DRAFT
Initial Study and Mitigated Negative Declaration

Vans Building Expansion Project

November 2019

Lead Agency:

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

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

2861 Pullman Street
Santa Ana, CA 92705

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DRAFT MITIGATED NEGATIVE DECLARATION
VANS BUILDING EXPANSION PROJECT

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

Project Proponent: Vans
Owner's Representative: Mark Smith
14381 Franklin Avenue
Tustin, CA 92780
Director of Facility

Project Location: 1588 South Coast Drive, Costa Mesa, CA 92626

Project Description:

The Vans Building Expansion Project (Proposed Project) proposes to construct a three-story, 91,032 square foot (SF) office building approximately 40-feet north of the existing Vans Headquarter building on the Vans Headquarters Campus (Campus) located at 1588 South Coast Drive, Costa Mesa on APN 139-031-41 (Figure 1 & 2). The Proposed Project would also construct a three-story parking structure accommodating 358 parking spaces in the northeast quadrant of the Campus. Ancillary improvements include a small amphitheater/seating area just east of the proposed office building and south of the proposed parking structure, and a half pipe skate ramp just west of the proposed office building (Figure 3 thru 5). The Campus currently consists of an approximately 15-acre site with one 170,328 SF office building with three surface parking lots and associated landscaping.

Project Site Characteristics	
Site Area	
Site Area	15 acres – 653,400 SF
Landscape Area	8.23 acres – 358, 503 SF
Hardscape Area	6.77 acres – 294,897 SF
Existing Buildings	
Vans Headquarters Building	170,328 SF
Proposed Three-Story Building	
Proposed Level 1	29,534 SF
Proposed Level 2	30,749 SF
Proposed Level 3	30,749 SF
Gross Area	**91,032 SF**
Proposed Parking Structure	
Three-Story Parking Structure	358 Spaces

The Proposed Project would reconfigure the northern half of the Vans Campus site in order to construct a 91,032 SF office building and three level 358 space parking structure. The Proposed site improvements

would include the removal of 82 existing trees, planting of 85 trees, and relocation of the existing solar panel array on the Vans Campus.

Proposed Landscaping

Landscape design on the project site would consist of buffer garden areas along the perimeter of the project site, drift garden areas around the proposed office building, and formal gardens surrounding the proposed parking structure, half-pipe skate ramp, and amphitheater. Buffer garden areas would include trees, shrubs, vines, and groundcover plantings. Drift garden areas would include trees, shrubs, grasses, succulents, and groundcover plantings. Formal garden areas would include trees, shrubs, grasses, succulents, and groundcover plantings. Additionally, the proposed landscape plan would include a section of turf as part of the amphitheater construction.

Proposed Parking and Solar Array

Parking on the site would be provided via two surface parking lots and the proposed parking structure. A total of 885 parking spaces will be provided on the Vans Campus site with implementation of the Proposed Project. This would comply with City of Costa Mesa Municipal Code 18-89 requiring 4 spaces per 1,000 square feet for central administrative offices or 875 spaces for this project site. The Proposed Project would include 25 accessible parking spaces. Solar panels will be relocated onto surface parking areas within the project site.

Construction Timing

The Project proposes a 16-month construction time frame starting in late 2019/early 2020.

Public Review Period: November 20, 2019 – December 9, 2019

Project Commitments

Project Design Feature:

PDF-1: **Hyland Avenue at Northerly Project Driveway.** As a project design feature, the Project will install a T-intersection traffic signal with pedestrian crosswalk at the Hyland Avenue/Northerly Project Driveway which will be installed and operational prior to the issuance of a building permit and/or final certificate of use and occupancy.

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: If construction activities occur within the bird breeding season (February 1st – August 31st), 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.

Cultural Resources

CUL-1: Prior to approval of grading plans, the Project Applicant shall submit a letter to the City of Costa Mesa Development Services Department, Planning Division, which identifies the qualified archaeologist hired to conduct the following actions:

1. The qualified archaeologist shall be present to monitor all on-site demolition, excavation, and grading activities. The qualified archeologist shall be present at the pre-grading conference in order to establish procedures for temporarily halting or redirecting work to allow for sampling, identification, and evaluation of potentially significant artifacts uncovered during construction. If artifacts are uncovered and determined to be significant, the qualified archaeologist shall determine appropriate actions in cooperation with the Project Applicant for exploration and/or salvage.

2. Artifacts that are collected prior to or during grading activities will be donated to an appropriate educational or research institution.

3. Any archaeological work at the site conducted by a qualified archaeologist shall be conducted under the supervision of an Orange County Certified archaeologist. If artifacts are discovered during demolition, excavation, and/or grading activities when the qualified archaeologist is not present, demolition, excavation, and/or grading activities shall be diverted around the area until the monitor can survey the area.

4. A final report detailing the findings and disposition of artifacts discovered on the site shall be submitted to the City of Costa Mesa. Upon completion of demolition, excavation, and/or grading activities the qualified archaeologist shall notify the City as to when the final report will be submitted.

Geology and Soils

GEO-1: **Unanticipated Discovery – Paleontological Resource.** If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

Tribal Cultural Resources

TCR-1: Prior to grading, the applicant shall retain a Native American monitor who is traditionally and culturally affiliated with the project vicinity to perform Native American monitoring of all ground disturbance. In addition to the Native American monitor, the project applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology. The frequency of the monitoring shall be determined by the qualified archaeologist in coordination with the Native American monitor and the City. In the event that tribal cultural resources are unearthed during ground-disturbing activities, the archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the discovery (approximately 100 feet) until the City, the Native American monitor and the qualified archaeologist have evaluated the discovery and determined appropriate treatment. Construction within 100 feet of the tribal cultural resource shall not resume until the qualified archaeologist and the Native American representative have conferred with the City on the significance of the resource. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, a Tribal Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the tribal cultural resource. The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a report that details the results of monitoring for submittal to the City, the South-Central Coastal Information Center, and any Native American tribe that requests a copy.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACM	Asbestos Containing Materials
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	Methane
CMSD	Costa Mesa Sanitary District
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historic Places
DA	Design Review Permit
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
ECDMS	Energy Consumption Data Management System
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	Greenhouse Gas
HCP	Habitat Conservation Plan
HREC	Historical Recognized Environmental Condition
ICU	Intersection Capacity Utilization
IRWMP	Integrated Waste Management Plan
kWh	kilowatt-hours
LSTs	Localized Significance Thresholds

MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MSHCP	Multiple Species Habitat Conservation Plan
MWDSC	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
N_2O	Nitrous Oxide
NO_x	Nitrogen Oxides
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OCSD	Orange County Sanitation District
OCWD	Orange County Water District
OEHHA	Office of Environmental Health Hazard Assessment
OPR	California Office of Planning and Research
PM_{10} and $PM_{2.5}$	Particulate Matter
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
REC	Recognized Environmental Condition
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SP	Service Population
SoCAB	South Coast Air Basin
SO_2	Sulfur Dioxide
SR	State Route
SRA	Sensitive Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TPD	Tons Per Day
UWMP	Urban Water Management Plan
VMT	Vehicle Mile Traveled

SECTION 1.0 BACKGROUND

1.1 Summary

Project Title:	Vans Building Expansion Project
Lead Agency Name and Address:	City of Costa Mesa 77 Fair Drive Costa Mesa, CA 92626
Contact Person and Phone Number:	Daniel Inloes Economic Development Administrator (714) 754-5088
Project Location:	The project site is located at 1588 South Coast Drive in the City of Costa Mesa on the north/northeast side of Interstate 405 (I-405) between Hyland Avenue and Harbor Boulevard (Figures 1 and 2).
General Plan Designation:	Industrial Park
Zoning:	MP – Industrial Park

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 Vans Building Expansion 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 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 1588 South Coast Drive in the northern portion of Costa Mesa adjacent to and north of the Interstate 405 Freeway between Harbor Boulevard and Hyland Avenue, the site spans 15 acres and is currently operating as the Van's headquarter facility. The facility currently includes one 170,328 square foot office building and three surface parking lots. Surrounding lands include Industrial

Park uses to the west, north, and east and General Commercial to the south (Figure 2). The site is designated as Industrial Park in the City of Costa Mesa 2015-2035 General Plan. The Industrial Park designation is intended to apply to large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels with landscaped setbacks that create a campus-like environment and in close proximity to freeways and other major transportation routes. Industrial parks have major physical separations from areas designated for other uses to maintain their distinctiveness and avoid potential land use incompatibilities. Appropriate uses include industrial uses, commercial and commercial-recreational uses, provided that the use is determined to be complementary to the industrial area, and institutional uses, provided that land use compatibility and traffic issues have been addressed.

Location: N:\2017\2017-011.003 Vans Building Expansion\MAPS\location_vicinity\VBE_Vicinity_V1.mxd (TR)-trotellini 10/7/2019

Map Date: 10/7/2019

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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Figure 1. Project Vicinity

2017-011.003 Vans Building Expansion

Location: N:\2017\2017-011.003 Vans Building Expansion\MAPS\location_vicinity\VBE_Location_V1.mxd (TR)-trotellini 11/14/2019

Map Date: 11/14/2019

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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Figure 2. Project Location

2017-011.003 Vans Building Expansion

SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Characteristics

The Vans Building Expansion Project (Proposed Project) proposes to construct a three-story, 91,032 square foot (SF) office building approximately 40-feet north of the existing Vans Headquarter building on the Vans Headquarters Campus (Campus) located at 1588 South Coast Drive, Costa Mesa on APN 139-031-41 (Table 1; Figure 1-2). The Proposed Project would also construct a three-story parking structure accommodating 358 parking spaces in the northeast quadrant of the Campus, a small amphitheater/outdoor gathering area just east of the proposed office building and south of the proposed parking structure and install a half pipe skate ramp just west of the proposed office building (Figure 3-5). The Campus currently consists of an approximately 15-acre site with one 170,328 SF office building with three surface parking lots and associated landscaping.

Table 1. Project Site Characteristics

Site Area	
Site Area	15 acres – 653,400 SF
Landscape Area	8.23 acres – 358, 503 SF
Hardscape Area	6.77 acres – 294,897 SF
Existing Buildings	
Vans Headquarters Building	170,328 SF
Proposed Three-Story Building	
Proposed Level 1	29,534 SF
Proposed Level 2	30,749 SF
Proposed Level 3	30,749 SF
Gross Area	**91,032 SF**
Proposed Parking Structure	
Three-Story Parking Structure	358 Spaces
Surface Parking Redesigned	443
Surface Parking to Remain	86

The Proposed Project would reconfigure the northern half of Vans Campus site in order to construct a 91,032 SF office, three level 358 space parking structure, amphitheater, and half-pipe skate ramp. The Proposed site improvements would include the removal of 82 existing trees and planting of 85 new ornamental trees, and relocation of the existing solar panel array on the Vans Campus. Project perimeter sidewalks would be provided along Hyland Avenue and South Coast Drive and a new T-intersection traffic signal with pedestrian crosswalk would be installed on Hyland Avenue at the Vans north driveway as a project design feature.

Proposed Landscaping

Landscape design on the project site would consist of buffer garden areas along the perimeter of the project site, drift garden areas around the proposed office building, and formal gardens surrounding the proposed parking structure, half-pipe skate ramp, and amphitheater. Buffer garden areas would include

trees, shrubs, vines, and groundcover plantings. Drift garden areas would include trees, shrubs, grasses, succulents, and groundcover plantings. Formal garden areas would include trees, shrubs, grasses, succulents, and groundcover plantings. Additionally, the proposed landscape plan would include a section of turf as part of the amphitheater construction.

Outdoor Activity Areas

The Proposed Project outdoor activity areas include a turf area on the east side of the campus, which contains amphitheater seating, a small stage, and other outdoor furniture for employees to gather or relax and take a break. The second area is located on the west side of campus and includes a skate boarding half pipe ramp along with stepped seating to view the half pipe ramp. There are no public events anticipated on the campus., which is a secured facility not open to the general public. Hours of use for both activities would typically be 7:30am to 6:00pm during the business workday, though afterhours activities may occur occasionally subject to terms of a minor conditional use permit.

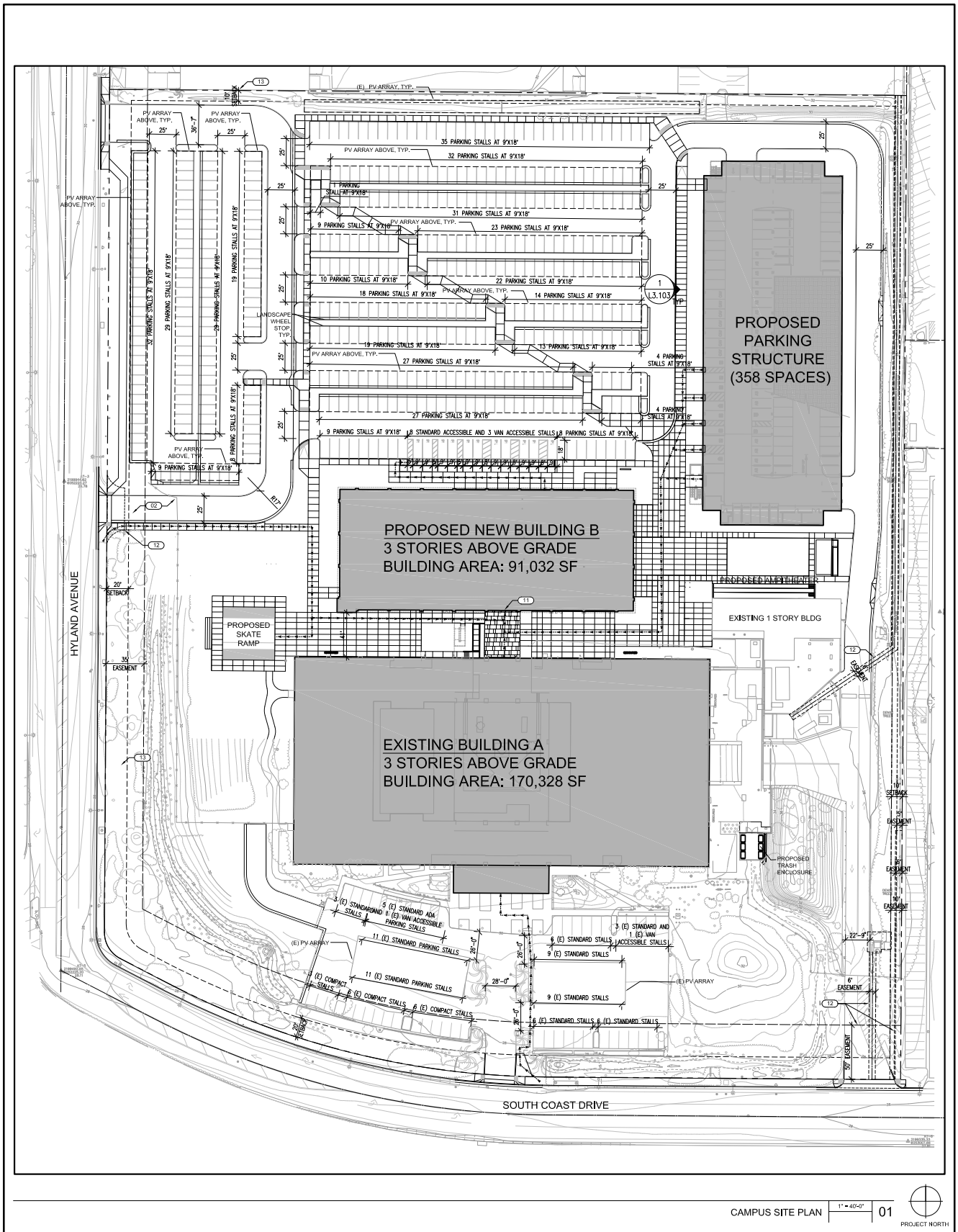
Proposed Parking and Solar Array

Parking on the site would be provided via two surface parking lots and the proposed parking structure. A total of 887 parking spaces will be provided on the Vans Campus site with implementation of the Proposed Project. This would comply with City of Costa Mesa Municipal Code 18-89 requiring 4 spaces per 1,000 square feet for central administrative offices or 875 spaces for this project site.[1] The Proposed Project would include 25 accessible parking space. Solar panels will be located onto surface parking areas within the project site.

2.2 Project Timing

The Proposed Project proposes a 16-month construction time frame starting in early 2020.

[1] Note: The existing Vans Headquarters building is required to provide 3 parking spaces per thousand sf because it is more than 2 stories and is more than 100,000 SF in size. The new building must be 4 per thousand square feet because it does not meet the same minimum threshold, and therefore is required to be 4 per 1,000 square feet.



LPA Design Studios 2019

Figure 3. Campus Site Plan

2017-011.003 Vans Building Expansion

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PERSPECTIVE VIEW OF SKATE RAMP FROM STREET

PERSPECTIVE VIEW OF RAMP CONCRETE STEPS SEATING FROM BUILDING CORRIDOR

PERSPECTIVE CONCRETE AMPHITEATER AND STAGE

Source: BrightView Design Group 2019

ECORP Consulting, Inc.
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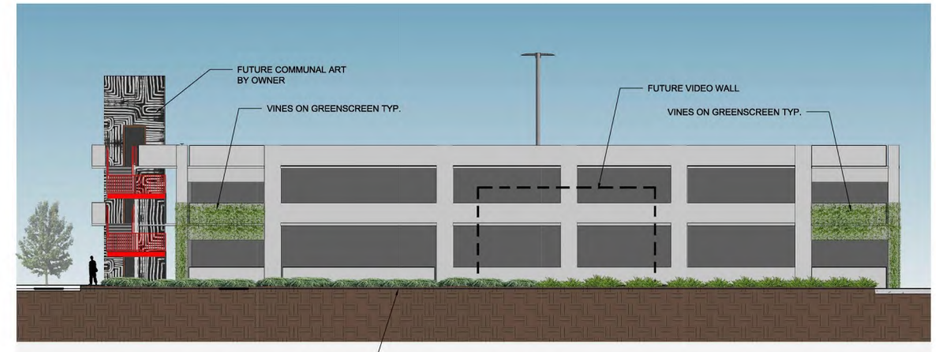
Figure 4. Site Elements
2017.011.003 Vans Building Expansion

1 NORTH ELEVATION
1/8" = 1'-0"



4 SOUTH ELEVATION
1/8" = 1'-0"

PARKING STRUCTURE TREE SPECIFICATIONS:

NOTE:
THE LANDSCAPING SHALL CONSIST OF TALL-GROWING CANOPY TREES, WITH A TREE SIZE MIX AS FOLLOWS:
THIRTY (30) PERCENT, FIFTEEN (15) GALLON TREES; FIFTY (50) PERCENT, TWENTY-FOUR (24) - INCH BOXH TREES; AND TWENTY (20) PERCENT, THIRTY-SIX (36)-INCH OR GREATER BOX TREES.

15 GALLON VINES ON GREENSCREENS PER PLAN

3 EAST ELEVATION
1/8" = 1'-0"

2 WEST ELEVATION
1/8" = 1'-0"

Source: BrightView Design Group 2019

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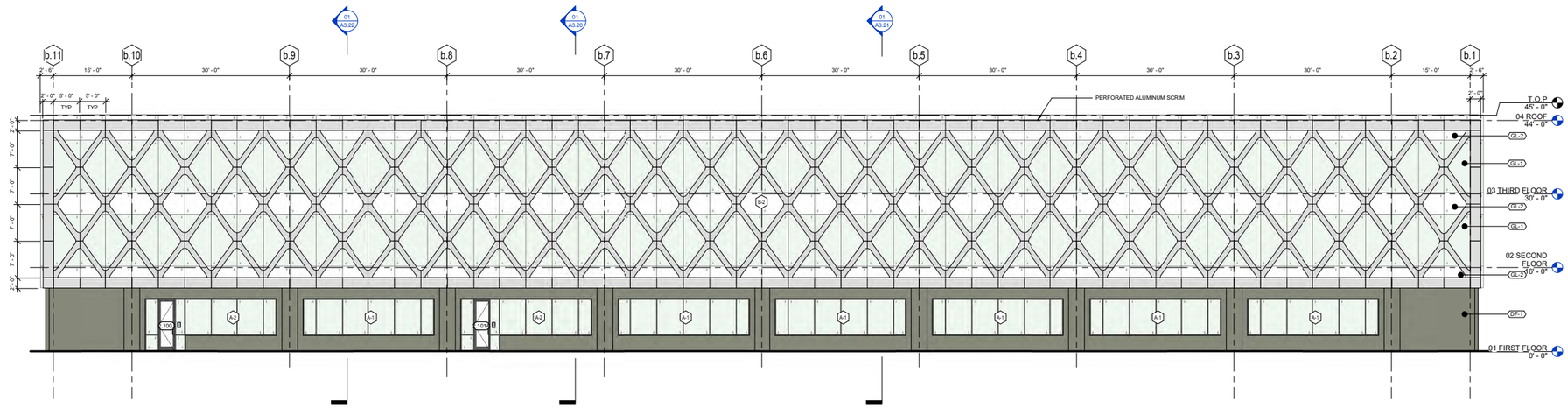
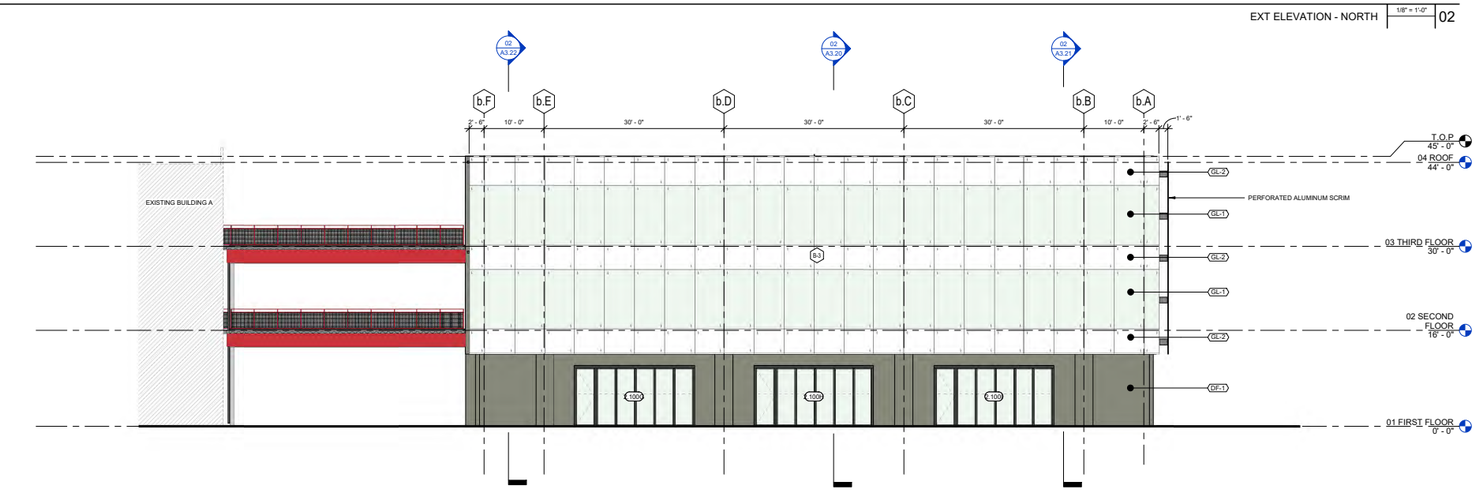
Figure 5. Parking Structure Elevations
2017-011.003 Vans Building Expansion



EXT ELEVATION - NORTH 1/8" = 1'-0" 02



EXT ELEVATION - EAST 1/8" = 1'-0" 01

KEYNOTES

GENERAL NOTES

MATERIALS SCHEDULE

05 - METALS
MP-1 — PERFORATED METAL PANEL FACADE SYSTEM

07 - THERMAL AND MOISTURE PROTECTION
DF-1 — DIRECT APPLIED EXTERIOR FINISH SYSTEM

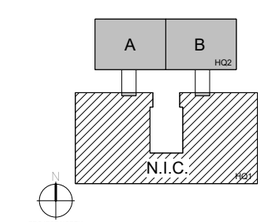
08 - GLASS
GL-1 — VISION GLASS
GL-2 — SPANDREL GLASS

09 - FINISHES
HP-1 — HIGH PERFORMANCE PAINT

LEGEND

X.X.X.X — WALL TAG - DENOTES WALL TYPE - REFER TO SHEET XX.XX
XX.XX — KEY NOTE TAG - SEE KEY NOTE SCHEDULE
X.X — GLAZING TAG - REFER GLAZING SCHEDULE SHEETS XX.XX
XX.X — MATERIAL TAG - SEE MATERIAL SCHEDULE
ALIGN FINISHES

KEYPLAN



Source: LPA Design Group 2019

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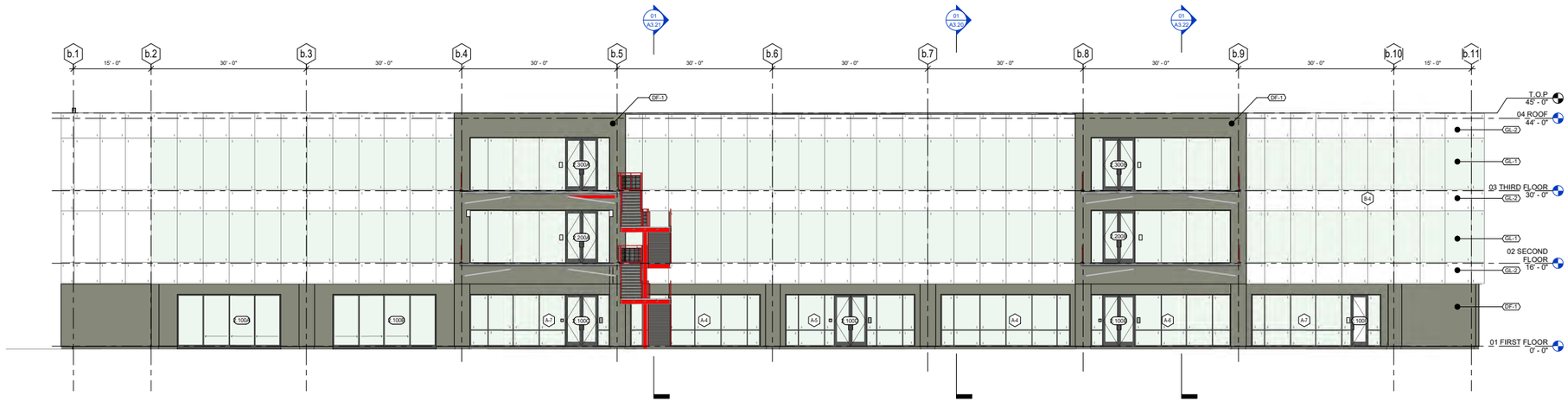
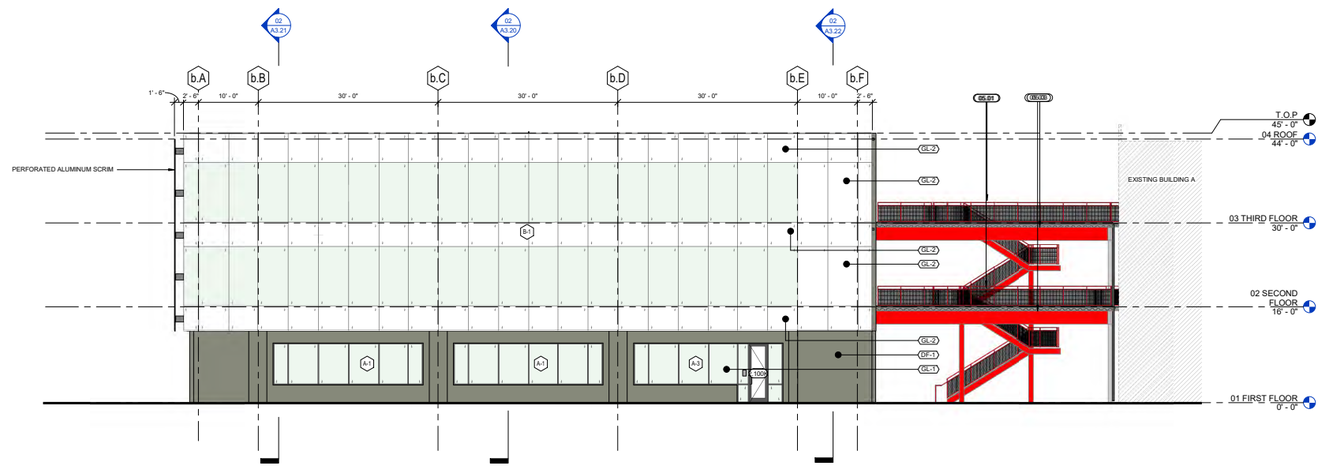
Figure 6a. East and North Building Elevations
2017-011.003 Vans Building Expansion



EXT ELEVATION - SOUTH 1/8" = 1'-0" 02



EXT ELEVATION - WEST 1/8" = 1'-0" 01

KEYNOTES

GENERAL NOTES

MATERIALS SCHEDULE

05 - METALS

MP-1 — PERFORATED METAL PANEL FACADE SYSTEM

07 - THERMAL AND MOISTURE PROTECTION

DF-1 — DIRECT APPLIED EXTERIOR FINISH SYSTEM

08 - GLASS

GL-1 — VISION GLASS

GL-2 — SPANDREL GLASS

09 - FINISHES

HP-1 — HIGH PERFORMANCE PAINT

LEGEND

X.X.X.X — WALL TAG - DENOTES WALL TYPE - REFER TO SHEET XX.XX

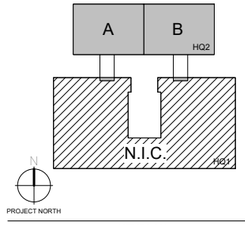
XX.XX — KEY NOTE TAG - SEE KEY NOTE SCHEUDLE

A-1 — GLAZING TAG - REFER GLAZING SCHEDULE SHEETS XX.XX

XX.X — MATERIAL TAG - SEE MATERIAL SCHEDULE

ALIGN FINISHES

KEYPLAN



Source: LPA Design Group 2019

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Figure 6b. West and South Building Elevations

2017-011.003 Vans Building Expansion

2.3 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- City of Costa Mesa approval of the CEQA Mitigated Negative Declaration.
- Minor Conditional Use Permit to allow for outdoor activity areas.
- Development Review for the development of over 2,000 additional square footage on an industrial property.

2.4 Consultation with California Native American Tribe(s)

Twenty-one (21) California Native American representatives of tribes and bands traditionally and culturally affiliated with the project area have been notified of the project (Appendix G). The Gabrielino Band of Mission Indians, Kizh Nation requested consultation pursuant to Public Resources Code section 21080.3.1. A status of the consultation process, including the determination of significance of impacts to tribal cultural resources, is provided in Section 4.18 of this Initial Study.

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 this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards/Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Paleontological Resources
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

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.	☐

Daniel Inloes
Economic Development Administrator

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 of Costa Mesa.

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 (California Department of Transportation [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 industrial setting, with the visual character largely defined by the existing Vans Headquarter building, surrounding surface parking lots, and associated landscaping. Located on the north side of I-405, the project site consists of an approximately 15 acres. The southern portion of the site consists of surface parking lot with a solar array at the southernmost entrance along South Coast Drive, just north of the surface parking lot but still within the southern half of the project site is the existing Vans Headquarters building, with the remainder of the southern half of the site consisting of landscaped areas and a gated driveway along the eastern edge of the project site. The northern half of the project site is defined by an east and west quadrant. The northeast quadrant consists of surface parking with a solar array and the northwest quadrant consists of surface parking with outlying tree landscaping and a driveway along Hyland Avenue. Both of these areas are divided by a center parkway leading from the Vans Headquarters building.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	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?	☐	☐	☐	☒

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, the Santa Ana Mountains, or the Pacific Ocean. The Proposed Project would be located within a developed area surrounded primarily by roadways and commercial development. The Proposed Project would construct a new approximately 91,032 SF 3-story office building, a 358-parking space three-story parking structure, outdoor amphitheater, and half-pipe skate ramp within a developed industrial Park site. The Proposed Project would be located directly north of the I-405 Freeway, the site does not offer any scenic views and would not obstruct any long-distance views from any public viewing areas. No impact to scenic vistas would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	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?	☐	☐	☐	☒

The site is entirely developed and does not contain any scenic resources, including trees, rock outcroppings, or historic buildings. Furthermore, the project site is not located adjacent to a state scenic highway (Caltrans 2017). No impacts would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	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?	☐	☐	☒	☐

The Proposed Project site would be located in an urbanized area surrounded primarily by roadways and commercial development. According to the Costa Mesa General Plan, the property is within the Industrial Park designation. This designation typically consists of "large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels and landscaped setbacks that create a campus-like environment." In accordance with this description, the Proposed Project would improve the Vans Headquarters property with a new 3-story office building, a new parking structure, skate ramp, outdoor amphitheater, and landscaping.

Transition of the site from a large surface level parking lot to an office campus would enhance the visual character and quality of the site and vicinity. The new office building would have a commercial industrial design including spandrel and vision glass walls, grey high-performance paint, a perforated metal façade, and pedestrian bridges to connect the existing Vans Headquarters building to the new buildings. The new

parking structure would be three stories tall (4 parking levels) featuring planter boxes with cascading plants on all three elevations visible from the public right of way and tall-growing canopy trees surrounding the eastern and western sides. The Proposed Project would enhance the outdoor amenities and environment with an amphitheater, skate ramp, and gardens.

Short-term construction activities could potentially temporarily degrade the existing visual character and quality of the site and surroundings. Construction of the Proposed Project would consist of grading activities, and construction of the new office building and parking structure. During the construction phase, various equipment, vehicles, building materials, stockpiles, disposal receptacles, and related activities could be potentially visible from several vantage points near the project site. However, construction-related activities would be short-term and temporary in nature. Once completed, all general construction activities would cease, along with any construction-related aesthetic impacts. Views of the site from surrounding areas would change from that of a large parking lot to an industrial office campus and associated landscaping. As such, the Proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. A less than significant impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	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?	☐	☐	☒	☐

The Proposed Project would include light fixtures for parking lots, parking structure, pedestrian pathways, building entries, and landscaping. These light fixtures would provide increased visibility and security to the project site. The Proposed Project would comply with City regulations and design standards, including the use of shielding around light fixtures at the edge of the project site to minimize spillover effects on surrounding properties. Due to the developed nature of surrounding properties and the shielded design of light fixtures on the site, impacts from lighting would be less than significant.

The reflection of sunlight is the primary potential producer of glare from glass and metallic surfaces. The building is proposed to be located in the center of the project site approximately 40 feet north of the existing office building. Thus, any southern views of glare originating by the proposed building would be blocked by the existing building. Areas to the east, west, and north would be shielded by the proposed parking structure and perimeter landscaping. Additionally, architectural glass with low glare characteristics would be used to minimize glare impacts on surrounding properties. Therefore, impacts would be less than significant. According to a shade/shadow study conducted by VisionScape Imagery, both summer and winter solstice shadows produced by the Proposed Project would not affect adjacent properties (Appendix A: Shade/Shadow Study). Therefore, impacts from light and glare would be less than significant.

4.1.3 Mitigation Measures

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

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

While the City of Costa Mesa is mostly built out, two large vacant parcels are still used for agriculture in the North Costa Mesa area. The C.J. Segerstrom family owns and operates the 31-acre Segerstrom Home Ranch, which includes a single-family residence, barn, related farm buildings, and an office building located on Fairview Road. This site is approximately ½ mile east of the project site. The second large parcel is owned and operated by both Roy K. Sakioka & Sons and Manaserro Farms. This lot is bounded by Main Street, Sunflower Avenue, Anton Boulevard, and the 405-Freeway approximately three miles east of the project site. Although the properties still support commercial agricultural use, neither is zoned for agriculture nor are they currently designated for agricultural use in the current Costa Mesa General Plan.

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 (California Department of Conservation [CDC] 2018; City of Costa Mesa 2016a). Therefore, 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

Would the Project:	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?	☐	☐	☐	☒

The Proposed Project is not located within any farmland uses (City of Costa Mesa 2016a). 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 (CDC 2018). Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

Would the Project:	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?	☐	☐	☐	☒

The project site is zoned (MP) Industrial Park and is not located in an agricultural use zone (City of Costa Mesa 2016b). According to the City of Costa Mesa General Plan EIR, no Williamson Act contracts are in effect within the planning area of the City of Costa Mesa (City of Costa Mesa 2016c). Therefore, the

Proposed Project would not result in a conflict with an agricultural use zoning designation or a Williamson Act Contract. No impact would occur.

Would the Project:	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))?	☐	☐	☐	☒

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

Would the project:	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?	☐	☐	☐	☒

As discussed above, the project site is not zoned for forest land, timberland, or timberland production (City of Costa Mesa 2016b). 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.

Would the project:	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?	☐	☐	☐	☒

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 significant impacts were identified, and 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 California Air Resources Board (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_3) (precursor emissions include nitrogen oxide [NOx] and reactive organic gases [ROG], carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), 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_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, PM_{10}, and $PM_{2.5}$.

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. The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

- **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_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} 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 reactive organic gas (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 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

Would the Project:	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?	☐	☐	☐	☒

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan 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, SCAG, and the US 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 Project is subject to the SCAQMD's AQMP.

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

<u>Criterion 1:</u>

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 2, Table 3, and Table 4, 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 2 and Table 4 the Proposed Project would be below the SCAQMD regional thresholds for construction and operations. Because the 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* (*RTP/SCS*) 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 "Industrial Park". The Industrial Park designation is intended to apply to large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels and landscaped setbacks that create a campus-like environment, in close proximity to freeways and other major transportation routes. Industrial parks have major physical separations from areas designated for other uses to maintain their distinctiveness and avoid potential land use incompatibilities. Appropriate uses include industrial uses, commercial uses, commercial-recreational uses provided that the use is determined to be complementary to the industrial area, and institutional uses provided that land use compatibility and traffic issues have been addressed. Thus, the Project proposal to expand current operations at the site with the construction of an office building adjacent the existing headquarters building and a 4-level parking structure 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 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 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 asbestos-containing materials. 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

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.

Would the Project:	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?	☐	☐	☒	☐

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.

Regional Construction Significance Analysis

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 emissions 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 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 16 months. Emissions modeling accounts for the demolition and hauling of 6,011 tons of debris, as well as the import of 3,700 cubic yards of soil material. See Appendix B 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 2. 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 2. Construction-Related Emissions (Regional Significance Analysis)						
Construction Year	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction in 2019	1.08	23.15	27.08	0.06	3.73	1.14
Construction in 2020	4.81	13.54	40.36	0.08	1.62	0.79
Construction in 2021	4.74	12.92	39.95	0.08	1.58	0.76
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*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 models provided by Project Applicant.

Emissions estimates account for the ground disturbance of 2 acres, export of 3,700 cubic yards of soil material, and demolition and hauling of 6,011 tons of hardscape debris.

As shown in Table 2, emissions generated during project construction would not exceed the SCAQMD's regional thresholds of significance.

Localized Construction Significance Analysis

The nearest sensitive receptors to the project site are residences located 670 feet (±200 meters) to the south. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing 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 SRA for the localized significance thresholds is the North Coastal Orange County source receptor area (SRA 18) as this source receptor area includes the project site. The Proposed Project would disturb approximately 2 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 disturbance footprint is approximately 2 acres and thus project construction can be expected to disturb less than 5 acres daily. Therefore, an LST threshold value for a 2-acre site as derived 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 200 meters away; thus, LSTs for receptors located at 200 meters were utilized.

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 3 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 3. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (maximum pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Project Demolition	9.53	19.24	2.95	0.82
Project Site Preparation	1.34	4.18	0.09	0.08
Project Site Grading	4.51	7.90	0.41	0.22
SCAQMD Localized Significance Threshold	*165*	*2,615*	*62*	*26*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

*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 models provided by Project Applicant.

Emissions estimates account for the ground disturbance of 2 acres, export of 3,700 cubic yards of soil material, and demolition and hauling of 6,011 tons of hardscape debris.

Table 3 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.

Project Operations Criteria Air Quality Emissions

Regional Operational Significance Analysis

Implementation of the Proposed Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as ozone precursors such as ROG and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use.

Long-term operational emissions attributable to the Proposed Project are identified in Table 4 and compared to the regional operational significance thresholds promulgated by the SCAQMD.

Table 4. Operational-Related Emissions (Regional Significance Analysis)						
Emission Source	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer Emissions						
Area	2.10	0.00	0.04	0.00	0.00	0.00
Energy	0.02	0.22	0.18	0.00	0.01	0.01
Mobile	1.49	6.14	21.87	0.08	7.53	2.05
Total	**3.62**	**6.37**	**22.11**	**0.08**	**7.55**	**2.07**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area	2.10	0.00	0.04	0.00	0.00	0.00
Energy	0.02	0.22	0.18	0.00	0.01	0.01
Mobile	1.46	6.35	20.77	0.08	7.53	2.05
Total	**3.59**	**6.57**	**21.01**	**0.08**	**7.55**	**2.07**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2016.3.2. Emissions projections account for a trip generation rate identified by KOA (2019). Refer to **Attachment A** for Model Data Outputs.*

As shown in Table 4, the Project's emissions would not exceed any SCAQMD thresholds for any criteria air pollutants.

SoCAB is listed as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, PM_{10}, and $PM_{2.5}$. O_3 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 4, the Proposed Project would result in increased emissions of the O_3 precursor pollutants ROG and NO_x, PM_{10}, and $PM_{2.5}$, 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 Project 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 (ECORP 2019a).

Localized Operational Significance Analysis

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.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the project site are residences located approximately 670 feet to the south across the I-405 freeway.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (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 Toxic Air Contaminant (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 $PM_{2.5}$ exhaust, considered a surrogate for DPM, would be 0.57 pounds per day during construction (see Appendix B). ($PM_{2.5}$ 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., $PM_{2.5}$), according to CARB. Most $PM_{2.5}$ 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 (OEHHA), 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 16 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 (16 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 previously stated, LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4) and can be used to assist lead agencies in analyzing localized impacts associated with Project-specific level of proposed projects. As shown in Table 3, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at the nearest sensitive receptors.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Proposed Project. Nor would the Proposed Project attract mobile sources that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors.

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 887 trips per day on average. Because the Proposed Project would not increase traffic volumes at any intersection to more than 100,000 vehicles per day, there is no likelihood of the Proposed Project traffic exceeding CO values (ECORP 2019a). The impact is less than significant. No mitigation is required.

Would the Project:	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?	☐	☐	☐	☒

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of 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).

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

4.4.1 Environmental Setting

The project site is located at 1588 South Coast Drive in the City of Costa Mesa adjacent to and north of the 405-Freeway between Harbor Boulevard and Hyland Avenue (Figures 1 and 2). The existing site is 15 acres and is currently occupied by one 170,328 square foot office building, three surface parking lots, and code required landscaping. A channelized portion of the Santa Ana River runs approximately 3,000 feet northwest of the project site. The Greenville Banning Channel runs along the south side of South Coast Drive and is outside of the project area.

Vegetation Communities

The project site is comprised 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 Hyland Avenue mainly consists of shrubs and trees, including white ironbark (*Eucalyptus leucoxylon*) and Jacaranda (*Jacaranda mimosifolia*). Trees along the main campus entryway abutting South Coast Drive consist of date palms.

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*).

Soils

Soil types at the project site were determined using the NRCS Web Soil Survey. Soils within the project site consist primarily of Myford sandy loam, 2 to 9 percent slopes. A small section in the southeast corner of the site consists of Omni clay, drained (NRCS 2019).

Potential Waters of the U.S.

The project site is completely developed and located within an urban area. A channelized portion of the Santa Ana River runs approximately 3,000 feet northwest of the project site. The Greenville Banning Channel runs along the southside of South Coast Drive and is outside of the project area.

Wildlife Movement Corridors

The project site is completely developed or landscaped and contains relatively little cover that would only allow for limited movement of smaller resident populations of wildlife. Furthermore, the 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 a channelized segment of Santa Ana River and within two miles of the Santa Ana County Club, there are no features onsite which would serve as a connecting corridor to these areas.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	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 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 developed and located in an urbanized area, there is a potential for the project area to support nesting birds in small patches of vegetation, trees, and structures within and 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 1 through August 31. If construction of the Proposed Project occurs during the bird breeding season, ground-disturbing construction activities could directly affect nesting birds through tree removal and indirectly affect nesting birds through increased noise disturbances. Impacts would be less than significant with the implementation of Mitigation Measure BIO-1.

Would the Project:	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?	☐	☐	☐	☒

Sensitive habitats include those vegetation communities which 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, located in an urban area, and supports no riparian habitat or other sensitive natural community. No impact would occur.

Would the Project:	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?	☐	☐	☐	☒

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

Would the Project:	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	☐	☒	☐	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				

The Proposed Project is not located near a native wildlife nursery site, nor is it 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 4.4.2(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.

Would the Project:	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?	☐	☐	☐	☒

According to the tree demolition plans for the Proposed Project, there are currently 200 existing trees on site. The Proposed Project would remove four species of ornamental trees (82 trees total) and would retain 128 existing trees (including 16 existing date palms). The trees to be removed are located in the northwestern parking lot and along a stretch of sidewalk just north of the existing Vans Headquarter building. According to the landscape plans, 85 new ornamental trees would be planted on site. Therefore, 205 trees would be present on site upon project completion.

The existing white ironbark (*Eucalyptus leucoxylon*) and Jacaranda (*Jacaranda mimosifolia*) trees along the eastern parkway of Hyland Avenue would remain in place. As the Proposed Project would not remove any trees within city medians, parkways or tree easements, the Project would be in compliance with the City of Costa Mesa Municipal Code Ordinance Section 15-126 which states: "No person shall install, replace, or alter any tree located within city medians, parkways, or tree easements, without first obtaining a permit." No impact would occur.

Would the Project:	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?	☐	☐	☐	☒

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 (NCCP/HCP) (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 1st – August 31st), 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.

4.5 Cultural Resources

4.5.1 Environmental Setting

Historical Resources

Historical Resources are defined as resources that include but are not limited to, buildings, structures, roads, features, and objects that are built prior to 1954 or listed in or determined to be eligible for listing in the National Register of Historic Properties, the California Register of Historical Resources (CRHR), or local register, or otherwise designated as having significant historical significance by a lead agency. According to the City of Costa Mesa General Plan, the City has documented 31 historical properties, built environments, and landmarks that have been determined eligible for listing in the City's Local Register of Historic Places. With five of these resources have been determined eligible for listing in the National Register of Historic Places and in the California Register of Historic Resources (City of Costa Mesa 2016a).

Archaeological Resources

Archaeological resources are defined as the physical remains of past human activities and can be either prehistorical or historical in origin. Archaeological sites are locations that contain evidence of human activity. In general, an archaeological site is defined by a significant accumulation, or presence, of one or more of the following: food remains, waste from the manufacturing of tools, concentrations or alignments

of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, or human skeletal remains.

Prior to 1,500 B.C. the City of Costa Mesa was settled by the Gabrielinos (Tongva or Kizh). Historically their villages were located fresh water and raw material resources. As part of the City's Historical and Cultural Resources General Plan element, the City conducted a comprehensive cultural resources assessment on the undeveloped areas of the City. The assessment included a records search at the California Historical Resources Information System, which involved review of all previously conducted cultural resource studies, as well as recorded archaeological and historical resources located within the undeveloped portions of the City. Furthermore, an intensive pedestrian survey was undertaken to determine the presence or absence of exposed surface cultural artifacts. The results of the cultural resources assessment indicate that within City limits there are seven previously recorded prehistorical archaeological sites and nine potential prehistorical sites requiring additional fieldwork (City of Costa Mesa 2016a).

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	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?	☐	☒	☐	☐

According to the City of Costa Mesa General Plan Historical Eligibility Sites Map, the development contained within the project site or in its immediate vicinity is not designated as a historical resource eligibility site. The project site and immediate vicinity are located in an urbanized area and have been developed with industrial, commercial and residential uses, road infrastructure, and utility installations. Due to the characteristics of the project site as a previously developed industrial site and historical eligibility siting according to the City of Costa Mesa General Plan, impacts to historical resources are not anticipated as a result of the Proposed Project. 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 a less than significant level.

Would the Project:	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?	☐	☒	☐	☐

The project site and immediate vicinity are located in an urbanized area and have been developed with industrial, commercial and residential uses, road infrastructure, and utility installations. According to the

City's General Plan Historical and Cultural Resources Element, it is anticipated that future development could increase the potential for discovery of archaeological and historical resources within soil depths not previously disturbed by existing or past development. Because the project is located on a previously disturbed and developed site, significant impacts to archaeological resources are not anticipated. 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 archaeological resources are encountered during construction, implementation of Mitigation Measure CUL-1 would reduce impacts to a less than significant level.

Would the Project:	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?	☐	☐	☒	☐

The project site consists of a developed site and no formal cemeteries are known to occur in or near the project area. The project site and immediate vicinity are located in an urbanized area and have been developed with industrial, commercial and residential uses, road infrastructure, and utility installations. Encountering human remains in the shallow (up to 36 inches) disturbed deposits that would be impacted by the Proposed Project is unlikely. If potential human remains are encountered, the Proposed Project would comply with CEQA Guidelines Section 15064.5(e) and Section 7050.5 of the California Health and Safety Code. The City of Costa Mesa would notify the Orange County Coroner and a qualified archaeologist to determine the next appropriate action. Impacts would be less than significant.

4.5.3 Mitigation Measures

CUL-1: Prior to approval of grading plans, the Project Applicant shall submit a letter to the City of Costa Mesa Development Services Department, Planning Division, which identifies the qualified archaeologist hired to conduct the following actions:

1. The qualified archaeologist shall be present to monitor all on-site demolition, excavation, and grading activities. The qualified archeologist shall be present at the pre-grading conference in order to establish procedures for temporarily halting or redirecting work to allow for sampling, identification, and evaluation of potentially significant artifacts uncovered during construction. If artifacts are uncovered and determined to be significant, the qualified archaeologist shall determine appropriate actions in cooperation with the Project Applicant for exploration and/or salvage.

2. Artifacts that are collected prior to or during grading activities will be donated to an appropriate educational or research institution.

3. Any archaeological work at the site conducted by a qualified archaeologist shall be conducted under the supervision of an Orange County Certified archaeologist. If artifacts are discovered during demolition, excavation, and/or grading activities when the qualified

archaeologist is not present, demolition, excavation, and/or grading activities shall be diverted around the area until the monitor can survey the area.

4. A final report detailing the findings and disposition of artifacts discovered on the site shall be submitted to the City of Costa Mesa. Upon completion of demolition, excavation, and/or grading activities the qualified archaeologist shall notify the City as to when the final report will be submitted.

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 provides natural gas services to the Project area. As the nation's largest natural gas distribution utility, the Southern California Gas Company delivers natural gas energy to 21.6 million consumers through 5.9 million meters in more than 500 communities. The Southern California Gas Company'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.

The electricity consumption attributable to non-residential land uses (commercial and industrial) in Orange County from 2014 to 2018 is shown in Table 5. As indicated, the demand has decreased since 2014.

Table 5. Non-Residential Electricity Consumption in Orange county 2014-2018

Year	Non-Residential Electricity Consumption (kilowatt hours)
2018	13,044,070,989
2017	13,303,152,020

Table 5. Non-Residential Electricity Consumption in Orange county 2014-2018	
Year	**Non-Residential Electricity Consumption (kilowatt hours)**
2016	13,479,185,717
2015	13,799,566,708
2014	13,807,333,656
Source: ECDMS 2019	

The natural gas consumption attributable to non-residential land uses in Orange County from 2014 to 2018 is shown in Table 6. As shown, natural gas demand has increased since 2014.

Table 6. Non-Residential Natural Gas Consumption in Orange County 2014-2018	
Year	**Non-Residential Natural Gas Consumption (therms)**
2018	236,102,647
2017	232,285,127
2016	232,223,485
2015	227,551,930
2014	225,550,853
Source: ECDMS 2019	

Automotive fuel consumption in Orange County from 2014 to 2019 is shown in Table 7. As shown on-road fuel consumption has decreased and off-road fuel consumption has increased since 2004.

Table 7. Automotive Fuel Consumption in Orange County 2014–2019		
Year	**On-Road Automotive Fuel Consumption (gallons)**	**Off-Road Equipment Fuel Consumption (gallons)**
2019	1,362,039,800	16,317,320
2018	1,384,981,472	15,785,664
2017	1,412,971,800	15,361,356
2016	1,425,043,591	14,946,222
2015	1,427,024,567	14,394,448
2014	1,430,174,246	13,840,257
Source: CARB 2014		

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	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?	☐	☐	☒	☐

The impact analysis focuses on the four sources of energy that are relevant to the Proposed Project: electricity, natural gas, the equipment fuel 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 manufacturing land use. For the purposes of this analysis, the amount of electricity, natural gas, construction fuel, and fuel use from operations are quantified and compared to that consumed by non-residential land uses (commercial and industrial) in Orange County.

The analysis of electricity/natural gas usage is based on California Emissions Estimator Model (CalEEMod) modeling conducted by ECORP Consulting (2019), which quantifies energy use for project operations. The amount of operational automotive fuel use was estimated using the California Air Resources Board'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.

Energy consumption associated with the Proposed Project is summarized in Table 8.

Table 8. Vans Building Expansion Energy Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption[1]	673 kilowatt-hours	0.000005%
Natural Gas Consumption[1]	0.45 therms	0.00%
Automotive Fuel Consumption		
• Project Construction[2]	91,626 gallons	0.6%
• Project Operations[3]	328,145 gallons	0.02%

Source: [1]ECORP Consulting 2019; [2]Climate Registry 2016; [3]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 2018, the latest data available. The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2019, the most recent full year of data.

As shown in Table 8, the increase in electricity usage as a result of the Proposed Project would constitute an approximate 0.000005 percent increase in the typical annual electricity consumption attributable to

non-residential uses in Orange County. Project increases in natural gas usage across Orange County would also be unnoticeable. 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 8, the Proposed Project's gasoline fuel consumption during the one-time construction period is estimated to be 91,626 gallons of fuel, which would increase the annual construction-related gasoline fuel use in the county, by 0.6 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 8, project operation is estimated to consume approximately 328,145 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.02 percent. The amount of operational fuel use was estimated using the California Air Resources Board'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 Proposed Project 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 Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region (ECORP 2019b; Appendix C). For these reasons, this impact would be less than significant.

Would the Project:	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?	☐	☐	☒	☐

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 2016c).

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 is the is the Newport-Inglewood Fault Zone/Bolsa-Fairview Fault located approximately 1.5 miles southwest of the project site (City of Costa Mesa 2016c).

Soils

Soil types at the Project site were determined using the NRCS Web Soil Survey. Soils within the project site consist primarily of Myford sandy loam, 2 to 9 percent slopes. A small section in the southeast corner of the Project site consists of Omni clay, drained (NRCS 2019).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	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:				

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒

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 2016c). 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). As such, the City Engineer would recommend measures for incorporation into the design and construction of the project to reduce liquefaction impacts. Additionally, the Proposed Project would comply with the California Building Code 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 2016c). No impacts would occur.

Would the Project:	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?	☐	☐	☒	☐

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. As such, soil erosion impacts would be reduced to a less than significant impact.

Would the Project:	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?	☐	☐	☒	☐

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. Additionally, the Proposed Project would construct an office building, parking structure, small outdoor amphitheater, and half-pipe on a previously developed site. Therefore, implementation of the Proposed Project would not contribute to a new exposure of people or structures to substantial adverse effects associated with onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

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 noted, soils within the project area are generally sandy soils. According to the Natural Resources Conservation Service Web Soil Survey, the project site consists almost 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). Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

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:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

According to the Paleontology General Areas of Sensitivity Map for Orange County, no areas within the project vicinity contain sensitive paleontological resources (Orange County 2013). However, the project site is situated on Young Alluvial Fan Deposits (Qyf/sa) dating to the Holocene and Late Pleistocene geologic periods (Morton and Miller 2006). This alluvium is comprised of sediments derived from the San Bernardino Mountains via the Santa Ana River and from the western Santa Ana Mountains via Santiago Creek. Therefore, excavations in areas containing Pleistocene Alluvium deposits have the potential to uncover fossil vertebrate specimens.

Excavation activities associated with onsite utility extensions have the potential to disturb native soils and could result in the unanticipated discovery of unique paleontological resources. The Proposed Project would excavate to a depth similar to previous disturbances for building foundations, and utility trenches on the developed project site. In the event of an unexpected paleontological disturbance, implementation of mitigation measure GEO-1 below would ensure that potential impacts on paleontological resources or unique geological features would be less than significant.

4.7.3 Mitigation Measures

GEO-1: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts

of the construction site while evaluation and treatment of the paleontological resource takes place.

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_2, methane (CH_4), nitrous oxide (N_2O), 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_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). 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_2 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_2e annually and an efficiency-based threshold of 4.8 metric tons of CO_2e 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 CO_2e 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

Would the Project:	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?	☐	☐	☒	☐

Construction

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 GHG 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 16 months. Emissions modeling accounts for the demolition and hauling of 6,011 tons of debris, as well as the import of 3,700 cubic yards of soil material. See Appendix B for more information regarding the construction assumptions, including construction equipment and duration used in this analysis.

Table 9 illustrates the specific construction-generated GHG emissions that would result from construction of the Project.

Table 9. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Construction in 2019	88
Construction in 2020	930
Construction in 2021	79
Total	**1,097**

*Source: CalEEMod version 2016.3.2. Refer to **Attachment B** for Model Data Outputs.*
Notes: Emission estimates account for equipment models provided by Project Applicant.
Emissions estimates account for the ground disturbance of 2 acres, export of 3,700 cubic yards of soil material, and demolition and hauling of 6,011 tons of hardscape debris.

As shown in Table 9, Project construction would result in the generation of approximately 1,097 metric tons of CO_2e 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 10).

Operations

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 10 and compared to SCAQMD's interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually.

Table 10. Operational-Related Greenhouse Gas Emissions	
Emissions Source	**CO_2e (Metric Tons/ Year)**
Construction Emissions (amortized over the 30-year life of the Project)	37
Area Source Emissions	0
Energy Source Emissions	717
Mobile Source Emissions	1,039
Solid Waste Emissions	57
Water Emissions	116
Total Emissions	**1,966**
SCAQMD Screening Threshold	*3,000*
Exceed SCAQMD Threshold?	**No**
*Source: CalEEMod version 2016.3.2. Refer to **Attachment B** for Model Data Outputs.*	

As shown in Table 10, operational-generated emissions would not exceed the SCAQMD's interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually. As such, a less than significant impact would occur. No mitigation is required.

Would the Project:	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?	☐	☐	☐	☒

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 would not conflict with these plans and regulations. Additional State regulations, plans, and polices 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

(CALGreen 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 an adopted plan, policy, or regulation pertaining to GHGs. No impact would occur.

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 Group Delta Consultants, Inc. (Group Delta 2019; Appendix D). The Phase I ESA included a site reconnaissance, observation of adjacent properties, environmental regulatory agency records review, review of available historic documents, and an interview. 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 the existing Van's Headquarters at 1588 South Coast Drive adjacent to the 405-Freeway between Harbor Boulevard and Hyland Avenue. The existing site is 15 acres and includes one 170,328 square foot office building and three surface parking lots along with code required landscaping. The property is within the MP-Industrial Park zoning classification. The project proposes to construct a new 3-story office building of approximately 91,032 square feet and a new parking structure with approximately 358 spaces. The proposed office building will be located approximately 40 feet north of the existing building and the new parking structure will be located at the northeast portion of the site. The proposed parking structure is 3-stories tall with four levels of parking.

A site reconnaissance was performed on July 25, 2019 as part of the ESA to observe current conditions throughout the project site. This assessment also included a review of available federal and state data reported by Environmental Data Resources (EDR), available regulatory agency environmental records, and available site history and records. The review also included properties in the vicinity of the Site. Records indicated listed locations within ½ mile of the Site as listed in the EDR report. However, based on type of regulatory listing, regulatory status of the case, and/or location with respect to regional groundwater flow, the likelihood of Site contamination from an off-site source is considered low (Group Delta 2019).

Recognized Environmental Condition. The Phase I ESA did not identify any recognized environmental conditions (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 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.

This assessment has revealed no evidence of RECs or CRECs or environmental issues in connection with the Site. However, one HREC was identified: a 7,500-gallon gasoline UST which was removed from the Site on August 8, 1989. Subsequent assessments and remedial action were undertaken from November 2, 1989 to January 22, 1991 (Group Delta 2019). Based on the findings of this investigation, Group Delta recommends no further investigation is needed.

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

Would the Project:	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?	☐	☐	☒	☐

The Phase 1 ESA revealed no evidence of RECs in connection with the subject property (Group Delta 2019). However, the construction phase of the Proposed Project may include the transport, storage, and short-term use of petroleum-based fuels, lubricants, pesticides, and other similar materials. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. Additionally, the implementation of Best Management Practices (BMPs) stipulating proper storage of hazardous materials and vehicle refueling would be implemented during construction as part of the Stormwater Pollution Prevention Plan (SWPPP). All transport, handling, use, and disposal of substances such as petroleum products paints, and solvents related to the operation and maintenance of the Proposed Project would comply with all federal, state, and local laws regulating management and use of hazardous materials. During the operational phase, the project site would maintain its existing commercial office use and would not create significant hazards through the routine transport, use, or disposal of hazardous materials. Therefore, the use of such material would not create a significant hazard to the public and impacts would be less than significant.

Would the Project:	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	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
upset and accident conditions involving the release of hazardous materials into the environment?				

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. Because the Proposed Project would involve a commercial office use and be located on a developed site, hazard conditions are anticipated to be similar to existing conditions on the project site. Daily operation of the new office building and parking lot would not result in a new hazard to the public or the environment. Impacts would be less than significant.

Would the Project:	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?	☐	☐	☒	☐

California Elementary School and TeWinkle Intermediate School are located within .25 miles of the project site. However, the proposed office addition to the existing campus is not anticipated to result in the use or storage of any acutely hazardous materials, substances or waste. Moreover, the referenced schools are physically separated from the project site by the I-405 freeway. Therefore, potential impacts associated with hazardous materials during construction and operations would be less than significant.

Would the Project:	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?	☐	☐	☒	☐

Under Government Code Section 65962.5, both the DTSC and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. LUST Cleanup site RB Case #083000081T is located on the project but is classified as a closed case under the SWRCB GeoTracker database. Therefore, the project site is not listed by the DTSC or SWRCB as a hazardous substances site on

the list of hazardous waste sites compiled pursuant to Government Code Section 65962.5 ("Cortese List") (DTSC 2019; SWRCB 2019). A less than significant impact would occur.

Would the Project:	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?	☐	☐	☐	☒

There are no private airstrips within the vicinity of the project site. The closest airport to the project site is John Wayne Airport, located approximately 3 miles to the southeast. Thus, development of the Proposed Project would not result in a safety hazard for persons living or working on the project site because of this airstrip. No impact would occur**.**

Would the Project:	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?	☐	☐	☒	☐

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 near an onramp to the 405-Freeway and may 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. As such, impacts to emergency response, access and evacuation would be less than significant.

Would the Project:	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?	☐	☐	☐	☒

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 2007). No impact would occur.

4.9.3 Mitigation Measures

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

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.

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

Would the Project:	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?	☐	☐	☒	☐

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). 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.

Would the Project:	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	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
such that the project may impede sustainable groundwater management of the basin?				

The Proposed Project would not involve the withdrawal of groundwater. The Proposed Project would construct improvements on the existing developed Vans Headquarters Campus. These improvements would encompass pervious (landscaped areas) and impervious (hardscapes) surfaces. Improvements associated with the Proposed Project would not substantially change the amount of pervious and impervious surfaces on the project site and therefore are not anticipated to deplete groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant.

Would the Project:	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;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐

The Proposed Project would require grading of a previously developed project site and construction of new structures on the project site. This has the potential to affect the drainage patterns on the site. However, the Proposed Project would not substantially change the amount of impervious surfaces on the project site from current conditions. The project site drainage would remain similar to current conditions with outfall to the existing storm drain system along South Coast Drive and Hyland Avenue. No streams or rivers would be altered; the channelized portion of the Santa Ana River and Greenville Banning Channel would not be affected by the proposed development. Because the existing amount of impervious surfaces would not substantially change from current conditions and with the implementation of BMPs 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 would be less than significant.

Would the Project:	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?	☐	☐	☐	☒

The project site is located on a relatively flat existing developed site, 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.

Would the Project:	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?	☐	☐	☐	☒

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 2015). The Proposed Project would not substantially change the amount of 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 is located at the existing Van's Headquarters Campus at 1588 South Coast Drive in the City of Costa Mesa, adjacent to the 405-Freeway between Harbor Boulevard and Hyland Avenue. The existing site encompasses 15 acres and includes one 170,328 square foot office building and three surface parking lots along with code required landscaping. The project proposes to construct a new approximately 91,032 SF three-story office building, 358 space parking structure, amphitheater, and half-pipe skate ramp.

The project site is designated as Industrial Park in the City of Costa Mesa General Plan. This designation typically consists of "large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels and landscaped setbacks that create a campus-like environment." Zoning and land use designations for the project site and surrounding areas are described in Table 11 below.

Table 11. Surrounding Zoning and Land Use Designations

	Zoning District	Land Use Designation	Existing Land Use
Project Site	MP – Industrial Park	Industrial Park	Corporate Headquarters Office
North	MP – Industrial Park	Industrial Park	Multi-tenant Industrial/Office uses
East	PDI – Planned Development Industrial, MP – Industrial Park	Industrial Park	Multi-tenant Industrial/Office uses
South	CL – Commercial Limited	General Commercial	Hotel, Restaurant, Office Building
West	PDI – Planned Development Industrial	Industrial Park	Commercial

Source: City of Costa Mesa 2016a, 2016b

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

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

The Proposed Project is located in an area zoned MP industrial park and has an Industrial Park land use designation (City of Costa Mesa 2016a). The project site is located at the existing Van's Headquarters Campus at 1588 South Coast Drive and the nearest residential community is separated from the project site by South Coast Drive and the 405-Freeway. Therefore, the Proposed Project would not physically divide an established community and no impact would occur.

Would the Project:	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?	☐	☐	☐	☒

As discussed above, the Proposed Project site is designated as industrial Park in the City of Costa Mesa General Plan. This designation typically consists of "large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels and landscaped setbacks that create a campus-like environment." The project proposes to construct a new

approximately 91,032 SF three-story office building, 358 space parking structure, amphitheater, and half-pipe skate ramp. The new office building would have a commercial industrial design including spandrel and vision glass walls, a perforated metal façade, and pedestrian bridges to connect the existing and new buildings. The new parking structure would be three stories tall with planter boxes with cascading plants on the west, south and east elevations and tall-growing canopy trees surrounding the eastern and western sides. As such, the Proposed Project would not conflict with any applicable land use plans or policies and would be consistent with the City's 2015-2035 General Plan and zoning. 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

Would the Project:	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?	☐	☐	☐	☒

According to the City of Costa Mesa General Plan Final Environmental Impact Report (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 2016c). The project site is currently developed and does not include mining activities, nor are mining activities proposed as part of the Project. No impact would occur.

Would the Project:	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?	☐	☐	☐	☒

No impact to locally important mineral resources would occur as a result of the implementation of the Proposed Project since no locally-important mineral sites have been identified at the project site and the City is largely built out. 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. No mining operations exist on or in the vicinity of the project site (City of Costa Mesa 2016c) and no mining operations are proposed as part of the Proposed Project. 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 is generally defined as sound that is loud, disagreeable, or unexpected. 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.

Sensitive Receptors

Some land uses are considered more sensitive to noise than others, these are classified as sensitive receptors. This is due to the amount of noise exposure and the types of activities typically involved at the receptor location. Noise exposure at the receptor location is predicated on the magnitude and frequency of said noise event, exposure duration, and exterior-to-interior sound attenuation. Examples of sensitive receptors include residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks which are generally more sensitive to noise than commercial and industrial land uses.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	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?	☐	☐	☒	☐

Section 13-279 of the Costa Mesa Municipal Code limits construction activity to between the hours of 7:00 AM to 7:00 PM Mondays through Fridays and 9:00 AM to 6:00 PM on Saturdays. Construction is prohibited all hours on Sundays and specified federal holidays (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day). The Proposed Project would adhere to the City of Costa Mesa Municipal Code Section 13-279 for construction noise. Additionally, noise generated by the construction of the Proposed Project would be temporary and no significant new onsite noise sources would be created. The nearest sensitive noise receptors are located south of the project site across the I-405 freeway. Freeway noise is the dominant contributor to ambient noise levels in the project vicinity and is expected to mask any incremental contribution to vehicular noise from Project trips on surrounding roadways (i.e. South Coast Drive, Hyland Avenue, Harbor Avenue). Impacts would be less than significant.

The Proposed Project outdoor activity areas requiring a minor conditional use permit (MCUP) include a turf area on the east side of the campus, which contains amphitheater seating, a small stage, and other outdoor furniture for employees to relax and take a break. The second area is located on the west side of campus and includes a skate boarding half pipe ramp along with stepped seating to view the half pipe ramp. There are no public events anticipated on the campus, which is a secured facility not open to the general public. Half pipe ramp hours of use typically would be during the business workday 7:30 AM to 6:00 PM, with weekday and occasional weekend use by employees only, and occasional after hours skateboarding which would end at 10:00 PM. Turf/amphitheater activities as an employee gathering area would have similar hours of use. The small stage would be used to provide announcements, music, employee awards, or other company-related activity. The Project outdoor activity areas would not represent a substantial source of ambient noise increases in the project vicinity and surrounding areas, comprised predominantly of industrial uses and roadways. Activities would conform to the City of Costa Mesa Municipal Code noise standards and conditions of the MCUP. Noise impacts would be less than significant.

Would the Project:	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?	☐	☐	☒	☐

Construction of the Proposed Project would involve the temporary use of large construction equipment which would result in temporary vibrational noise. Vibrational noise is a concern when sensitive receptors are in close proximity to the vibration sources. The Proposed Project would be located in an urbanized area in the City of Costa Mesa, surrounded by Industrial Park uses to the west, north, and east and General Commercial to the south. These land uses are not considered sensitive receptors. Additionally, construction activities would be restricted to daytime hours consistent with the City's municipal code (please see the response to question 4.13.2 a) above), thereby eliminating the potential for vibration impacts during sensitive nighttime hours. Once operational, the Proposed Project would not be a source of ground-borne vibration; therefore, impacts would be less than significant.

Would the Project:	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?	☐	☐	☐	☒

There are no private airstrips or public use airports within two miles of the project site. The nearest public airport to the project site is John Wayne Airport, located approximately 3 miles to the southeast. Given the

distance of the project site to the nearest airport, the Proposed Project would not expose people residing or working in the project area to excessive noise levels within two miles of a public airport. No 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

Would the Project:	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)?	☐	☐	☐	☒

The Project proposes to construct a new approximately 91,032 SF three-story office building, 358 space parking structure, amphitheater, and half-pipe skate ramp on the existing Vans Headquarters Campus in the City of Costa Mesa. The Proposed Project would not construct new homes or require the extension of roads, utilities, or infrastructure. Moreover, the additional employment created by the 91,032 SF office addition is not of a scale that would result in substantial unplanned population growth. Therefore, the Proposed Project is not anticipated to induce substantial unplanned population growth in the area. No impact would occur.

Would the Project:	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?	☐	☐	☐	☒

As described above, the project site does not contain any residential structures and no people live on the property under existing conditions. The Proposed Project would not remove housing; therefore, it would not displace people. Accordingly, implementation of the Proposed Project would not displace substantial numbers of people and would not necessitate the construction of housing elsewhere. 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 is served by the Costa Mesa Police Department. The Costa Mesa Police Department is located at 99 Fair Drive, approximately 2.3 miles southwest of the project site (City of Costa Mesa 2019a). The Department consists of the Field Operations Division, Support Services Division, and three police substations.

Fire Services

The City of Costa Mesa Fire & Rescue Department is located approximately 2.3 miles southwest of the project site and provides fire services to the project site (City of Costa Mesa 2019b). There are six fire stations in the City of Costa Mesa. Royal Palm Station is the nearest station to the project site located at 2803 Royal Palm Drive, approximately 1.7 roadway miles south of the project site.

Schools

There are four schools in close proximity to the project site: California Elementary School, Killybrooke Elementary School, TeWinkle Intermediate school, and Montessori Newport Harbor-Mesa Elementary School. These schools are located within one mile south of the project site, but they are physically separated from the project site by the 405-Freeway.

Parks

The City of Costa Mesa operates 31 parks within its city boundaries encompassing approximately 415 acres (City of Costa Mesa 2016a). The largest City-owned park is the 210-acre Fairview Park, which provides passive recreation opportunities including walking picnicking, and biking. The smallest park is 0.18-acre Shalimar Park. The closest parks to the project site are Gisler Park, Moon Park, and Smallwood Park located within 1.5 miles of the project site.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	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:				

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

The Proposed Project would not create a substantial new fire or public safety hazard. The project proposes to construct a new approximately 91,032 SF three-story office building, 358 space parking structure, amphitheater, and half-pipe skate ramp on the existing Vans Headquarters Campus in the City of Costa Mesa. The Proposed improvements are not expected to induce substantial population growth as a result of new employment. Therefore, there would be no significant additional demand for schools, parks, or other public facilities. Additionally, 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 Environmental Setting

Costa Mesa's open space and recreation resources include a diversity of facilities, ranging from highly developed, active recreation sites to passive neighborhood parks and community gardens. As of 2015, Costa Mesa had 3.66 acres of parkland per 1,000 persons, under the 4.26 acres per 1,000 persons identified as the minimum parkland ratio in the General Plan (City of Costa Mesa 2016a). Additionally, the City operates and maintains four community centers: Balearic Community Center, Downtown Recreation Center, and Costa Mesa Senior Center. Each facility provides recreational activities and room rentals (City of Costa Mesa 2016a). The City also contains the 210-acre Fairview Park which provides passive recreation opportunities such as walking, picnicking, and hiking.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	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?	☐	☐	☐	☒

The City of Costa Mesa operates 31 neighborhood and community parks within its city boundaries, encompassing approximately 415 acres (City of Costa Mesa 2016a). The closest parks to the Proposed Project are Gisler Park, Moon Park, and Smallwood Park located within 1.5 miles of the project site. The Proposed Project does not involve residential uses and would not cause a direct increase in the population of the project area. Moreover, the Project includes onsite amenities, such as amphitheater, outdoor gathering places, turf areas, and half pipe skate ramp available to employees and visitors to the campus. Thus, no physical impacts associated with the project could directly or indirectly increase in demand, use, or deterioration of existing parks or recreational facilities. No impact would occur.

Would the Project:	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 facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The project proposes to construct a new approximately 91,032 SF three-story office building, 358 space parking structure, amphitheater, and half-pipe skate ramp on the existing Vans Headquarters Campus in the City of Costa Mesa. It would not include public recreational facilities nor require the construction or expansion of recreational facilities that might have an adverse effect on the environment. As mentioned previously, the project is not anticipated to directly induce population growth; therefore, it would not directly impact any local recreational facilities through increase of use. No impact would occur.

4.16.3 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; Appendix E). The focused traffic impact study evaluated four study intersections in the Project area that included:

1. Hyland Avenue and Sunflower Avenue

2. Hyland Avenue & South Coast Drive
3. Harbor Boulevard and Sunflower Avenue
4. Harbor Boulevard and South Coast Drive

The study area includes the following project driveway:

A. Hyland Avenue and Vans North Driveway

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 (Figure 7). The Intersection Capacity Utilization (ICU) methodology has been used for the analysis and evaluation of traffic capacity at signalized intersections. The Highway Capacity Manual (HCM) 2010 methodology has been used for unsignalized intersections.

4.17.2 Environmental Setting

Existing Roadway System

The roadway system of streets serving the project site includes Hyland Avenue, Sunflower Avenue, South Coast Drive, and Harbor Boulevard. The following discussion provides a summary of these key area streets.

Hyland Avenue is a Primary Arterial running on a north/south alignment adjacent to the project site. Hyland Avenue is a four-lane roadway (two lanes in each direction), with a center left-turn lane, and has a posted speed limit of 40 miles per hour (mph). A Class II bike lane is provided along both sides of the roadway. Land uses along the study route include commercial and retail uses and an abundance of industrial park space. On-street parking is prohibited on both sides of the roadway. There is currently no signalized pedestrian crosswalk of Hyland Avenue between Sunflower Avenue and South Coast Drive.

Sunflower Avenue is a Primary Arterial running on an east/west alignment on the north end of the project site. This roadway is a four-lane roadway and has a posted speed limit of 40 mph. Land uses along the study route are primarily industrial park space. A Class II bike lane is provided on both sides of the roadway, while on-street parking is prohibited.

South Coast Drive is a Primary Arterial running on an east/west alignment adjacent to the project site on the southern end. South Coast Drive is a four-lane roadway that feeds into the northbound I-405 on-ramp. This roadway has a posted speed limit of 40 mph and has an existing Class II bike lane on the north side of the roadway that continues north on Hyland Avenue. On-street parking is prohibited on both sides of South Coast Drive.

Harbor Boulevard is a Major Arterial running on a north/south alignment on the east end of the project site. This roadway consists of three lanes in each direction, separated by a center median. It has a posted speed limit of 40 mph. Harbor Boulevard provides access to the northbound and southbound I-405 on-ramps. There are bus stops on both sides of the roadway, north of the Sunflower Avenue intersection. There are no existing bicycle facilities and parking is prohibited on both sides of the roadway.

LEGEND

- Project Site
- Study Intersection
- Trip Distribution (%)
- Origin Distribution (%)

Project Intersections

1. Hyland Avenue & Sunflower Avenue
2. Hyland Avenue & South Coast Drive
3. Harbor Boulevard & Sunflower Avenue
4. Harbor Boulevard & South Coast Drive

Project Driveways

- A Hyland Avenue & Vans North Driveway
- B Hyland Avenue & Vans South Driveway
- C South Coast Drive & Vans Visitor Driveway
- D South Coast Drive & Vans Loading Driveway

Source KOA 2019

Figure 7. Study Intersections

2017-011.003 Vans Building Expansion

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Existing Intersection Conditions

Existing AM and PM peak hour operating conditions for the four study intersections were evaluated using the Intersection Capacity Utilization (ICU) method (KOA 2019; Appendix E).

Table 12 summarizes the results of the ICU analysis for the Existing Year (2019) conditions. As shown on Table 12, 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 12. Existing Year (2019) Traffic Conditions, ICU Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	V/C / LOS	Delay / LOS	V/C / LOS	Delay / LOS
1. Hyland Avenue and Sunflower Avenue	0.448 / A	-	0.667 / B	-
2. Hyland Avenue and South Coast Drive	0.484 / A	6.16 / A	0.725 / C	15.54 / B
3. Harbor Boulevard and Sunflower Avenue	0.653 / B	-	0.819 / D	-
4. Harbor Boulevard and South Coast Drive	0.609 / B	-	0.768 / C	-
A .Hyland Avenue and Vans North Driveway	-	11.64 / B	-	25.80 / D

Note: ICU = Intersection Capacity Utilization volume-to-capacity (V/C) ratio; LOS = Level of Service; Delay = Delay from worst (highest) intersection approach, in seconds.

Opening Year (2021) Conditions

To simulate the future growth conditions for the year 2021, the existing peak hour volumes were increased by 2%. Future traffic increases also consider additional traffic that may be generated by other pending or approved developments in the area. These include proposed One Metro West (1683 Sunflower Avenue, Costa Mesa), and proposed The Press (1375 Sunflower Avenue, 1376 South Coast Drive, and 3370 Harbor Boulevard, Costa Mesa), Phases 1 and 2 only. The City identified these as relevant projects near the site which would add traffic to the intersections analyzed.

Table 13. Opening Year (2021) Traffic Conditions

Intersection	AM Peak Hour		PM Peak hour	
	V/C / LOS	Delay / LOS	V/C / LOS	Delay / LOS
1. Hyland Avenue and Sunflower Avenue	0.470 / A	-	0.669 / B	-
2. Hyland Avenue and South Coast Drive	0.489 / A	7.09 / A	0.758 / C	16.86 / B
3. Harbor Boulevard and Sunflower Avenue	0.653	-	0.803 / D	-
4.Harbor Boulevard and South Coast Drive	0.612	-	0.762 / C	-
A. Hyland Avenue and Vans North Driveway	12.76	12.76 / B	-	43.31 / E

Note: ICU = Intersection Capacity Utilization volume-to-capacity (V/C) ratio; LOS = Level of Service; Delay = Delay from the worst (highest) intersection approach, in seconds

As shown in Table 13, all study intersections will operate at an acceptable level of service during the AM and PM peak hours for the Opening Year (2021) Conditions, except for the Vans North Driveway at Hyland Avenue, which would operate at LOS E during PM peak hour without inclusion of a traffic signal.

4.17.3 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 a 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.

4.17.4 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	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?	☐	☒	☐	☐

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 14 summarizes the trip generation for the proposed project. As shown in Table 14, the proposed project would generate 106 AM peak-hour trips (91 inbound trips and 15 outbound trips) and 105 PM peak hour trips (17 inbound trips and 88 outbound trips).

Table 14. Project Trip Generation

Project Location	Square Feet	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rate Calculations								
Office (ITE 710)		**9.74**	**1.0**	**0.16**	**1.16**	**0.18**	**0.97**	**1.15**
Project Trips								
Proposed Project	**91,023**	**887**	**91**	**15**	**106**	**17**	**88**	**105**

Table 15 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 15, all of the study intersections and Project driveways would operate at acceptable level of service during the AM and PM peak hours, while the Vans North Driveway at Highland Avenue would operate at LOS E during PM peak hour without a not create any significant traffic impacts at the study intersections under Existing Plus Project conditions, during either the weekday AM or PM peak hour, except for the intersection of Hyland Avenue at the Vans north driveway and the intersection of South Coast Drive at the Vans Visitor driveway during the PM peak hour.

Table 15. Determination of Project Impacts Existing Year (2019) Plus Project Conditions

Study Intersections		Peak Hour	Existing (2019) Conditions		Existing Year (2019) Plus Project Conditions		Change in V/C or Delay	Significant Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1	Hyland Avenue and Sunflower Avenue	AM	0.448	A	0.450	A	0.002	NO
		PM	0.667	B	0.684	B	0.017	NO
2	Hyland Avenue and South Coast Drive	AM (ICU)	0.484	A	0.487	A	0.003	NO
		PM (ICU)	0.725	C	0.744	C	0.019	NO

Table 15. Determination of Project Impacts Existing Year (2019) Plus Project Conditions								
Study Intersections		Peak Hour	Existing (2019) Conditions		Existing Year (2019) Plus Project Conditions		Change in V/C or Delay	Significant Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
		AM (HCM)						
		PM (HCM)						
3	Harbor Boulevard and Sunflower Avenue	AM	0.653	B	0.656	B	0.003	NO
		PM	0.819	D	0.838	D	0.019	NO
4	Harbor Boulevard and South Coast Drive	AM	0.609	B	0.622	B	0.013	NO
		PM	0.768	C	0.779	C	0.011	NO
A	Hyland Avenue and Vans North Driveway	AM	11.64	B	11.07	B	-0.57	NO
		PM	25.80	D	37.26	E	11.46	**YES**

Note: ICU = Intersection Capacity Utilization volume-to-capacity (V/C) ratio; LOS = Level of Service; Delay = Delay from the worst (highest) intersection approach, in seconds

Table 16 summarizes the results of the intersection analysis for the **Opening Year (2021) Plus Project** conditions. As shown in Table 16, during the weekday PM peak hour the Project would create significant traffic impacts at the study intersection of Hyland Avenue at Vans North Driveway under Opening Year (2021) Plus Project conditions without inclusion of a traffic signal.

Table 16. Determination of Project Impacts: Opening Year (2021) Plus Project Conditions								
Study Intersections		Peak Hour	Opening Year (2021) Conditions		Opening Year (2021) Plus Project Conditions		Change in V/C or Delay	Significant Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1	Hyland Avenue and Sunflower Avenue	AM	0.470	A	0.472	A	0.002	NO
		PM	0.669	B	0.684	B	0.015	NO
2	Hyland Avenue and South Coast Drive	AM (ICU)	0.489	A	0.492	A	0.003	NO
		PM (ICU)	0.758	C	0.763	C	0.005	NO
		AM (HCM)						

Table 16. Determination of Project Impacts: Opening Year (2021) Plus Project Conditions								
Study Intersections		Peak Hour	Opening Year (2021) Conditions		Opening Year (2021) Plus Project Conditions		Change in V/C or Delay	Significant Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
		PM (HCM)						
3	Harbor Boulevard and Sunflower Avenue	AM	0.653	B	0.655	B	0.002	NO
		PM	0.803	D	0.818	D	0.015	NO
4	Harbor Boulevard and South Coast Drive	AM	0.612	B	0.624	B	0.012	NO
		PM	0.762	C	0.772	C	0.010	NO
A	Hyland Avenue and Vans North Driveway	AM	12.76	B	11.96	B	-0.80	NO
		PM	43.31	E	83.37	F	40.06	**YES**

Note: ICU = Intersection Capacity Utilization volume-to-capacity (V/C) ratio; LOS = Level of Service; Delay = Delay from the worst (highest) intersection approach, in seconds

The traffic impacts at the Vans North Driveway and Hyland Avenue intersection are due to high left-turn movements out of the project site and the high through volumes on Hyland Avenue, which include the addition of cumulative project trips during the Opening Year (2021) Plus Project conditions. The intersection of Hyland Avenue and Vans North Driveway meets the peak hour signal warrant (Warrant 3) based on the high volumes on both Hyland Avenue at the Vans north driveway approach. However, with implementation of a T-intersection traffic signal at this location (PDF-1), the level of service would improve from LOS F to LOS A. No significant impact to intersections and driveways would occur.

Transportation Project Design Feature

PDF-1: **Hyland Avenue at Northerly Project Driveway.** As a project design feature, the Project will install a T-intersection traffic signal with pedestrian crosswalk at the Hyland Avenue/Northerly Project Driveway which will be installed and operational prior to the issuance of a building permit and/or final certificate of use and occupancy.

Pedestrian Movement

The City's General Plan Circulation Element identifies various Street and Intersection Improvements for Pedestrian Safety (Circulation Element, Table C-2). To address pedestrian crossing patterns at Hyland Avenue in the vicinity of the Proposed Project, pedestrian counts have been taken at multiple locations on Hyland Avenue between Sunflower Avenue and South Coast Drive (Appendix F). With implementation of a T-intersection traffic signal with crosswalk at the Hyland Avenue and Northerly Project Driveway (PDF-1) a safe pedestrian connection between the Project site and the SOCO Collection commercial center on the west side of Hyland Avenue will be provided.

Conflicts with any program, plan, ordinance or policy addressing the circulation system would be less than significant.

Would the Project:	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)?	☐	☐	☐	☐

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 (October 2019), VMT analysis has not been adopted by the City of Costa Mesa, and therefore this question does not apply to the Proposed Project.

Would the Project:	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)?	☐	☐	☐	☒

The project proposes to construct a new approximately 91,032 SF three-story office building, 358 space parking structure, amphitheater, and half-pipe skate ramp on the existing Vans Headquarters Campus in the City of Costa Mesa. Access to the project site would be provided at locations on the northbound side of Hyland Avenue. A proposed security gate at the north entrance to the parking lot along Hyland Avenue will be a designated entry point to the project site. An additional existing entry point is designated at the south end of the parking lot and can also be accessed along Hyland Avenue. Occupants can also exit through this access point. Drivers are only permitted to make a right turn out of the driveway heading northbound on Hyland Avenue. Based on the project site plan, the driveways will provide sufficient drive isle clearance within the project site to allow for any potential temporary queuing of vehicles to occur on-site. The Proposed Project would continue an existing use within a developed site and incorporate adequate entry and exit drive isle clearance. A 7-foot wide perimeter sidewalk along South Coast Drive and Hyland Avenue will be provided to further allow the separation of pedestrian and vehicular traffic on and off the site. Therefore, the project would not increase hazards on the project site due to a design feature or incompatible use. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

Construction of the Proposed Project would result in temporary construction truck traffic along South Coast Drive and Hyland Avenue 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. Additionally, the Project Proponent has developed a Fire Access Plan with new proposed fire access points along the eastern project boundary via South Coast Drive and along the western project boundary along Hyland Avenue. The project site would also retain their existing fire access point along South Coast Drive at the main entry point to the Vans Headquarters Campus. Therefore, impacts to emergency response, access and evacuation would be less than significant.

4.17.5 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

Following the City's commencement of the Proposed Project environmental review under CEQA, notification letters were sent to twenty-one (21) representatives of California Native American tribes and, bands which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code (Appendix G). 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 October 18, 2019.

As a result of the initial notification letters, the City received a response from the Gabrieleno Band of Mission Indians – Kizh Nation requesting consultation. The City has made good faith efforts to consult through a scheduled phone consultation on October 17, 2019, which did not take place, and follow up contacts with the Gabrieleno Band to reschedule the consultation prior to release of the Draft Initial Study and Mitigated Negative Declaration for public review.

4.18.4 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	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	☐	☒	☐	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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	☐	☒	☐	☐
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.	☐	☒	☐	☐

i) The City General Plan (City of Costa Mesa 2016a) and literature review for the Proposed Project indicates that there are no known historical resources at the project site. 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) Although there are no TCRs known to the City of Costa Mesa to occur at the Project site, as a result of AB 52 consultations conducted with the Gabrieleno Band of Mission Indians – Kizh Nation for other projects within the City, the Proposed Project area has been identified as being generally 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 Measure CUL-1 (see Section 4.5, Cultural Resources) and Mitigation Measure TCR-1 below.

4.18.5 Mitigation Measures

TCR-1: **Tribal Cultural Resources.** Prior to grading, the applicant shall retain a Native American monitor who is traditionally and culturally affiliated with the project vicinity to perform Native American monitoring of all ground disturbance. In addition to the Native American monitor, the project applicant shall retain a qualified archaeologist meeting the Secretary

of the Interior's Professional Qualifications Standards for archaeology. The frequency of the monitoring shall be determined by the qualified archaeologist in coordination with the Native American monitor and the City. In the event that tribal cultural resources are unearthed during ground-disturbing activities, the archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the discovery (approximately 100 feet) until the City, the Native American monitor and the qualified archaeologist have evaluated the discovery and determined appropriate treatment. Construction within 100 feet of the tribal cultural resource shall not resume until the qualified archaeologist and the Native American representative have conferred with the City on the significance of the resource. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, a Tribal Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the tribal cultural resource. The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a report that details the results of monitoring for submittal to the City, the South-Central Coastal Information Center, and any Native American tribe that requests a copy.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

Water Service

Mesa Water District (District) 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.

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 and has 20 sewer pumping stations located within the collection system to convey flow from low lying areas to higher elevations (CMSD 2019a). The Orange County Sanitation District (OCSD) provides wastewater treatment services to the City of Costa Mesa.

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 service and is the first agency in the County to recycle organics waste (CMSD 2019b).

Electricity

Southern California Edison provides electricity to over 15 million people in 50,000 square miles of service area, encompassing 15 counties in central, coastal, and southern California. SCE would extend electric service to the Project in accordance with rules and policies for extension of service on file with the California Public Utilities Commission.

Natural Gas

The Southern California Gas Company provides natural gas services to the area and would extend service to the Project site at the time contractual arrangements are made in accordance with SoCalGas policies and extension rules on file with the California Public Utilities Commission.

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

Would the Project:	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?	☐	☐	☒	☐

The Project proposes to construct a new approximately 91,032 SF three-story office building, 358 space parking structure, amphitheater, and half-pipe skate ramp on the existing Vans Headquarters Campus in the City of Costa Mesa. The Project site currently features storm, sanitary, water distribution, and dry utilities (power, telecommunication, and gas) from the providers described above. The Proposed Project would connect to these existing utilities for operation and would not require construction of new or expanded utilities.

The Proposed Project is consistent with the City of Costa Mesa General Plan and zoning. Thus, the proposed incremental expansion of existing facilities would not represent a substantial new source of utility demand. The project Applicant would also be responsible for all necessary on-site infrastructure improvements and connections. Furthermore, the OCSD will be required to comply with the RWQCB wastewater discharge requirements to ensure that effluent discharges are within acceptable water quality parameters. As such, the Proposed Project would not generate more wastewater than what is already anticipated by OCSD.

The Mesa Water District total water demand in FY 2015 was 18,002 acre-feet (AF) including 1,158 AF of recycled water use, which was significantly less than the total water demand of 19,700 AF projected in the District's 2010 Urban Water Management Plan (UWMP). The District's total demand for potable water is projected to be 20,676 AF in 2025 and 20,742 AF in 2030 (District 2016). The incremental increase in water

demand from the Proposed Project is considered insignificant in comparison with the District's total water demand, therefore water supplies would be available to serve the Project. As such, the Proposed Project would not require relocation or construction of new or expanded utilities and a less than significant impact would occur.

Would the Project:	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?	☐	☐	☒	☐

According to the Mesa Water District 2015 UWMP, Mesa Water is capable of meeting all customer demands in normal, dry, and multiple dry years from 2020 through 2040 due to diversified supply and conservation measures. The District's total demand for potable water is projected to be 20,676 AF in 2025 and 20,742 AF in 2030 (District 2016). The Project would require water to supply the new 91,032 square foot office building. However, the increase in water demand would be met by available water supplies from the District. Therefore, the Proposed Project could be adequately served through connection to existing infrastructure and based on Mesa's available water supply. As such, a less than significant impact to water supplies would occur.

Would the Project:	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?	☐	☐	☒	☐

Using the wastewater generation factors provided in the City of Los Angeles CEQA Thresholds Guide, the Project could generate an additional 150 gallons per day (gpd) per 1000 square feet of office space. As such, the Project would generate an additional 13,654.8 gallons of wastewater per day (Los Angeles 2006). CMSD would maintain the site's sewer system and OCSD would treat the wastewater that is generated from the site. The Proposed Project would be connected to the gravity sewer main on South Coast Drive along the southern edge of the property. The wastewater generated by the Proposed Project would be required to meet all wastewater treatment requirements of the RWQCB and the OCSD before a wastewater discharge permit would be issued. The receipt of a wastewater discharge permit by the project applicant would ensure the project meets or exceeds the wastewater treatment requirements of the RWQCB.

As discussed previously in the response to threshold "a" above, the Proposed Project is consistent with assumed increased urban development in the Costa Mesa General Plan. Furthermore, the OCSD will be

required to comply with the RWQCB wastewater discharge requirements to ensure that effluent discharges are within acceptable water quality parameters. As such, the Proposed Project would not generate more wastewater than what is already anticipated by OCSD. A less than significant impact would occur.

Would the Project:	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?	☐	☐	☒	☐

Solid waste generated during construction and operation would be disposed of at the Frank R. Bowerman Landfill, which is permitted to accept commercial waste. It is permitted for 11,500 tons per day (TPD) maximum with an 8,500 TPD annual average. The landfill has enough projected capacity to serve residents and businesses until approximately 2053 (OC Waste & Recycling 2019).

According to solid waste generation rates provided by CalRecycle, the new office building would generate 6 lbs/1000 sq ft of office space (CalRecycle 2019). Therefore, construction of the new 91,032 sq ft office would increase the site's solid waste generation by approximately 546 pounds of waste per day. This negligible increase in waste generation would not substantially contribute solid waste in amounts in excess of the capacity of local landfills. Additionally, the Proposed Project would not interfere with implementation of existing solid waste disposal regulations. A less than significant impact would occur.

Would the Project:	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?	☐	☐	☐	☒

The Proposed Project would be required to comply with all Resource Conservation and Recovery Act (RCRA) Regulations, including Title 40 of the Code of Federal Regulations (CFR), as well as City of Costa Mesa waste reduction programs. In accordance with Assembly Bill 341, the Proposed Project would be required to work with commercial waste collection services to implement a commercial recycling program during the operational phase. Additionally, the Proposed Project will seek a Site Plan and Design Review Permit (DA), as well as grading and building permits from the City. The implementation of these programs would reduce the amount of solid waste generated be the Proposed Project and diverted to landfills. The Proposed Project would comply with solid waste statues and regulations, in addition to all applicable standards within the Costa Mesa Municipal Code and General Plan Policies CON-2.J through CON-2.L. 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 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings.

No part of Costa Mesa is located within the Very High Fire Hazard Severity Zone. Only large urban and grassland fires within open space areas represent fire risks in the City (City of Costa Mesa 2016a). The Proposed Project is located within a heavily industrialized area and is not in the immediate vicinity of any natural or wildlife areas.

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	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?	☐	☐	☐	☒

The project site is located on land designated as Non-Very High Fire Hazard Severity Zone as recommended by CALFIRE (CALFIRE 2011). The project proposes to construct a new approximately 91,032 SF three-story office building, 358 space parking structure, amphitheater, and half-pipe skate ramp on the existing Vans Headquarters Campus in the City of Costa Mesa. Access to the Proposed Project is planned at one entryway on Hyland Avenue and two entryways on South Coast Drive, thereby facilitating emergency response and evacuation, if necessary. The Proposed Project is not anticipated to impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	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?	☐	☐	☐	☒

As described above, the Proposed Project is not located in or near state responsibility areas or land classified as VHFHSZ. 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.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	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?	☐	☐	☐	☒

The Proposed Project is located within a heavily industrialized area and will require utility connections to serve the proposed industrial use. However, the Proposed Project is not located in or near local responsibility areas or land classified as VHFHSZ, therefore the Proposed Project would not exacerbate fire risk resulting in temporary or ongoing impacts to the environment. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	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?	☐	☐	☐	☒

As described above, the Proposed Project is not located in or near state responsibility areas or land classified as VHFHSZ. 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.

4.20.3 Mitigation Measures

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

4.21 Mandatory Findings of Significance

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

Does the Project:	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?	☐	☒	☐	☐

Impacts to biological resources, cultural resources, geology and soils (paleontological resources), and tribal cultural resources are discussed in the respective sections of this Initial Study. Impacts would be less than significant with Mitigation Measures BIO-1, CUL-1, GEO-1, and TCR-1.

Does the Project:	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)?	☐	☐	☒	☐

Impacts from the Proposed Project on transportation, air quality, greenhouse gas emissions and noise are discussed in corresponding sections of this Initial Study. Impacts would not be cumulatively considerable.

Does the Project:	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?	☐	☐	☒	☐

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

SECTION 5.0 LIST OF PREPARERS

5.1 City of Costa Mesa

Lead Agency

Daniel Inloes, Economic Development Administrator

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SECTION 7.0 LIST OF APPENDICES (ON CD)

Appendix A – Shade/Shadow Study

Appendix B – Air Quality and Greenhouse Gas Assessment

Appendix C – Energy Consumption Analysis

Appendix D – Phase I Environmental Site Assessment

Appendix E – Traffic Impact Analysis

Appendix F – Evaluation of Mid-Block Pedestrian Crossing Technical Memorandum

Appendix G – Tribal Cultural Resources

Appendix H – Mitigation Monitoring Program