed Project.

The SCAQMD has also adopted various rules and regulations for the control of stationary and area sources of emissions. Provisions applicable to the Proposed Project that are incorporated as standard conditions of approval are summarized as follows:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a "Permit to Construct" prior to the installation of any equipment "the use of which may cause the issuance of air contaminants . . ." and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
  
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM<sub>10</sub> suppression techniques are summarized below.
  - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  - b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
  
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
  
- **Rule 1401 (New Source Review of Toxic Air Contaminants)** – This rule requires new source review of any new, relocated, or modified permit units that emit toxic air contaminants (TACs). The rule establishes allowable risks for permit units requiring permits pursuant to Rules 201 and 203 discussed above.
  
- **Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** – This rule specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

**4.3.3 Air Quality (III) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, the Southern California Association of Governments (SCAG), and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The Proposed Project is subject to the SCAQMD's Air Quality Management Plan.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

**Criterion 1:**

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

- a) *Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?*

As shown in Table 3, Table 4, and Table 5, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during both construction and operations.

Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

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

As shown in Table 3 and Table 5, the Proposed Project would be below the SCAQMD regional thresholds for construction and operations. Because the Proposed Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

**Criterion 2:**

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?*

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in Costa Mesa. Specifically, SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan and Guide* (RCPG) provides regional population forecasts for the region and SCAG's *2016 Regional Transportation Plan/Sustainable Communities Strategy* provides socioeconomic forecast projections of regional population growth. The Costa Mesa 2015-2035 General Plan is referenced by SCAG in order to assist forecasting future growth in Costa Mesa.

The Proposed Project is consistent with the land use designation and development density presented in the Costa Mesa 2015-2035 General Plan. The Project site is designated by the Costa Mesa 2015-2035 General Plan as "General Commercial". The General Commercial designation is intended to permit a wide range of commercial uses that serve both local and regional needs. According to the General Plan, General Commercial lands have exposure and access to major transportation routes since significant traffic can be generated. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments, support office uses, smaller retail stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments. Thus, the Project proposal to develop an automotive sales and service center is consistent with the 2015-2035 General Plan. Further, the Proposed Project does not involve any uses that would increase population beyond what is considered in the General Plan and,

therefore, would not affect City-wide plans for population growth at the Project site. Thus, the Proposed Project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan and RCPG. As a result, the Proposed Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

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

In order to further reduce emissions, the Proposed Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, 1113, and 1403. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD Rule 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion. Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

*c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?*

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project is consistent with the land use designation and development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The Proposed Project would not result in a long-term impact on the region's

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ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals and policies of the SCAQMD's 2016 AQMP.

The Proposed Project would be consistent with the emission-reduction goals of the 2016 AQMP. No impact would occur.

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

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

The Proposed Project's air quality impacts are mainly attributable to short-term construction activities. The long-term impacts of operating the automotive center will be due to the operation of motor vehicles traveling to and from the site. For purposes of impact assessment, air quality impacts have been separated into construction impacts and operational impacts.

**Regional Construction Emission Impacts**

Construction-generated emissions are temporary and short term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive particulate matter that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated with the Proposed Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects based on typical construction requirements. Project construction-generated air pollutant emissions were calculated using information provided by the Project applicant, such as the anticipated duration of construction, the specific construction equipment to be

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used including make and model, the anticipated amount of demolition debris to be hauled offsite, and the amount of soil material that would need to be hauled offsite. As previously described, construction is anticipated to last 14 months. Emissions modeling accounts for the demolition and hauling of 8,233 tons of debris, as well as the movement of 4,509 cubic yards of soil material, 1,759 of which would be hauled offsite. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 3. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

**Table 3. Construction-Related Emissions (Regional Significance Analysis)**

Construction Year	Pollutant (pounds per day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Construction in 2019	4.70	46.71	82.71	0.15	6.15	3.54
Construction in 2020	54.11	76.09	67.91	0.15	6.57	3.57
<i>SCAQMD Regional Significance Threshold</i>	75	100	550	150	150	55
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Emission estimates account for equipment engine tier provided by Project Applicant.

Emissions estimates account for the site preparation and grading of 5.14 acres, movement of 4,509 cubic yards of soil material, 1,759 of which would be hauled off site, and demolition and hauling of 8,233 tons of building debris.

As shown in Table 3, construction-generated emissions would not exceed the SCAQMD significance thresholds. A less than significant impact would occur as a result of the Proposed Project. No mitigation is required.

### **Construction Localized Significance Threshold**

The nearest sensitive receptor to the project site is a multi-family residential building located 130 feet (±40 meters) to the west. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects.

For this Project, the appropriate source receptor area (SRA) for the localized significance thresholds is the North Coastal Orange County SRA 18 as this SRA includes the Project site. The Proposed Project would

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disturb approximately 5 acres total during construction. As previously described, the SCAQMD has produced look-up tables for projects that disturb less than or equal to 5 acres daily.

The entire Project site is approximately 5 acres and thus Project construction can be expected to disturb less than 5 acres daily. Therefore, the LST threshold value for a 5-acre site from the LST lookup tables was employed. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptor is approximately 40 meters away; thus, LSTs for receptors located at 25 meters were utilized in order to provide a conservative analysis.

The SCAQMD’s methodology clearly states that “off-site mobile emissions from a project should not be included in the emissions compared to LSTs.” Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod “on-site” emissions outputs were considered. Table 4 presents the results of localized emissions during Project demolition, site preparation, and grading. Site preparation and grading activities are anticipated to overlap with building construction and therefore building construction emissions are included.

**Table 4. Construction-Related Emissions (Localized Significance Analysis)**

Activity	Pollutant (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Project Demolition	16.89	37.54	1.78	0.78
Project Site Preparation & Building Construction	42.35	58.59	4.78	3.24
Project Site Grading & Building Construction	66.20	59.81	4.11	2.72
<i>SCAQMD Localized Significance Threshold</i>	<i>197</i>	<i>1,711</i>	<i>14</i>	<i>9</i>
Exceed SCAQMD Threshold?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.

**Notes:**

Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Emission estimates account for equipment engine tier provided by Project Applicant.

Emissions estimates account for the movement of 4,509 cubic yards of soil material, 1,759 of which would be hauled off site, and demolition and hauling of 8,233 tons of building debris.

Table 4 shows that the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities.

**Regional Operational Emission Impacts**

Implementation of the Proposed Project would result in long-term operational emissions of criteria air pollutants such as PM<sub>10</sub>, PM<sub>2.5</sub>, CO, and SO<sub>2</sub> as well as ozone precursors such as ROG and NO<sub>x</sub>. Project-generated increases in emissions would be predominantly associated with motor vehicle use.

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Long-term operational emissions attributable to the Proposed Project are identified in Table 5 and compared to the regional operational significance thresholds promulgated by the SCAQMD.

**Table 5. Operational-Related Emissions (Regional Significance Analysis)**

Emission Source	Pollutant (pounds per day)					
	ROG	NOX	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer Emissions</b>						
Area	1.20	0.00	0.04	0.00	0.00	0.00
Energy	0.03	0.28	0.24	0.00	0.02	0.02
Mobile	1.93	6.46	17.29	0.05	4.36	1.20
<b>Total</b>	<b>3.17</b>	<b>6.75</b>	<b>17.57</b>	<b>0.05</b>	<b>4.38</b>	<b>1.22</b>
<i>SCAQMD Regional Significance Threshold</i>	55	55	550	150	150	55
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Winter Emissions</b>						
Area	1.20	0.00	0.04	0.00	0.00	0.00
Energy	0.03	0.28	0.24	0.00	0.02	0.02
Mobile	1.91	6.56	17.29	0.05	4.36	1.20
<b>Total:</b>	3.15	6.85	17.57	0.05	4.38	1.22
<i>SCAQMD Regional Significance Threshold</i>	55	55	550	150	150	55
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.

As shown in Table 5, the Proposed Project's emissions would not exceed any SCAQMD thresholds for any criteria air pollutants. A less than significant impact would occur during the Proposed Project's operation.

The SoCAB is listed as a nonattainment area for federal O<sub>3</sub> and PM<sub>2.5</sub> standards and is also a nonattainment area for the state standards for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. O<sub>3</sub> is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose, and throat irritation and increases susceptibility to respiratory infections. Particulate matter can adversely affect the human respiratory system. As shown in Table 5, the Proposed Project would result in increased emissions of the O<sub>3</sub> precursor pollutants ROG and NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>; however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the air basin is contained in the SCAQMD 2016 AQMP. The AQMP provides control measures that reduce emissions to attain federal ambient air quality standards by their applicable deadlines such as the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods. The CEQA thresholds of significance established by the SCAQMD are designed to meet the objectives of the AQMP and in doing so achieve attainment status with state and federal standards. As noted above, the Proposed Project

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would increase the emission of these pollutants but would not exceed the thresholds of significance established by the SCAQMD for purposes of reducing air pollution and its deleterious health effects.

**Operational Localized Significance Threshold**

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operations of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptor to the Project site is a single-family residence located approximately 130 feet to the west.

**Construction-Generated Air Contaminants**

Construction-related activities would result in temporary, short-term Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; application of architectural coatings; and other miscellaneous activities. For construction activity, DPM is the primary TAC of concern. Particulate exhaust emissions from diesel-fueled engines (i.e., DPM) were identified as a TAC by the CARB in 1998. The potential cancer risk from the inhalation of DPM, as discussed below, outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Accordingly, DPM is the focus of this discussion.

Based on the emission modeling conducted, the maximum construction-related annual emissions of PM<sub>2.5</sub> exhaust, considered a surrogate for DPM, would be 1.94 pounds per day during construction in the year 2019 and 2.79 pounds per day during construction activity occurring in 2020 (see Appendix A). (PM<sub>2.5</sub> is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 microgram in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter [i.e., PM<sub>2.5</sub>], according to CARB. Most PM<sub>2.5</sub> derives from combustion, such as use of gasoline and diesel fuels by motor vehicles.) Furthermore, even during the most intense month of construction, emissions of DPM would be generated from different locations on the Project site, rather than a single location, because

different types of construction activities (e.g., demolition, site preparation, building construction) would not occur at the same place at the same time.

The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-, 30-, or 9-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Proposed Project. Consequently, an important consideration is the fact that construction of the Proposed Project is anticipated to last approximately 14 months, which is far less than the minimum duration of exposure from which to calculate health risk (9 years), and that on a day-to-day basis construction activity generally spans eight hours as opposed to throughout the entire day.

Therefore, considering the relatively low mass of DPM emissions that would be generated during even the most intense season of construction and the relatively short duration of construction activities (14 months) required to develop the site, construction-related TAC emissions would not expose sensitive receptors to substantial amounts of air toxics.

Furthermore, the Proposed Project has been evaluated against the SCAQMD's LSTs for construction. As shown in Table 4, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

## **Operational Air Contaminants**

### *Carbon Monoxide Hot Spots*

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the project vicinity have steadily declined.

According to the Traffic Impact Analysis prepared by KOA (2019), the Proposed Project is anticipated to generate 1,517 trips per day on average. Because the Proposed Project would not increase traffic volumes

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at any intersection to more than 100,000 vehicles per day, there is no likelihood of the Proposed Project traffic exceeding CO values. The impact is less than significant. No mitigation is required.

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

Typically, odors are regarded as an annoyance rather than a health hazard. However, a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. Intensity refers to the strength of the odor. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

**Construction Impacts**

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would result in a less than significant impact related to odor emissions.

**Operational Impacts**

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors. No odor-related impact would occur.

**4.3.4 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.4 Biological Resources**

The Project site is located at 1275 Bristol Street in the City of Costa Mesa on the south side of the juncture of SR-55 and SR-73 (Figures 1 and 2). The property totals 4.896 acres and is currently occupied by a retail

building (former Ganahl Lumber facility). The Santa Ana Delhi Channel runs underground beneath the northwest boundary of the Project site.

**4.4.1 Environmental Setting**

**Vegetation Communities**

The Project site is composed of developed areas and ornamental vegetation. Plant species observed within these land cover types include ornamental trees and herbaceous plants. Ornamental vegetation along the parkway abutting Bristol Street mainly consists of shrubs and trees, including Canary island pine (*pinus canariensis*), Sweetgum (*Liquidambar styraciflua L.*), and Peruvian pepper tree (*schinus mole L.*).

**Wildlife**

The project site is fully developed and provides marginal habitat along the Project site boundaries for species adapted to high levels of disturbance and urban environments. Common species expected to occur in and adjacent to the Project site include side-blotched lizard (*Uta stansburiana*), common raven (*Corvus corax*), Anna’s hummingbird (*Calypte anna*), and California ground squirrel (*Spermophilus beecheyi*) (ECORP 2014a).

**Soils**

Soil types on the Project site were determined using the National Resources Conservation Service (NRCS) Web Soil Survey. Soils within the Project site consist entirely of Myford sandy loam, 2 to 9 percent slopes (NRCS 2019).

**Potential Waters of the U.S.**

The project site is completely developed and located within an urban area. The Delhi Channel is located underground along the northwestern boundary of the Project site outside of the Project area.

**Wildlife Movement Corridors**

The Project site is completely developed or landscaped and contains very little cover that would only allow for limited movement of smaller resident populations of wildlife. Furthermore, the entire Project site is cut off from any large blocks of habitat that would allow the movement of wildlife species. Although the Project site is within one mile of the Santa Ana Country Club and within two miles of the Upper Newport Bay Nature Preserve, there are no features onsite that would serve as a connecting corridor to these areas.

**4.4.2 Biological Resources (IV) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				

The Project site is located in an urbanized area with parcels of land that are developed or highly disturbed and support non-native vegetation communities and ornamental landscaping. Although the site is fully developed and located in an urbanized area, there is a potential for the Project area to support nesting birds in small patches of vegetation and structures adjacent to the Project site. Nesting birds are protected under both the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, 3513, and 3800) and cannot be subjected to take (as defined in California Fish and Game Code) during the bird breeding season, which typically runs from February 15 through August 31. If construction of the Proposed Project occurs during the bird breeding season, ground-disturbing construction activities could indirectly affect native and nongame birds and their nests through increased noise disturbances. Impacts would be less than significant with the implementation of Mitigation Measure BIO-1.

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

Sensitive habitats include those vegetation communities that are considered rare within the region, are considered sensitive by the State of California, and are listed as sensitive under local conservation plans. The Project site is fully developed and supports no riparian habitat or other sensitive natural community. No impact would occur.

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

No hydrological features associated with a definable channel or wetland exist within or adjacent to the Project site; therefore, no federal or state jurisdiction wetlands were identified. No impact would occur.

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

The Proposed Project is not located near a native wildlife nursery site. The Proposed Project is located in an area characterized by commercial uses and does not connect significant open spaces; therefore, it does not function as a major wildlife movement corridor. All native birds, including raptors, are protected under California Fish and Game Code and the federal MBTA. As previously stated in the response to question IV. a), prior to commencing ground disturbing activities during the nesting bird season Mitigation Measure BIO-1 shall be implemented to ensure that there are no impacts to nesting birds. Impacts would be less than significant with mitigation incorporated.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would not remove any trees along the northern, eastern, and western edge of the project site. However, the Proposed Project design would require approval of a front setback variance along the western boundary of the Project site abutting Bristol Street. As a result of this variance, the Proposed Project would remove three species of ornamental nonnative trees (four trees total) located along the parkway adjacent to the southern boundary of the Project site. As such, the Proposed Project would be required to comply with an Engineering Condition of Approval that requires City Parks and Recreation Commission approval for any removal of trees within the public right-of-way:

**Condition of Approval.** Applicant/Developer is hereby advised that no removal of trees from the public right-of-way will be permitted without specific approval from the Parks and Recreation Commission and compliance with mitigation measures as determined by the Commission to relocate the trees and/or to compensate the City for the loss of trees from the public right-of-way. Conditions of the Commission must be incorporated onto the plans prior to plan approval. The approval process may take up to three months, therefore, the applicant/developer is advised to identify all trees affected by the proposed project and make timely application to the Parks and Recreation Commission to avoid possible delays.

Prior to any tree removals, compliance with this Condition and Mitigation Measure BIO-2 shall be demonstrated to the City. Impacts would be less than significant.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within a Habitat Reserve System nor is the vegetation type designated a Covered Habitat as identified by the Central and Coastal Subregion Natural Community Conservation Plan/ Habitat Conservation Plan (County of Orange 1996). No impact would occur.

**4.4.3 Mitigation Measures**

**BIO-1:** If construction activities occur within the bird breeding season (February 1<sup>st</sup> – August 31<sup>st</sup>), then the Project Proponent shall retain a qualified biologist to conduct a pre-construction nesting bird survey no more than 30 days prior to the start of construction. The nest survey shall include the Project site and areas immediately adjacent to the site that could potentially be affected by Project activities such as noise, human activity, dust, etc. If active bird nests are found on or immediately adjacent to the Project site, then the qualified biologist will establish an appropriate buffer zone around the active nests, typically a 250-foot radius for songbirds and a 500-foot radius for raptors. Project activities shall be avoided within the buffer zone until the nest is deemed no longer active by the biologist. Weekly nesting surveys and biological monitoring may be necessary if nesting birds are found on the Project site.

**BIO-2:** Fencing, guarding, or framing shall be placed within a 5-foot minimum distance of the tree trunk of protected trees within and adjacent to the limits of disturbance such that no work occurs within the protected area.

If this is unfeasible because work cannot be avoided within the protected zone, a permit or exemption shall be obtained from the City's Department of Building and Safety. Trees removed under a permit will be replaced at a ratio up to 3:1. The Project Proponent shall comply with the Street Tree Master Plan and all City codes applicable to the proposed landscaping of the Proposed Project.

**4.5 Cultural Resources**

**4.5.1 Environmental Setting**

A cultural resources records search was conducted at the South Central Coastal Archaeological Information Center (SCCIC) and it indicated that the project site has not been previously surveyed; however, 49 cultural resource investigations overlapped the project site. The records search determined that there are no previously recorded cultural resources in the project site (ECORP 2019).

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According to the Phase I Environmental Site Assessment prepared for the project site, the project site was undeveloped from at least 1927 to 1938; was fallow and vacant from at least 1947 to at least 1972; and developed with the current structure in 1974 (Partner 2016; Appendix C).

**4.5.2 Cultural Resources (V) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The cultural resources records search indicated that the Project site has not been previously surveyed and that there are no previously recorded historical resources in the Project site (ECORP 2019). However, there remains a possibility that unrecorded cultural resources are present beneath the ground surface, and that such resources may be exposed during project construction. If previously unrecorded historical resources are encountered during construction, implementation of Mitigation Measure CUL-1 would reduce impacts to a less than significant level.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

According to the records search completed for the Proposed Project, no archaeological resources have been previously recorded on the Project site. However, pre-contact archaeological sites have been recorded in the Project vicinity. Therefore, it is possible that unrecorded cultural resources could be present beneath the ground surface and, if present, may be exposed during Project construction. If previously unrecorded archaeological resources are encountered during construction, implementation of Mitigation Measure CUL-1 would reduce impacts to a less than significant level.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No formal cemeteries are located in or near the Project site and no human remains have been reported in the Project site, based on the records search from SCCIC. Most Native American human remains are found in pre-contact archaeological sites. Six pre-contact archaeological sites have been recorded within one mile of the Project site (ECORP 2019). However, no pre-contact sites have been recorded within the

Project site; therefore, the Proposed Project has little potential to disturb human remains. If human remains are uncovered, impacts to these resources would be less than significant with the implementation of Mitigation Measure CUL-2.

#### **4.5.3 Mitigation Measures**

**CUL-1: Archaeological Monitoring and Accidental Discovery.** Prior to issuance of grading permits, and in adherence to the recommendations of the cultural resources records search, the Applicant shall retain a qualified archaeological monitor and, if interested pending conclusion of the tribal resources consultation, a Native American monitor. Monitoring by a qualified archaeologist should be conducted under the supervision of an Orange County Certified archaeologist and, if interested, by a Native American monitor from one of the Gabrieleno groups recognized by the Native American Heritage Commission (NAHC). The monitor shall be present on the Project site during ground-disturbing activities to monitor rough and finish grading, excavation, and other ground-disturbing activities in the native soils. Because no cultural resources were identified on the Project site, archaeological monitors are not required to be present on a full-time basis but shall spot check ground-disturbing activities to ensure that no cultural resources are impacted during construction activities. The precise timing of monitoring activities shall be consistent with the provisions established in the Monitoring Plan.

The Monitoring Plan shall be prepared by a qualified archaeologist and shall be reviewed by the City Development Services Director, or designee. The Monitoring Plan should include at a minimum: (1) a list of personnel involved in the monitoring activities; (2) a description of how the monitoring shall occur; (3) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (4) a description of what resources may be encountered; (5) a description of circumstances that would result in the halting of work at the project site (e.g., what is considered a "significant" archaeological site); (6) a description of procedures for halting work on site and notification procedures; and (7) a description of monitoring reporting procedures. If any significant historical resources, archaeological resources, tribal cultural resources, or human remains are found during monitoring, work shall be stopped within the immediate vicinity (precise area to be determined by the archaeologist in the field) of the resource until such time as the resource can be evaluated by an archaeologist. If the deposits are culturally significant, adverse effects on the deposits must be avoided, or such effects must be mitigated. Mitigation can include, but is not necessarily limited to: leaving the deposits in place, excavation of the deposit in accordance with a data recovery plan (see CCR Title 4(3) Section 5126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; and an interpretive display of recovered archaeological materials at a local school, museum, or library.

Upon completion of all monitoring/mitigation activities, the consulting archaeologist shall submit a monitoring report to the City Development Services Director, or designee, and to the South-Central Coastal Information Center summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met.

**CUL-2:** If human remains of any kind are found during construction, the requirements of CEQA Guidelines Section 15064.5(e) and Assembly Bill 2641 shall be followed. According to these requirements, all construction activities must cease immediately, and the Orange County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the NAHC. The NAHC will then identify the MLD to be consulted regarding treatment and/or reburial of the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the Native American human remains and associated grave goods shall be buried with appropriate dignity on the property in a location not subject to further subsurface disturbance.

## **4.6 Energy**

### **4.6.1 Environmental Setting**

#### **Electricity/Natural Gas Services**

Southern California Edison (SCE) provides electrical services to Costa Mesa through State-regulated public utility contracts. SCE, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles. SCE has met or exceeded all Renewable Portfolio Standard requirements to date, procuring renewable energy from diverse sources, including biomass, biowaste, geothermal, hydroelectric, solar, and wind. This Standard requires all California utilities to generate 33 percent of their electricity from renewables by 2020, 60 percent of their electricity from renewables by 2030, and 100 percent by 2045.

The Southern California Gas Company (SoCalGas) provides natural gas services to the project area. As the nation's largest natural gas distribution utility, SoCalGas delivers natural gas energy to 21.6 million consumers through 5.9 million meters in more than 500 communities. SoCalGas's service territory encompasses approximately 20,000 square miles throughout Central and Southern California, from Visalia to the Mexican border.

#### **Energy Consumption**

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

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The electricity consumption attributable to non-residential land uses (commercial and industrial) in Orange County from 2013 to 2017 is shown in Table 6. As indicated, the demand has decreased since 2013.

**Table 6. Non-Residential Electricity Consumption in Orange county 2013-2017**

Year	Non-Residential Electricity Consumption (kilowatt hours)
2017	13,285,465,398
2016	13,479,185,717
2015	13,799,566,708
2014	13,807,333,656
2013	13,571,280,615

Source: ECDMS 2018

The natural gas consumption attributable to non-residential land uses in Orange County from 2013 to 2017 is shown in Table 7. As shown, natural gas demand has declined slightly since 2013.

**Table 7. Non-Residential Natural Gas Consumption in Orange County 2013-2017**

Year	Non-Residential Natural Gas Consumption (therms)
2017	232,285,127
2016	232,223,485
2015	227,551,930
2014	225,550,853
2013	237,982,223

Source: ECDMS 2018

Automotive fuel consumption in Orange County from 2013 to 2018 is shown in Table 8.

**Table 8. Automotive Fuel Consumption in Orange County 2013–2017**

Year	On-Road Automotive Fuel Consumption (gallons)	Off-Road Equipment Fuel Consumption (gallons)
2018	1,398,074,830	15,744,768
2017	1,425,711,535	15,320,669
2016	1,437,461,980	14,905,956
2015	1,438,960,670	14,354,158
2014	1,441,593,050	13,799,890
2013	1,437,010,475	13,353,561

Source: CARB 2014

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**4.6.2 Energy (VI) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This impact analysis focuses on the four sources of energy that are relevant to the Proposed Project: electricity, natural gas, the equipment fuels necessary for Project construction, and the automotive fuel necessary for Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of electricity and natural gas estimated to be consumed by the Proposed Project is quantified and compared to that consumed by non-residential land uses (commercial and industrial) in Orange County. Similarly, the amount of fuel necessary for Project construction and operations is calculated and compared to that consumed in Orange County.

The analysis of electricity gas usage is based on CalEEMod modeling conducted by ECORP Consulting (see Appendix A), which quantifies energy use for Project operations. The amount of operational automotive fuel use was estimated using the CARB’s EMFAC2014 computer program, which provides projections for typical daily fuel usage in Orange County. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry’s General Reporting Protocol for the Voluntary Reporting Program, Version 2.1 (see Appendix B). Energy consumption associated with the Proposed Project is summarized in Table 9.

**Table 9. Audi Fletcher Jones Automotive Center Energy Consumption**

<b>Energy Type</b>	<b>Annual Energy Consumption</b>	<b>Percentage Increase Countywide</b>
Electricity Consumption <sup>1</sup>	481,497 kilowatt-hours	0.004%
Natural Gas Consumption <sup>1</sup>	10,724 therms	0.005%
Automotive Fuel Consumption		
• Project Construction <sup>2</sup>	123,054 gallons	0.780%
• Project Operations <sup>3</sup>	151,877 gallons	0.011%

Source: <sup>1</sup>ECORP Consulting 2019; <sup>2</sup>Climate Registry 2016; <sup>3</sup>EMFAC2014 (CARB 2014)

Notes: The Project increases in electricity and natural gas consumption are compared with all of the non-residential buildings in Orange County in 2017, the latest data available. The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2018, the most recent full year of data.

As shown in Table 9, the increase in electricity usage as a result of the Proposed Project would constitute an approximate 0.004 percent increase in the typical annual electricity consumption attributable to non-

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residential uses in Orange County. Proposed Project increases in natural gas usage across Orange County would also be negligible. The Proposed Project would adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards. The Proposed Project would be required to comply with Title 24 building energy efficiency standards, which establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage.

As further indicated in Table 9 the Proposed Project’s gasoline fuel consumption during the one-time construction period is estimated to be 123,054 gallons of fuel, which would increase the annual construction-related gasoline fuel use in the county, by 0.78 percent. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would conserve the use of their supplies to minimize costs to their profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and require recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

As indicated in Table 9, Project operation is estimated to consume approximately 151,877 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.01 percent. The amount of operational fuel use was estimated using the CARB’s EMFAC2014 computer program, which provides projections for typical daily fuel usage in Orange County. This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project site during operations would be new to Orange County. The Proposed Project would not result in any unusual characteristics that would result in excessive long-term operational automotive fuel consumption. Fuel consumption associated with vehicle trips generated by the Proposed Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. For these reasons, this impact would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Relevant energy conservation plans specific to the Proposed Project include the City General Plan, more specifically

the Conservation Element. An overarching goal of these Costa Mesa policy documents is to encourage energy conservation activities throughout the City, to be achieved through several policy provisions. All development in Costa Mesa, including the Proposed Project, is required to adhere to all City-adopted policy provisions, including those contained in the General Plan Conservation Element. The City ensures all provisions of these policy documents are incorporated into projects and their permits through development review and applications of conditions of approval as applicable. The Proposed Project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency. For these reasons, this impact would be less than significant.

#### **4.6.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

### **4.7 Geology and Soils**

#### **4.7.1 Environmental Setting**

##### **Geomorphic Setting**

The City of Costa Mesa is primarily located on an uplifted Mesa (Newport Mesa) surrounded by steep cliffs to the south, east, and west. Newport Mesa is a northward sloping formation encompassing approximately 80 percent of the City of Costa Mesa. Newport Mesa is the most southerly formation of a series of low hills and plains along the Newport-Inglewood structural zone from the Santa Monica Mountains southeast to Newport Beach (City of Costa Mesa 2016b).

##### **Regional Seismicity and Fault Zones**

An “active fault,” according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered “inactive.” The Project site is not located within an Alquist-Priolo Fault Zone. The nearest fault to the Project site is the Newport-Inglewood Fault Zone/Bolsa-Fairview Fault located approximately 1.5 miles southwest of the Project site (City of Costa Mesa 2016b).

##### **Soils**

Soil types on the Project site were determined using the NRCS Web Soil Survey. Soils within the Project site consist entirely of Myford sandy loam, 2 to 9 percent slopes (NRCS 2019).

**4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**i)** The nearest fault to the Project site is the Newport-Inglewood Fault Zone/Bolsa-Fairview Fault located approximately 1.5 miles southwest of the project site (City of Costa Mesa 2016b). The Project site is not located within an Alquist-Priolo earthquake fault zone. No known faults traverse the Project site or are located adjacent to the Project site that may rupture during seismic activity. A less than significant impact would occur.

**ii)** Just like most of southern California, in the event of an earthquake strong ground shaking is expected to occur on the Project site. The Proposed Project would not expose people or structures to strong seismic ground shaking greater than what currently exists. Design and construction would comply with current building codes and standards which would reduce the risk of loss, injury, or death resulting from strong ground-shaking. Impacts would be less than significant.

**iii)** Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements. The project site is located within the liquefaction potential zone as shown on the State of California Seismic Hazard Zone Map, for the Newport Beach Quadrangle (CDC 1997). Liquefaction potential is an existing condition of this developed urban site. The Ganahl Hardware Store and Lumber Yard Initial Study prepared for the property adjacent to the Project site, determined that liquefaction of soils on that site were low based on a site-specific geotechnical investigation (LSA 2015). As such, it is inferred that because both abutting properties are comprised of the same or similar soils the liquefaction potential of the Project site is also low. Additionally, the Proposed Project would comply with the California Building Code

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and is not anticipated to directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure including liquefaction. Impacts would be less than significant.

**iv)** The Proposed Project is not located within an area designated as having a potential for earthquake-induced land sliding (City of Costa Mesa 2016). No impacts would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Implementation of the Proposed Project would require ground-disturbing activities, such as grading, that could potentially result in soil erosion or loss of topsoil. Construction of the Proposed Project would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) included in the SWPPP would minimize soil erosion during construction. The Proposed Project's grading plan would also ensure that the proposed earthwork and storm water structures are designed to avoid soil erosion. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. The potential for a landslide, lateral spreading, liquefaction, or collapse at the Project site is very low. The Project site is relatively flat and would not have landslide potential. The Proposed Project would not construct habitable structures. Therefore, implementation of the Proposed Project would not contribute to or expose people or structures to substantial adverse effects associates with onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

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**Would the Project:**

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Expansive soils generally result from specific clay minerals that have the capacity to shrink or swell in response to changes in moisture content. As previously stated soils within the project area are generally sandy soils. According to the Natural Resources Conservation Service Web Soil Survey, the Project site consists entirely of Myford sandy loam, 2 to 9 percent slopes (NRCS 2019). Myford Sandy Loam has a low shrink-swell potential, and this is considered to have low expansive qualities (NRCS 1978). Additionally, the Proposed Project does not propose any habitable structures; therefore, it would not create a substantial direct or indirect risk to life or property. Impacts would be less than significant.

**Would the Project:**

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Proposed Project does not include the installation of a septic system or alternative waste water disposal system. No impacts would occur.

**Would the Project:**

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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A paleontological records search was completed by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County (ECORP 2014b). Shallow deposits in the project area consist of marine younger Quaternary Terrace deposits. These deposits typically do not contain significant vertebrate fossils. The marine younger Quaternary Terrace has a low potential to contain fossil resources. The marine younger Quaternary Terrace deposits overlie older Quaternary deposits in the subsurface, which has high potential to contain significant vertebrate fossils. Fossils recovered from these sediments in the project vicinity include fossil sea turtle (*Cheloniidae*), camel (*Camelidae*), and mammoth (*Mammuthus* sp.) bones. It is estimated that the older Quaternary deposits begin at a depth of about 10 feet below surface in the Project area. If project excavation extends below 10 feet, there is a potential for

unknown buried paleontological resources to be affected. With implementation of Mitigation Measure GEO-1 impacts would be less than significant.

#### **4.7.3 Mitigation Measures**

**GEO-1:** If project excavation extends below 10 feet, the Project Proponent shall retain a qualified paleontologist to determine if the older Quaternary deposits are being disturbed. If so, the paleontologist shall establish a monitoring program to recover any significant fossils that may be encountered.

### **4.8 Greenhouse Gas Emissions**

#### **4.8.1 Environmental Setting**

Greenhouse gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through, but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH<sub>4</sub> traps over 25 times more heat per molecule than CO<sub>2</sub>, and N<sub>2</sub>O absorbs 298 times more heat per molecule than CO<sub>2</sub>. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO<sub>2</sub>e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

#### **4.8.2 Regulatory Setting**

The local air quality agency affecting the SoCAB is the SCAQMD, which is charged with the responsibility of implementing air quality programs and ensuring that national and state ambient air quality standards are not exceeded and that air quality conditions are maintained in the SoCAB. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff is convening an ongoing GHG CEQA Significance Threshold Working Group. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that provide input to SCAQMD staff on developing the significance thresholds. On October 8, 2008, the SCAQMD released the Draft AQMD Staff CEQA GHG Significance Thresholds. These thresholds have not been finalized and continue to be developed through the working group.

On September 28, 2010, SCAQMD Working Group Meeting #15 provided further guidance, including an interim screening level numeric "bright-line" threshold of 3,000 metric tons of CO<sub>2</sub>e annually and an efficiency-based threshold of 4.8 metric tons of CO<sub>2</sub>e per service population (defined as the people that work, study, live, patronize and/or congregate on the Project site) per year in 2020 and 3.0 metric tons of

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CO<sub>2</sub>e per service population per year in 2035. The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the governing board. The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG reductions; however, these rules are currently applicable only to boilers and process heaters, forestry, and manure management projects.

**4.8.3 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Construction-Generated Greenhouse Gas Emissions**

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Construction-generated emissions associated with the Proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. As previously described, construction is anticipated to last 14 months. Emissions modeling accounts for the demolition and hauling of 8,233 tons of debris, as well as the movement of 4,509 cubic yards of soil material, 1,759 of which would be hauled off site. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration used in this analysis.

Table 10 illustrates the specific construction-generated GHG emissions that would result from construction of the Proposed Project.

**Table 10. Construction-Related Greenhouse Gas Emissions**

Emissions Source	CO <sub>2</sub> e (Metric Tons/ Year)
Construction in 2019	352
Construction in 2020	897
<b>Total</b>	<b>1,249</b>

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Notes: Emission estimates account for equipment engine tier provided by Project Applicant.

Conservative emissions estimates account for the site preparation and grading of up to 5.14 acres, movement of 4,509 cubic yards of soil material, 1,759 of which would be hauled off site, and demolition and hauling of 8,233 tons of building debris.

As shown in Table 10, project construction would result in the generation of approximately 1,249 metric tons of CO<sub>2</sub>e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. The amortized construction emissions are added to the annual average operational emissions (see Table 11).

**Operational Greenhouse Gas Emissions**

Operation of the Proposed Project would result in GHG emissions predominantly associated with motor vehicle use. Long-term operational GHG emissions attributable to the Proposed Project are identified in Table 11 and compared to SCAQMD's interim screening level numeric bright-line threshold of 3,000 metric tons of CO<sub>2</sub>e annually.

**Table 11. Operational-Related Greenhouse Gas Emissions**

Emissions Source	CO <sub>2</sub> e (Metric Tons/ Year)
Construction Emissions (amortized over the 30-year life of the Project)	42
Area Source Emissions	0
Energy Source Emissions	168
Mobile Source Emissions	862
Solid Waste Emissions	99
Water Emissions	28
<b>Total Emissions</b>	<b>1,199</b>
<i>SCAQMD Screening Threshold</i>	<i>3,000</i>
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

As shown in Table 11, operational-generated emissions would not exceed the SCAQMD's interim screening level numeric bright-line threshold of 3,000 metric tons of CO<sub>2</sub>e annually. As such, a less than significant impact would occur. No mitigation is required.

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

The City of Costa Mesa does not promulgate an adopted GHG-reduction plan. However, State policies and standards adopted for the purpose of reducing GHG emissions include Executive Order (EO) S-3-05, AB 32, and SB 375. The quantitative goal of these regulations is to reduce GHG emissions to 1990 levels by 2020, to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Statewide plans and regulations (such as GHG emissions standards for vehicles, the Low Carbon Fuel Standard, Cap-and-Trade, and renewable energy) are being implemented at the statewide level, and compliance at a project level is not addressed. Therefore, the Proposed Project does not conflict with these plans and regulations. Additional State regulations, plans, and policies adopted for the purpose of reducing GHG emissions that are directly applicable to the Proposed Project include California Title 24 Energy Efficiency Standards for Nonresidential Buildings and the Title 24 California Green Building Standards Code New construction associated with the Proposed Project would be executed in compliance with the requirements of these regulations, thereby supporting and not conflicting with these regulations. The

Proposed Project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases.

The Proposed Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. No impact would occur. No mitigation is required.

#### **4.8.4 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

### **4.9 Hazards and Hazardous Materials**

A Phase I Environmental Site Assessment (Phase I ESA) was completed for the Proposed Project by Partner Engineering & Science, Inc. (Partner 2016; Appendix C). The purpose of the Phase I ESA was to identify the presence of any hazardous substances or petroleum products on the Project site that may indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum product into the soil, groundwater, or surface water of the Project site. The Phase I ESA results are summarized below.

#### **4.9.1 Environmental Setting**

The Project site is located at 1275 Bristol Street in the City of Costa Mesa, Orange County, California. The Project site totals 4.896 acres and is currently occupied by a retail building (former Ganahl Lumber facility). The previous Ganahl Lumber facility in Costa Mesa consists of 55,540 SF of building/shed area consisting of a 35,650 SF building materials retail store and a 1,637 SF will call storage shed, a 15,905 SF storage shed, and a 2,348 SF mill shed. The Project site currently is developed with landscaping along the Bristol Street frontage, and an underground concrete lined flood channel (Santa Ana Delhi Channel) running along the northwest boundary of the Project site.

Previous land uses of the Project site were determined using available historical resources. The Project site was formerly undeveloped from at least 1927 to 1938; fallow and vacant from at least 1947 to at least 1972; and developed with the current structure in 1974. Tenants on the Project site have included Ward & Harrington Lumber (in at least 1974); LP Home Center/Louisiana Pacific (from circa 1982 to circa 1986); Barr Lumber Company (from circa 1987 to 2000); and Ganahl Lumber (from 2000 to 2016) (Partner 2016). It should be noted that since the draft of the site-specific Phase I ESA the Ganahl Lumber operations moved to an adjacent property.

**Recognized Environmental Condition.** The Phase I ESA identified a recognized environmental condition (REC) on the Project site. A REC refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

**Controlled Recognized Environmental Conditions.** The Phase I ESA did not identify any controlled recognized environmental conditions (CRECs) on the Project site. CRECs refer to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction

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of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

**Historical Recognized Environmental Conditions.** The Phase I ESA did not identify any historical recognized environmental conditions (HREC) on the project site. HREC refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

The Phase I ESA identified an environmental concern that did not qualify as a REC but warranted further discussion. The assessment found that due to the age of the existing building on the Project site, there is a potential that ACMs are present (Partner 2016).

**4.9.2 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion**

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Some hazardous materials, such as diesel fuel, would be used at the site during construction. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. The use of such materials would not create a significant hazard to the public and impacts would be less than significant. The Proposed Project would construct an automobile dealership at the former Ganahl Lumber facility location to replace an existing dealership located at 375 Bristol Street in the City of Costa Mesa. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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During construction some hazardous materials, such as diesel fuel, would be used. A SWPPP, listing Best Management Practices (BMPs) to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be prepared for the Proposed Project. The release of any spills would be prevented through the implementation of BMPs listed in the SWPPP. The Proposed Project would replace the existing interim Fletcher Jones dealer located at 375 Bristol Street to 1275 Bristol Street, the site of the former Ganahl Lumber facility. Because the Proposed Project would involve a commercial use, replace an existing dealership, and be located on a developed site; hazard

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conditions are anticipated to be similar to existing conditions on the Project site. Daily operation of the new automobile dealership would not result in a new hazard to the public or the environment. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

There are no schools within one-quarter mile of the project site. However, there are four schools in the vicinity of the Project site that include Mariners Christian School, Sonora Elementary School, Costa Mesa High School, and Davis Magnet School. All schools are located over 0.5 mile from the Project site but within one mile. Please see the answer to question VII. b) above. Impacts would be less than significant.

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

The Phase I ESA included a search of the Regional Water Quality Control Board's (RWQCB's) online GeoTracker database, which resulted in no records regarding hazardous substance use, storage or releases, or the presence of underground storage tanks (USTs) and activity and use limitations on the Project site (Partner 2016). A search of the Department of Toxic Substances Control's Hazardous Waste Tracking System database resulted in four records as follows:

- 1X Barr Lumber Company is listed under EPA ID No. CAC000273777. No hazardous waste manifests were reported. This facility is listed as inactive as of October 25, 2000.
- 1X Barr Lumber is listed under EPA ID No. CAC000867688. The facility generated 0.15 tons of tank bottom waste in 1993. This facility is listed as inactive as of October 25, 2000.
- Barr Lumber is listed under EPA ID No. CAC001358296. This facility generated 0.57 tons of waste oil and mixed oil in 1998. This facility is listed as inactive as of July 29, 1998.
- Ganahl Lumber is listed under EPA ID No. CAC002113296. No hazardous waste manifests were reported. This facility was listed as inactive as of October 25, 2000.

A review of historical resources for the Project site beginning in the 1980s indicated on-site fueling, equipment servicing and repair, in addition to lumber mill operations. Although the RWQCB GeoTracker

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database returned negative results for the presence of USTs, a review of the SCAQMD found that L-P Home Center, Louisiana DBA was permitted to operate one gasoline UST (capacity not stated) in 1984; and Barr Lumber Company Inc. was permitted to operate one 8,000-gallon diesel UST in 1992. The Phase I ESA also found building records and a GeoTracker document that show a UST was installed in 1972 and was of double-wall steel construction. Additionally, 1X Barr Lumber generated 0.15 tons of tank bottom waste in 1993. Based on the lack of information pertaining to the exact location or removal date, and lack of any subsurface sampling; the long-term use of the project site would represent an REC. The Phase 1 ESA also indicated that due to the age of the building on the subject property there is potential that ACMs are present. The Proposed Project would follow recommendations of the Phase I ESA and would conduct limited Phase II subsurface investigation (inclusive of Ground Penetrating Radar or similar geophysical survey) to determine if the subject property has been adversely impacted by long-term use as a lumber facility, including the use of at least one UST. Additionally, with the implementation of Mitigation Measures HAZ-1 and HAZ-2 impacts associated with ACMs would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is located approximately 0.5 mile west of John Wayne Airport and is within the airport's land use planning area managed by the Airport Environs Land Use Plan for John Wayne Airport (AELUP) (ALUC 2008). The project site is located within the 60 decibels (dB) Community Noise Equivalent Level (CNEL) contour (ALUC 2008). Commercial land uses exposed to noise levels of 60 dB CNEL are considered "Normally Consistent" (conventional construction methods used, no special noise reduction requirements) by the AELUP (ALUC 2008). The project site is located within Safety Compatibility Zone 6 (Traffic Pattern Zone) for runway 1L and 19R (ALUC 2008). Zone 6 has the following basic compatibility qualities:

1. Allow residential land uses;
2. Allows most nonresidential uses (prohibits outdoor stadiums and similar uses with very high intensities; and
3. Avoid children's schools, large day care centers, hospitals, and nursing homes (ALUC 2008).

The Proposed Project commercial use (automobile dealership) is consistent with existing C-2 General Commercial District zoning of the site and is not considered a 'very high intensity' nonresidential use. As such, the Project would not result in a significant safety hazard for people residing or working in the project area and would be compatible with Safety Compatibility Zone 6. Impacts would be less than significant.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The City of Costa Mesa has an Emergency Operations Plan that identifies the City's planning, organization, and response policies and procedures during an emergency (City of Costa Mesa 2013). Construction of the Proposed Project would require construction to occur within Bristol Street and would result in temporary construction truck traffic which has the potential to interfere with emergency response access to areas near the Project site. However, City of Costa Mesa Standard Conditions of Approval require preparation of a Construction Management Plan designed to minimize disruption to neighborhoods and surrounding uses, and to assure emergency access during construction. Impacts to emergency response, access and evacuation would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project is located in a developed area of the City of Costa Mesa; there are no wildlands in the vicinity. Additionally, the Proposed Project is not located on land designated as a state or local fire hazard severity zone (CAL FIRE 2019). No impact would occur.

**4.9.3 Mitigation Measures**

**HAZ-1:** Prior to the construction the Project Proponent shall conduct limited Phase II subsurface investigation (inclusive of Ground Penetrating Radar (GPR) or similar geophysical survey) to determine if the subject property has been adversely impacted by long-term use as a lumber facility, including the use of at least one UST.

**HAZ-2:** Prior to the disturbance of any suspect ACM in this facility, a comprehensive asbestos survey, designed to determine if the suspect ACM is a regulated material shall be conducted. If such materials are identified and need to be disturbed, repaired or removed, a licensed abatement contractor shall be consulted. Suspect ACM can also be managed under the auspices of an Operations & Management Plan.

## 4.10 Hydrology and Water Quality

### 4.10.1 Environmental Setting

#### Regional Hydrology

The City of Costa Mesa is located within Santa Ana River Hydrologic Unit under the jurisdiction of the North Orange County Integrated Regional Watershed Management Plan (IRWMP) and the Central Orange County IRWMP. The Santa Ana River Hydrologic Unit encompasses an approximately 2,700 square mile area including portions of Orange, Los Angeles, Riverside, and San Bernardino counties. Within the City of Costa Mesa the Santa Ana River Hydrologic Unit is split between the Santa Ana River Watershed in the northern portion of the City and the Newport Bay Watershed in the southern portion of the City. The Santa Ana River Watershed encompasses approximately 210.47 square miles within Orange County and is the largest watershed in Orange County. The Newport Beach Watershed encompasses approximately 154 square miles within Orange County and drains toward the Pacific Ocean into Newport Bay.

#### Site Hydrology and On-Site Drainage

The Project site is predominantly covered by buildings and pavement; it currently features a high-percentage of impervious surfaces. The site is currently developed as the former Ganahl Lumber facility consisting of a 55,540 SF building/shed area comprised of a 35,650 SF building materials retail store, a 1,637 SF will call storage shed, a 15,905 SF storage shed, a 2,348 SF mill shed. The site currently features a storm drain system comprised of valley gutters which lead to a single combination inlet in the southwest corner of the Project site. Metropolitan Water District of Southern California (MWDSC) operates a buried 36-inch diameter welded steel Orange County Feeder pipeline within its 15-foot wide permanent easement right-of-way that runs diagonally (northeast to southwest) through the Project site (see Section 4.19 Utilities and Service Systems – Water Service).

### 4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

During construction of the Proposed Project water quality impacts could occur without proper controls. Soils loosened during grading, spills of fluids or fuels from vehicles and equipment or miscellaneous construction materials and debris, if mobilized and transported offsite in overland flow, could degrade water quality. Because the area of ground disturbance affected by construction of the Proposed Project would exceed one acre, the Proposed Project would be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity (Order 98-08 DWQ). A Water Quality Management Plan (WQMP) has been prepared for the Proposed Project to comply with the requirements of the local NPDES Stormwater Program (CaliChi Design Group

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2019). The Project Proponent would implement a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standards or waste discharge requirements. Impacts would be less than significant.

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

The Project site measures 4.896 acres and is currently developed as the former Ganahl Lumber facility. The Project site is predominantly covered by buildings and pavement and features a high-percentage of impervious surfaces. The Project site is developed with approximately 5.69 percent pervious surfaces and 94.31 percent impervious surfaces. Post project conditions would result in 18.32 percent pervious surfaces and 81.68 percent impervious surfaces (CaliChi Design Group 2019). The proposed project consists of razing the existing lumber facility and redeveloping the site to feature an approximately 37,000 SF, ground-up car dealership facility, and associated car parking (totaling 343 standard, compact and ADA spaces). The project would decrease the total impervious area onsite and will provide C.3 treatment (site design measures for source control of stormwater) for all new/replaced impervious surfaces. The Proposed Project would be designed to include a combination of biotreatment measures including flow-through planters with underdrains (this includes both raised planter boxes, as well as below-grade boxes covered with traffic-rated steel grates), and lined bioretention basins. Infiltration was deemed infeasible based on percolation testing performed on site. Due to the decrease in impervious surfaces and the incorporation of the biotreatment measures described above, impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
provide substantial additional sources of polluted runoff; or				
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would require grading of the Project site, which would affect the drainage patterns of the site. However, the site's drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff. The Proposed Project would decrease impervious surfaces from current conditions and be designed to include a combination of biotreatment measures including flow-through planters with underdrains (this includes both raised planter boxes, as well as below-grade boxes covered with traffic-rated steel grates), and lined bioretention basins to retain water on site. The project site drainage would outfall to the existing storm drain system at a manhole located in the northwest corner of the Project site, adjacent to the Santa Ana – Delhi Channel's intersection with Bristol Street. No streams or rivers would be altered; the Santa Ana Delhi Channel would not be affected by the proposed development. The decrease of impervious surfaces from current conditions, inclusion of biotreatment measures, and implementation of BMPs would minimize 1) the potential for erosion or siltation from the site, 2) flooding onsite or offsite, and 3) the amount of polluted runoff from the site. A less than significant impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is relatively flat, therefore, is it not in an area subject to mudflows. The Project site is located approximately five miles from the ocean. Due to the distance to the ocean the Project site would not be subject to inundation from seiches. According to the City of Costa Mesa General Plan Safety Element, the project site is not located in a tsunami inundation area (City of Costa Mesa 2016a). No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Orange County Water District (OCWD) Groundwater Management Plan lists the following basin management goals: (1) to protect and enhance groundwater quality, (2) to protect and increase the sustainable yield of the basin in a cost-effective manner, and (3) to increase the efficiency of District

operations (OCWD 2019). The Proposed Project would decrease impervious surfaces on site and comply with the requirements of the local NPDES Stormwater Program by implementing a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standards or waste discharge requirements. Therefore, construction and operation of the Proposed Project would not interfere with any groundwater management or recharge plan. No impact would occur.

**4.10.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.11 Land Use and Planning**

**4.11.1 Environmental Setting**

The Project site at 1275 Bristol Street (former Ganahl Lumber facility) is on the south side of the juncture of SR-55 and SR-73. The Santa Ana Delhi Channel runs underground beneath the northwest boundary of the Project site. Bristol Street is a main arterial tying in major cultural, commercial office, and shopping districts throughout the community. Zoning and land use designations are described in Table 12 below.

**Table 12. Surrounding Zoning and Land Use Designations**

	<b>Zoning Designation</b>	<b>Land Use Designation</b>	<b>Existing Land Use</b>
Project Site	C2-General Business	General Commercial	Developed Commercial Development
North	C1 Local Business	General Commercial)	Ganahl Lumber
East	PDI-Planned Development Industrial (Across SR-73)	Industrial Park (Across SR-73)	SR-73 and Commercial Development
South	C1 Local Business	General Commercial	Retail Center
West	R2-MD Multiple-Family Residential, Medium Density	Medium Density Residential	Multi-Family Residential Complex

Source: City of Costa Mesa 2016a

**4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project is located in an area zoned for C-2 General Business District uses and has a General Commercial land use designation (City of Costa Mesa 2016). The Proposed Project would be located at the former fully developed Ganahl Lumber facility site on the south side of the juncture of the SR-55 and SR-73. Therefore, the Proposed Project would not physically divide an established community and no impact would occur.

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

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The Proposed Project site is designated as General Commercial in the City of Costa Mesa General Plan. According to the General Plan, General Commercial lands have exposure and access to major transportation routes since significant traffic can be generated. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments, support office uses, smaller retail stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments. Thus, the Proposed Project would be consistent with the 2015-2035 General Plan. The Proposed Project would be a compatible use subject to a Conditional Use Permit and approval of requested variances. The Proposed Project would not conflict with any applicable land use plans or policies; no impact would occur.

**4.11.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.12 Mineral Resources**

**4.12.1 Mineral Resources (XII) Environmental Checklist and Discussion**

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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According to the City of Costa Mesa General Plan Final EIR, the Project site is located in an area classified as Mineral Resource Zone 1 (MRZ-1). MRZ-1 is defined as areas where adequate information indicates that no significant construction aggregate deposits are present, or where it is judged that little likelihood exists for their presence (City of Costa Mesa 2016). The Project site is currently developed and does not include mining activities. No impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because no mining operations exist on or in the vicinity of the project site (City of Costa Mesa 2016). No impact would occur.

**4.12.2 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.13 Noise**

**4.13.1 Environmental Setting**

**Noise Fundamentals**

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in  $L_{eq}$ ) and the average daily noise levels/community noise equivalent level (in  $L_{dn}/CNEL$ ).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 decibels (dBA) per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source.

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise but are less effective than solid barriers.

*Sensitive Noise Receptors*

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Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The Project site is located in a commercial corridor, surrounded by SR-73 and SR-55 interchange to the north, SR-73 to the east, and a commercial storage facility and restaurant to the south. The nearest noise-sensitive land use receptor is a multi-family residential building located approximately 130 feet west of the project site boundary, across Bristol Street.

*Existing Ambient Noise Environment*

The Project site is affected by typical urban noise sources experienced in a commercial area, such as traffic and day-to-day commercial-related activities. Due to the proximity of the SR-55 and SR-73 juncture, mobile sources are the dominate source of noise affecting the area. The average daily noise level generated at the SR-55 and SR-73 juncture ranges between 70 and 73 dBA CNEL (community noise equivalent level)<sup>1</sup> at 300 feet from the centerline of the roadway. This was calculated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from Caltrans (Caltrans 2017). The FHWA-RD-77-108 model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans).

**4.13.2 Noise (XIII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<sup>1</sup> CNEL is 24-hour average noise level with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

**Construction Noise Impacts**

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for on-site construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., building construction, paving). Noise generated by construction equipment, including dozers, material handlers, and concrete saws, can reach high levels. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive receptors in the vicinity of the construction site.

Table 13 indicates the anticipated noise levels of construction equipment. The average noise levels presented in Table 13 are based on the quantity, type, and acoustical use factor for each type of equipment that is anticipated to be used.

**Table 13. Maximum Noise Levels Generated by Construction Equipment**

Type of Equipment	Maximum Noise ( $L_{max}$ ) at 50 Feet (dBA)	Maximum 8-Hour Noise ( $L_{eq}$ ) at 50 Feet (dBA)
Crane	80.6	72.6
Dozer	81.7	77.7
Excavator	80.7	76.7
Generator	80.6	77.6
Grader	85.0	81.0
Paver	77.2	74.2
Roller	80.0	73.0
Tractor	84.0	80.0
Dump Truck	76.5	72.5
Concrete Pump Truck	81.4	74.4
Welder	74.0	70.0

Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), dated January 2006.

Nearby noise-sensitive land uses consist of a multi-family residential building located 130 feet to the west. Accounting for an attenuation rate of 6 dBA per doubling of distance from the source, these vicinity residences can be expected to experience noise levels of approximately 76.2 dBA.

The City does not promulgate numeric thresholds pertaining to the noise associated with construction, yet instead limits the time that construction can take place. Specifically, Section 13-279 of the City's Municipal

Code states that noise associated with construction is exempt from noise standards as long as it does not take place between the hours of 7:00 PM and 7:00 AM on weekdays, 6:00 PM and 9:00 AM on Saturdays, or any time on Sunday or federal holidays. It is typical to regulate construction noise in this manner since construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Proposed Project. Furthermore, the City of Costa Mesa is a developing urban community and construction noise is generally accepted as a reality within the urban environment. Additionally, construction would occur through the Project site and would not be concentrated at one point. Therefore, noise generated during construction activities, as long as conducted within the permitted hours, would not exceed City noise standards. A less than significant impact would occur.

### **Operational Noise Impact**

The site is designated as General Commercial in the City of Costa Mesa 2015-2035 General Plan. The General Commercial designation is intended to permit a wide range of commercial uses that serve both local and regional needs. According to the General Plan, General Commercial lands have exposure and access to major transportation routes since significant traffic can be generated. General Commercial areas are insulated from the most sensitive land uses either through buffers of less-sensitive uses or on-site design features. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments, support office uses, smaller retail stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments. The Proposed Project is consistent with the General Commercial land use designation.

Costa Mesa uses the land use compatibility table presented in the Noise Element of the General Plan that provides the County with a tool to gauge the compatibility of new land users relative to existing noise levels. 77.5 dBA is considered an unacceptable existing noise level for locating a commercial land use. As previously described, the average daily noise level generated at the SR-55 and SR-73 juncture ranges between 70 and 73 dBA CNEL in the project area. Thus, the Project site is generally considered an appropriate noise environment to locate the proposed land use.

However, a feature of an automobile sales and service center that has the potential to impact nearby sensitive noise receptors would be the recurring or intermittent use of a public address system (e.g. loudspeakers, pagers, etc.). To address this potential impact on surrounding uses, the Project will comply with a City Condition of Approval that prohibits use of a public address system with outdoor speakers.

The Proposed Project is consistent with the General Commercial land use designation promulgated in the City General Plan for the site. The site currently experiences noise levels considered appropriate for a commercial use, and with compliance with the Condition of Approval prohibiting use of a public address system with outdoor speakers, the proposed land use would not generate noise levels substantially different than historically generated on-site by the former lumber yard and retail facility. This impact is less than significant.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Construction Vibration Impacts**

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 14.

**Table 14. Vibration Source Amplitudes for Construction Equipment at 25 Feet & 130 Feet**

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)	Peak Particle Velocity at 130 Feet (inches per second)
Pile Driver (typical)	0.644	0.051
Sonic Pile Driver (typical)	0.170	0.013
Large Bulldozer	0.089	0.007
Caisson Drilling	0.089	0.007
Loaded Trucks	0.076	0.006
Rock Breaker	0.059	0.004
Jackhammer	0.035	0.003
Small Bulldozer/Tractor	0.003	0.000

Source: FTA 2018

The City does not regulate vibration associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans's (2004) recommended standard of 0.2 inches per second peak particle velocity with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings.

It is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. The nearest structure of concern to the

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construction site is a multi-family residential structure located approximately 130 feet away on the opposite side of Bristol Street. Based on the vibration levels presented in Table 14, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.051 inches per second peak particle velocity at 130 feet. Therefore, vibration from construction activities experienced at the nearest adjacent residences would be expected to be below the 0.20 inch per second peak particle velocity threshold. A less than significant impact would occur.

**Operational Vibration Impacts**

Project operations would not include the use of any stationary equipment that would result in excessive groundborne vibration levels. While the Proposed Project would accommodate heavy-duty trucks, these vehicles can only generate groundborne vibration velocity levels of 0.006 peak particle velocity at 50 feet under typical circumstances. Therefore, the Proposed Project would result in no groundborne vibration impacts during operations, no impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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The Project site is located less than 0.5 mile from the John Wayne Airport, an international airport owned and operated by the County of Orange. According to the Costa Mesa General Plan, the airport served 9,386,033 passengers and 269,189 aircraft movements in 2015. Section 21675 of the Public Utilities Code requires that counties establish an ALUC to develop a comprehensive land use plan for areas surrounding airports. These plans are to contain provisions focused on protecting the public from the adverse effects of aircraft noise, ensuring that people and facilities are not concentrated in areas with aircraft accident potential, and ensuring that structures or activities do not adversely affect navigable airspace. To fulfill the purpose of this plan, the Orange County ALUC has adopted aircraft noise, ground safety, and height restriction policies for land uses in the planning areas contained within the AELUP for John Wayne Airport. The Orange County ALUC has established safety and compatibility zones around John Wayne Airport depicting which land uses are acceptable and which are unacceptable in various portions of the airport environs. The purpose of these zones is to support the continued use and operation of an airport by establishing compatibility and safety standards to promote air navigational safety and to reduce potential safety hazards for persons living, working or recreating near the Airport.

According to the City General Plan, no portion of the City of Costa Mesa lies within the Runway Protection Zone of John Wayne Airport. The Runway Protection Zone is an area just outside the Airport considered a 'Very High Risk' area where virtually no new structures or residential land uses are allowed. Instead, the project site is located in the Traffic Pattern Zone of John Wayne Airport. Residential uses and most

nonresidential uses (stadiums and schools excepting) are permitted in the Traffic Pattern Zone of John Wayne Airport. Per the City General Plan Noise Element, the Project site is located within the future (Year 2035) 60 dBA CNEL noise contour of the John Wayne Airport, which is a compatible noise level for a commercial land use. Therefore, a less than significant impact would occur.

**4.13.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.14 Population and Housing**

**4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion**

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

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The Proposed Project would construct an automobile dealership at the former Ganahl Lumber facility location and 1275 Bristol Street to replace an existing interim dealership located at 375 Bristol Street in the City of Costa Mesa. The Proposed Project would not construct new homes or require the extension of roads or infrastructure. Therefore, the Proposed Project is not anticipated to induce substantial unplanned population growth in the area. No impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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The Proposed Project would construct a 50,971 SF automotive center, including a ground-up two-story (33,807 SF first floor and 17,164 SF second floor) sales and service center for Audi. The Proposed Project would not remove housing; therefore, it would not displace people. No impact would occur.

**4.14.2 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.15 Public Services**

**4.15.1 Environmental Setting**

**Police Services**

The City of Costa Mesa Police Department is located less than two miles southwest of the Project site and provides police services to the Project site (City of Costa Mesa 2019). The Project was reviewed by the Police Department patrol staff, which had no comments related to the proposed development.

**Fire Services**

The City of Costa Mesa Fire Department is located less than two miles southwest of the Project site and provides fire services to the project site (City of Costa Mesa 2019). The Project was reviewed by Costa Mesa Fire Prevention staff and appropriate conditions of approval related to Fire Safety construction have been incorporated.

**Schools**

There are four schools in the vicinity of the Project site: Mariners Christian School, Sonora Elementary School, Costa Mesa High School, and Davis Magnet School. All schools are located over 0.5 mile from the Project site but within one mile. All schools are physically separated from the Project site by SR-55 or SR-73.

**Parks**

The City of Costa Mesa operates 31 parks within its city boundaries encompassing approximately 415 acres (City of Costa Mesa 2016a). The closest park within the City of Costa Mesa to the Proposed Project is Bark Park located at 890 Arlington Drive and TeWinkle Park located at 970 Arlington Drive, approximately 0.5 mile west of the Project site.

**4.15.2 Public Services (XV) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would not create a substantial new fire or public safety hazard. The Proposed Project would construct an automobile dealership at the former Ganahl Lumber facility location and 1275 Bristol Street to replace an existing interim dealership located at 375 Bristol. The Proposed Project is not expected to induce population growth as a result of new employment since it would replace an existing facility; therefore, there would be no additional demand for schools, parks, or other public facilities. The Proposed Project would not result in the need for new or physically altered government facilities nor affect response time or other performance objectives. The applicant would pay applicable development impact fees as determined by the City. A less than significant impact would occur.

**4.15.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.16 Recreation**

**4.16.1 Recreation (XVI) Materials Checklist**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project does not involve residential uses and would not cause a direct increase in the population of the project area. No substantial increase in demand, or use of, existing parks or recreational facilities would result from the implementation of the Proposed Project. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
facilities, which might have an adverse physical effect on the environment?				

The Proposed Project would not include recreational facilities nor require the construction or expansion of recreational facilities that might have an adverse effect on the environment. No impact would occur.

**4.16.2 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.17 Transportation**

A focused traffic impact analysis was completed for the Proposed Project by KOA Corporation (KOA 2019). The former Ganahl Lumber building remains on the vacant Project site.

The focused traffic impact study evaluated three key study intersections in the Project area that included:

1. Santa Ana Avenue/Red Hill Avenue and Bristol Street (signalized)
2. Northbound Newport Boulevard and Bristol Street (signalized)
3. Southbound Newport Boulevard and Bristol Street (signalized)

These key locations were selected for evaluation based on coordination with the City of Costa Mesa in order to define the study area and other major details. The Intersection Capacity Utilization (ICU) methodology has been used for the analysis and evaluation of traffic capacity at signalized intersections.

**4.17.1 Environmental Setting**

**Existing Roadway System**

The roadway system of streets serving the project site includes Bristol Street, Santa Ana Avenue/Red Hill Avenue, and Newport Boulevard. The following discussion provides a summary of these key area streets.

**Bristol Street** is a Major Arterial running on an east/west alignment adjacent to the project site. Bristol Street consists of three lanes in each direction with a center left-turn lane. Land uses along the study route include commercial and retail uses. The posted speed limit along Bristol Street is 45 miles per hour (mph) and on-street parking is prohibited on both sides of the roadway.

**Southbound Newport Boulevard** is a Secondary Arterial running on a north/south alignment west of the project site. This roadway is a two-lane roadway providing on-way travel in the southbound direction adjacent to SR-55. The posted speed limit along southbound Newport Boulevard is 45 mph and on-street parking is prohibited on both sides of the roadway. A Class II bike lane is provided along the west side of the roadway from Bristol Street to Arlington Drive.

**Northbound Newport Boulevard** is a Secondary Arterial running on a north/south alignment east of the project site. This roadway is a two-lane roadway providing on-way travel in the northbound direction

adjacent to the SR-55. The posted speed limit along northbound Newport Boulevard is 45 mph and on-street parking is prohibited on both sides of the roadway. A Class II bike lane is provided along the east side of the roadway from Bristol Street to Walnut Street.

**Santa Ana Avenue/Red Hill Avenue** is a Secondary Arterial south of Bristol Street and a Primary Arterial north of Bristol Street. Santa Ana Avenue (south of Bristol Street) is a three-lane roadway providing one northbound travel lane and two southbound travel lanes with a center left-turn lane. On-street parking is allowed along the east side of the roadway. A Class II bike lane is provided along the east side of the roadway between Bristol Street and Mesa Drive. The posted speed limit along Santa Ana Avenue is 45 mph. Red Hill Avenue is (north of Bristol Street) is a four-lane roadway providing two lanes in each direction with a center left-turn lane. On-street parking is prohibited along both sides of the roadway. A Class II bike lane is provided along both sides of the roadway. The posted speed limit along Red Hill Avenue is 50 mph.

**Existing Intersection Conditions**

Existing AM and PM peak hour operating conditions for the three key study intersections were evaluated using two methodologies: Intersection Capacity Utilization (ICU) method and Highway Capacity Manual (HCM) method (KOA 2019).

Table 15 summarizes the results of the ICU analysis for the Existing Year (2019) conditions. As shown on Table 15, all of the study intersections are currently operating at acceptable level of service during the AM and PM peak hours. Appendix E contains the Existing Conditions ICU analysis worksheets.

**Table 15. Existing Year (2019) Traffic Conditions, ICU Analysis**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
1. Santa Ana Avenue/Red Hill Avenue at Bristol Street	0.628	B	0.664	B
2. Northbound Newport Boulevard at Bristol Street	0.663	B	0.646	B
3. Southbound Newport Boulevard at Bristol Street	0.400	A	0.691	B

Note: ICU = Intersection Capacity Utilization volume-to-capacity (V/C) ratio; LOS = Level of Service

**4.17.2 Regulatory Setting**

**General Plan**

The City of Costa Mesa’s General Plan Circulation Element identifies and establishes the City’s policies governing the system of roadways, intersections, bike paths, pedestrian ways, and other components of the circulations system, which collectively provide for the movement of persons and goods throughout the City (City of Costa Mesa 2016a). The Circulation Element includes following two goals:

*Goal C-1: Implement “Complete Streets” Policies on Roadways in Costa Mesa – It is the goal of the City of Costa Mesa to create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors.*

*Goal C-2: Effectively Manage and Improve the Roadway System – It is the goal of the City of Costa Mesa to implement policies that encourage and accommodate all users while maintaining the efficiency of the circulation system. It is also the City's goal to construct street improvements and apply congestion management tools to obtain efficient performance of the transportation system.*

**City of Costa Mesa Traffic Impact Guidelines**

According to the City of Costa Mesa guidelines, a project is considered to have a significant traffic impact at an intersection if level of service (LOS) deteriorates from LOS D (or better) to an LOS E or LOS F and the project contribution to the volume/capacity ratio at the study intersection is 0.01 or greater.

If the project is shown to have a significant impact as described above, mitigation of the project contribution to ICU is required to bring the intersection back to an acceptable level of service or to no-project conditions.

**4.17.3 Transportation (XVII) Environmental Checklist and Discussion**

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

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**Construction Impacts**

The Proposed Project would generate short-term construction related vehicle trips. However, traffic generated by construction of the Proposed Project would be temporary and would not conflict with the City of Costa Mesa's Circulation Element. Impacts would be less than significant.

**Operational Impacts**

Table 16 provides a summary of the Proposed Project impacts under Existing Plus Project conditions. Traffic impacts created by the Proposed Project were determined by comparing the Existing scenario conditions to the Existing Plus Project scenario conditions.

As shown in Table 16 the Proposed Project would not create any significant traffic impacts at the three study intersections under Existing Plus Project conditions, during either the weekday AM or PM peak hour (KOA 2019).

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**Table 16. Project Impacts Under Existing Plus Project Conditions**

Study Intersection	Peak Hour	Existing (2019) Conditions		Existing Year (2019) Plus Project		Change in V/C	Significant Impact?
		V/C	LOS	V/C	LOS		
1 Santa Ana Ave/Red Hill Ave at Bristol Street	AM	0.628	B	0.622	B	-0.006	No
	PM	0.664	B	0.663	B	-0.001	No
2 Northbound Newport Blvd at Bristol Street	AM	0.663	B	0.657	B	-0.006	No
	PM	0.646	B	0.646	B	0.000	No
3 Southbound Newport Blvd at Bristol Street	AM	0.400	A	0.397	A	-0.003	No
	PM	0.691	B	0.691	B	0.000	No

LOS = Level-of-Service  
V/C = Volume-to-Capacity Ratio

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CEQA Guidelines section 15064.3, subdivision (b) details the use of vehicle miles traveled (VMT) to assess the significance of transportation impacts. As detailed in CEQA Guidelines section 15064.3, subdivision (c), a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide. As of the preparation of this document (June 2019), VMT analysis has not been adopted by the City of Costa Mesa, and therefore this question does not apply to the Proposed Project.

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

The Proposed Project would raze the existing former Ganahl Lumber facility at 1275 Bristol Street and construct an automobile dealership on this site to replace an existing interim dealership located at 375 Bristol Street. Access to the Proposed Project would be provided by two stop-controlled driveways along Bristol Street providing full access (right-in, right-out, left-in, and left-out) to and out of the Project site. Based on the Project site plan, the driveways would provide sufficient drive isle clearance within the project site to allow for any potential temporary queuing of vehicles to occur onsite. The stop-controlled access driveways along Bristol Street would provide adequate access to the Project site. The parking lot

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layout would provide a 20-foot fire lane with 25-foot drive isles throughout the parking lot area for adequate access to parking spaces. Pedestrian access would be provided along the sidewalk adjacent to the project along Bristol Street and areas within the project site (KOA 2019). The Proposed Project would not introduce a hazard as a result of a geometric design feature or incompatible use. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction of the Proposed Project would result in temporary construction truck traffic along Bristol Street which has the potential to interfere with emergency response access to areas near the Project site. However, City of Costa Mesa Standard Conditions of Approval require preparation of a Construction Management Plan designed to minimize disruption to residents and businesses, and to assure adequate emergency access during construction. Therefore, impacts to emergency response, access and evacuation would be less than significant.

**4.17.4 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.18 Tribal Cultural Resources**

**4.18.1 Environmental Setting**

**Cultural Setting**

The Project area formed part of the territory occupied by the Juaneño and Gabrielino Native American groups when the Spanish arrived in A.D. 1769.

**Juaneño**

At the time of contact with Europeans, the Juaneño were the main occupants of southern Orange County and northwestern San Diego County. The term Juaneño came from the group’s association with Mission San Juan Capistrano, established in 1776 (Castillo 1978:100). The Juaneño spoke a Takic language. The Takic group of languages is part of the Uto-Aztecan language family.

The Juaneño lived in villages of up to 250 people located near permanent water and a variety of food sources. Each village was typically located at the center of an established territory from which resources for the group were gathered. Small groups left the village for short periods of time to hunt, fish, and gather plant foods. While away from the village, they established temporary camps and created locations where food and other materials were processed. Archaeologically, such locations are evidenced by manos and metates for seed grinding, bedrock mortars for acorn pulverizing, and lithic scatters indicating manufacturing or maintenance of stone tools (usually made of chert) used in hunting or butchering. Overnight stays in field camps are indicated by fire-affected rock used in hearths (Mason, et al. 2002).

One of the most important food resources for inland groups was acorns gathered from oak groves in canyons, drainages, and foothills. Acorns were ground into flour using mortars and pestles. Seeds from sage and grasses, goosefoot, and California buckwheat were collected and ground into meal with manos and metates. Protein was supplied through the meat of deer, rabbits, and other animals, hunted with the bow and arrow or trapped using snares, nets, and deadfalls. Coastal dwellers collected shellfish and used carved shell hooks for fishing in bay/estuary, nearshore, and kelp bed zones. Dried fish and shellfish were probably traded for inland products such as acorns and deer meat.

### **Gabrielino**

At the time of contact with Europeans, the Gabrielino were the main occupants of the southern Channel Islands, the Los Angeles basin, northern Orange County, and extended as far east as the western San Bernardino Valley. The term "Gabrielino" came from the group's association with Mission San Gabriel Archangel, established in 1771. The Gabrielino are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact. (Bean and Smith 1978; McCawley 1996; Moratto 1984). The Gabrielino spoke a Takic language. The Takic group of languages is part of the Uto-Aztecan language family.

The Gabrielino occupied villages located along rivers and at the mouths of canyons. Populations ranged from 50 to 200 inhabitants. Residential structures within the villages were domed, circular, and made from thatched tule or other available wood. Gabrielino society was organized by kinship groups, with each group composed of several related families who together owned hunting and gathering territories. Settlement patterns varied according to the availability of floral and faunal resources (Bean and Smith 1978; McCawley 1996; Miller 1991).

Vegetal staples consisted of acorns, chia, seeds, piñon nuts, sage, cacti, roots, and bulbs. Animals hunted included deer, antelope, coyote, rabbits, squirrels, rodents, birds, and snakes. The Gabrielino also fished and collected marine shellfish (Bean and Smith 1978; McCawley 1996; Miller 1991).

By the late 18th century, Gabrielino population had significantly dwindled due to introduced European diseases and dietary deficiencies. Gabrielino communities disintegrated as families were taken to the missions (Bean and Smith 1978; McCawley 1996; Miller 1991). However, current descendants of the Gabrielino are preserving Gabrielino culture.

#### **4.18.2 Regulatory Setting**

##### **Assembly Bill 52**

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include Tribal Cultural Resources (TCR), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
  - b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
  - c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

#### **4.18.3 Summary of AB 52 Consultation**

On April 17, 2019, the City initiated environmental review under CEQA for the Proposed Project. On April 22, 2019, the City sent project notification letters to the following California Native American tribes, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code: Juaneño Band of Mission Indians Acjachemen Nation, Gabrielino-Tongva Tribe, Juaneño Band of Mission Indians, Gabrieleno Tongva Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Soboba Band of Luiseno Indians, and Gabrieleno Band of Mission Indians-Kizh Nation

Each recipient was provided a brief description of the project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded on May 24, 2019.

As a result of the initial notification letters, the City received the following response:

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- Gabrieleno Band of Mission Indians–Kizh Nation – Responded by letter dated April 22, 2019 indicating the Proposed Project lies within their ancestral tribal territory and accepting the consultation invitation.

No response was received from the other contacted California Native American tribes.

The City sent an email and letter certified mail to the Gabrieleno Band of Mission Indians-Kizh Nation on May 8, 2019 to initiate consultation and request a date and time to schedule an in-person consultation, or conference call. Ultimately, an appointment for a June 26, 2019 conference call with the City was scheduled by the tribe. The results of the tribal cultural resources consultation will be documented with the Final Initial Study/Mitigated Negative Declaration.

**4.18.4 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion**

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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i) The cultural resources records search for the Proposed Project indicated that the Project site has not been previously surveyed and that there are no previously recorded historical resources in the project site (ECORP 2019). However, there always remains a possibility that unrecorded cultural resources are present beneath the ground surface, and that such resources may be exposed during Project construction. If

previously unrecorded historical resources are encountered during construction, implementation of Mitigation Measure CUL-1 would reduce impacts to unknown TCRs to a less than significant level.

ii) The Proposed Project would not result in significant impacts to known TCRs. However, as a result of the AB 52 consultation the Project area was identified as being sensitive and has the potential to contain unknown TCRs. Significant impacts may occur from the discovery of unknown TCRs during ground disturbing activities from Project construction. Impacts to unknown TCRs would be less than significant with the implementation of Mitigation Measures CUL-1 and CUL-2 (see Section 4.5, Cultural Resources).

#### **4.18.5 Mitigation Measures**

Mitigation Measures CUL-1 and CUL-2 are listed in Section 4.5 Cultural Resources of this Initial Study.

### **4.19 Utilities and Service Systems**

#### **4.19.1 Environmental Setting**

##### **Water Service**

Mesa Water District (Mesa Water) provides the City of Costa Mesa, including the Project site, with water services. Mesa Water's provides water from a blend of local groundwater and imported water from northern California and the Colorado River. Mesa Water pumps groundwater from Orange County's groundwater basin using eight wells. The groundwater is replenished by water from the Santa Ana River and imported water purchased from the Metropolitan Water District of Southern California (MWDSC 2019). The estimated capacity is more than adequate to meet the current water demand for the project site (MWDSC 2015). MWDSC maintains an underground 36-inch inside diameter welded steel water pipeline, the Orange County Feeder pipeline, within a 15-foot wide permanent easement that runs diagonally through the Project site (Figure 3. Site Plan).

##### **Wastewater**

Costa Mesa Sanitary District (CMSD) provides sewer services to the City of Costa Mesa and the Project site. The CMSD maintains 224.2 miles of gravity sewer mains. CMSD has 20 sewer pumping stations located within the collection system to convey flow from low lying areas to higher elevations (CMSD 2019a).

##### **Solid Waste**

The City of Costa Mesa is in the CMSD, which is serviced by CR&R for residential curbside refuse and recycling collection. The CMSD is one of the few agencies in Orange County that offer comingled trash and recycling services. The District is the first agency in Orange County to recycle our organics waste (CMSD 2019b).

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**4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion**

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

The Proposed Project would raze the existing former Ganahl Lumber facility building at 1275 Bristol Street and construct an automobile dealership on this site to replace an existing interim dealership located at 375 Bristol Street. The Project site currently features storm, sanitary, water distribution, and dry utilities (power, telecommunication, and gas). The Proposed Project would connect to these existing utilities for operation and would not require construction of new or expanded utilities.

MWDSC has reviewed construction plans for development of the Proposed Project and identified requirements for preserving access and protecting in-place its Orange County Feeder water pipeline (Appendix F; MWDSC letter dated 2/13/19). The Project will comply with MWDSC conditions and requirements and no significant impact to water conveyance facilities is anticipated.

Due to the nature of the Project as an automobile dealership and the replacement of an existing automobile dealer that would close once the Proposed Project is built; the Proposed Project would not create the need for new water or wastewater treatment facilities. Mesa Water is reviewing the Proposed Project and no significant impact on its ability to provide water service to the site is anticipated.

With the implementation of biotreatment measures including flow-through planters with underdrains (this includes both raised planter boxes, as well as below-grade boxes covered with traffic-rated steel grates), and lined bioretention basins, the Proposed Project would not substantially increase the amount of wastewater generated from the Project site. A less than significant impact would occur.

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

The Proposed Project would not substantially increase the demand for water compared to existing conditions at the interim dealership at 375 Bristol Street. Any additional water needs associated with the Proposed Project would be nominal based on the replacement of an existing dealer and the type of development. A less than significant impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would not increase the demand for wastewater treatment because the Proposed Project would not substantially generate additional wastewater over existing conditions at the current Interim dealership at 375 Bristol Street. Additionally, the Proposed Project would incorporate biotreatment measures including flow-through planters with underdrains (this includes both raised planter boxes, as well as below-grade boxes covered with traffic-rated steel grates), and lined bioretention basins to capture wastewater onsite. As such, the Proposed project is not anticipated to substantially increase the amount of wastewater generated from the Project site. A less than significant impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction waste would be disposed of at the Frank R. Bowerman Landfill, the Olinda Landfill, or the Prima Deshecha Landfill, which are all permitted to accept commercial waste (OC Waste & Recycling 2019). The Proposed Project would demolish approximately 55,540 SF of building/shed area on a 4.896-acre site. Due to the size of the proposed demolition, the Proposed Project would not substantially contribute solid waste in amounts in excess of the capacity of local landfills. A less than significant impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would comply with solid waste statutes and regulations. No impact would occur.

**4.19.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

## 4.20 Wildfire

### 4.20.1 Wildfire (XX) Environmental Checklist and Discussion

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the Fire Hazard Severity Zones in State Responsibility Areas (SRA) Map for Orange County, the project site is not located on land within an SRA. Additionally, the Project site is located on land designated as Non-Very High Fire Hazard Severity Zone as recommended by CAL FIRE (CAL FIRE 2019). The Proposed Project would construct an automobile dealership at 1275 Bristol Street to replace an existing interim dealership located at 375 Bristol Street. The Proposed Project would replace an existing facility and continue a commercial use on the Project site. Therefore, the Project is not anticipated to impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in Section 4.20.1 a) the Proposed Project is not located in or near state responsibility areas or land classified as very high fire hazard severity zones. The Proposed Project would not expose project occupants to pollutant concentrations from wildfire as a result of slope, prevailing winds, or other factors. No impact would occur.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in Section 4.20.1 a) the Proposed Project is not located in or near state responsibility areas or land classified as very high fire hazard severity zones. The Proposed Project would not require the

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installation or maintenance of infrastructure that would exacerbate fire risk resulting in temporary or ongoing impacts to the environment. No impact would occur.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in Section 4.20.1 a) the Proposed Project is not located in or near state responsibility areas or land classified as very high fire hazard severity zones. Additionally, the Project site is located on relatively flat developed terrain and would not be subject to landslide. No wildfire impact associated with downslope or downstream flooding or landslides would occur.

## 4.21 Mandatory Findings of Significance

### 4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

<b>Does the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impacts to biological and cultural resources are discussed in the respective sections of this Initial Study. Impacts would be less than significant with Mitigation Measures BIO-1, BIO-2, CUL-1, CUL-2, and GEO-1.

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<b>Does the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impacts from the Proposed Project would not be cumulatively considerable with the implementation of the Mitigation Measures listed in this Initial Study.

<b>Does the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Direct and indirect impacts to human beings would be less than significant.

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**LIST OF APPENDICES (ON CD)**

Appendix A – Air Quality/Greenhouse Gases Assessment

Appendix B – Energy Consumption Analysis

Appendix C – Phase I Environmental Site Assessment

Appendix D- Existing Traffic Noise Contours

Appendix E – Traffic Impact Analysis

Appendix F – Site Plan, Floor Plans, Elevations, Site Photometrics, Correspondence