

FINAL
Initial Study and Mitigated Negative Declaration
And Mitigation Monitoring and Reporting Program

VANS BUILDING EXPANSION PROJECT

December 2019

Lead Agency:



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

Prepared by:



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

2861 Pullman Street
Santa Ana, CA 92705

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VANS BUILDING EXPANSION PROJECT

**Final
Initial Study/Mitigated Negative Declaration and
Mitigation Monitoring and Reporting Program**

DECEMBER 2019

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**FINAL 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.

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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 design and 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.

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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

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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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SECTION 1. INTRODUCTION

This document is the Final Initial Study/Mitigated Negative Declaration (Final IS/MND) including the the Mitigation Monitoring and Reporting Plan (MMRP) for the Vans Building Expansion Project (Proposed Project). This Final IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 et. seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.), as amended. This Final IS/MND supplements and updates the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) released for public review on November 20, 2019. The Draft IS/MND is incorporated into this Final IS/MND by reference.

The City of Costa Mesa is the Lead Agency for the Proposed Project. On November 20, 2019 the City of Costa Mesa distributed the Draft IS/MND for the Proposed Project to the general public for review and comment. The 20-day review period ended on December 9, 2019. During the public review period, three comment letters were received.

This Final IS/MND and MMRP document is organized as follows:

- Section 1 provides a discussion of the purpose and structure of the document;
- Section 2 includes the comment letters received and the City's responses;
- Section 3 identifies errata and an addition to the IS/MND; and
- Section 4 includes the Mitigation Monitoring and Reporting Plan (MMRP).

This Final IS/MND and MMRP document and the Draft IS/MND together constitute the environmental document for the Proposed Project.

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SECTION 2. COMMENTS AND RESPONSES

This section contains copies of the Vans Building Expansion Project comment letters received during the 20-day local public review period, which began on November 20, 2019 and ended on December 9, 2019. In conformance with Section 15088(a) of the State CEQA Guidelines, the City of Costa Mesa has considered comments on environmental issues from reviewers of the Draft IS/MND and has prepared written responses. Three (3) letters were received, commenting on the Draft IS/MND. The comments received do not raise substantial environmental issues as to the adequacy of the Draft IS/MND.

The letters received and the responses to the comments contained in the letters are provided in this section.

2.1 List of Comment Letters

A list of public agencies, organizations, and individuals that provided comments on the Draft IS/MND is presented below. The letters and the responses to the comments follow this page.

Letter Number	Sender	Date Received
1	Dr. David Scott	11/20/2019
2	Airport Land Use Commission	12/6/2019
3	Orange County Transportation Authority	12/6/2019

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Letter 1 – Dr. David Scott, received November 20, 2019

From: David Scott [<mailto:dcscott422@gmail.com>]
Sent: Wednesday, November 20, 2019 7:48 PM
To: INLOES, DANIEL <DANIEL.INLOES@costamesaca.gov>
Subject: Vans Headquarters Expansion at 1588 South Coast Drive

Daniel,

My comments regarding the proposed Vans Headquarters Expansion is that the 605 Northbound on-ramp from South Coast Drive is already overburdened with traffic often extending all the way back to Harbor Blvd. As a tenant in Commerce Park, I already find it extremely difficult to exit Commerce Park onto South Coast Drive to use that Northbound ramp. I would request that as part of this proposal, some provision is added to expand that Northbound ramp to accommodate the potential increase in traffic due to this expansion.

Thank you for your time in these matters.

Dr. David C. Scott, CEO
david.scott@optelligent.net
949-697-7193
3303 Harbor Blvd., Ste D-5
Costa Mesa, CA 92626

Letter 1 Response to Comments

This comment expresses concern with traffic queues and backups on the I-405 Northbound on-ramp from South Coast Drive, extending back to Harbor Boulevard, and with the need for ramp improvements to accommodate the potential increase in traffic. Based on the comments from OCTA (12/6/19), the I-405 Improvement Project will be reconfiguring the Hyland Avenue intersection with the reconfigured Northbound on-ramp across the street from the Vans Project at 1588 South Coast Drive. The reconfiguration design of the I-405 NB on-ramp should have the effect of improving level of service at this intersection and intersection approach from South Coast Drive. Vans Project construction will be coordinated with the I-405 Improvement project construction to minimize disruption and traffic delays.

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Letter 2 – Airport Land Use Commission, Received December 6, 2019



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012



December 6, 2019

Daniel Inloes, AICP
Economic Development Administrator
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

Subject: NOI to Adopt an IS/MND for Van's Headquarters Expansion

Dear Mr. Inloes:

Thank you for the opportunity to review the Draft Mitigated Negative Declaration (MND) for the Van's Headquarters Expansion located at 1588 South Coast Drive, Costa Mesa, in the context of the Airport Land Use Commission's *Airport Environs Land Use Plan for John Wayne Airport (JWA AELUP)*. The proposed project includes the construction of a three-story, 91,032 square foot office building and a three-story parking structure. The project would also include ancillary outdoor improvements (a small amphitheater and a half-pipe skate ramp) for Van's employees only.

The proposed project is located within the Federal Aviation Regulation (FAR) Part 77 Notification Area for JWA. We suggest that the MND discuss the height at which the notification surface would be penetrated compared to the proposed building heights. We recommend that the project proponent utilize the Notice Critical Tool on the Federal Aviation Administration (FAA) website <https://oaaaa.faa.gov/oaaaa/external/protal.jsp> to determine if the proposed project penetrates the notification surface and requires filing Form 7460-1 Notice of Proposed Construction or Alteration with the FAA.

Thank you again for the opportunity to comment on the MND. Please contact Julie Fitch at (949) 252-5284 or via email at jfitch@ocair.com should you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Lea U. Choum".

Lea U. Choum
Executive Officer

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Letter 2 Response to Comments

The Proposed Project is within the FAR Part 77 Notification Area for John Wayne Airport (JWA). According to the FAA, projects must file if they are “within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft.” The site is approximately 17,100 feet away from the nearest point on the JWA runway.

The site is 30' above mean sea level (AMSL) and JWA is 56' AMSL. Therefore, the Project would penetrate the notification surface at a height of approximately 227' AMSL. The new office building would reach a maximum height of 45'-0", which would be 75'-0" AMSL. The proposed 3-story parking structure elevation would be approximately 55" AMSL. Both structures are well below the notification surface and filing Form 7460-1 with the FAA would not be required.

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Letter 3 – Orange County Transportation Authority, received December 6, 2019



AFFILIATED AGENCIES

- Orange County
Transit District*
- Local Transportation
Authority*
- Service Authority for
Freeway Emergencies*
- Consolidated Transportation
Service Agency*
- Congestion Management
Agency*

December 6, 2019

Mr. Daneil Inloes, AICP
Economic Development Administrator
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

**Subject: Notice of Intent to Adopt an Initial Study and Mitigated
Negative Declaration for the Vans Headquarters Expansion.**

Dear Mr. Inloes,

Thank you for providing the Orange County Transportation Authority (OCTA) with the Notice of Intent to Adopt an Initial Study and Mitigated Negative Declaration (IS/MND) for the Vans Headquarters Expansion (Project). The following comments are provided for your consideration:

- The proposed construction of the Vans Headquarters Expansion is confined within the property limits of 1588 South Coast Drive, and no Temporary Construction Easements (TCEs) have been identified. Therefore, Right of Way (ROW) impacts are not anticipated.
- The project is proposing a 16-month construction window starting late 2019/early 2020. If this schedule remains unchanged, coordination between the I-405 Improvement Project Team and the City of Costa Mesa will be required.
- The I-405 Improvement Project will be reconfiguring Hyland Avenue intersection with the reconfigured NB on-ramp across the street from 1588 South Coast Drive. It is not clear if the traffic analysis took the I-405 Improvement Project into account.
- Based on review of the IS/MND, it is anticipated that the traffic impact the proposed Vans Headquarters Expansion will have on the I-405 Improvement Project will be negligible. All traffic related issues should be coordinated with Cities of Costa Mesa, Santa Ana and Fountain Valley.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92662-1584 / (714) 560-OCTA (6282)

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AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

Mr. Daniel Inloes
December 6, 2019
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- Please note that the following figures are presented with low picture resolution and should be revised to an appropriate quality:

IS/MND

- Figure 7

Appendix E

- Figure 1.1
- Figure 2.1
- Figure 3.1
- Figure 4.1
- Figure 9.1

- Please note that Harbor Boulevard is a part of the Congestion Management Program Highway System (CMPHS) and should be analyzed as such for any potential traffic impacts. You may reference the latest Congestion Management Program (CMP) report available on the OCTA website here: <http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Congestion-Management-Program/Overview/>
- Please note that the intersections of Harbor Boulevard / I-405 Northbound Ramps and Harbor Boulevard / I-405 Southbound Ramps are designated CMP intersections and should be analyzed as such for any potential traffic impacts.
- When describing current conditions, please indicate that Sunflower Avenue has a 2-way left turn lane in the median.

Throughout the development of this project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me at (714) 560-5907 or at dphu@octa.net.

Sincerely,

A handwritten signature in black ink that reads "Allison Armez for Dan Phu".

Dan Phu
Manager, Environmental Programs

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Letter 3 Response to Comments

Coordination with I-405 Improvement Project. The City of Costa Mesa and Vans will coordinate closely with the I-405 Improvement Project Team throughout any overlapping construction phases of both projects. City of Costa Mesa Standard Conditions of Approval require preparation of a Construction Management Plan designed to minimize disruption to businesses and traffic circulation during construction. The Plan will include providing information to Vans employees regarding the I-405 Improvement Project status and any temporary closures.

The comment that the Vans Headquarters Expansion project will have a negligible impact on the I-405 Improvement Project is noted. Any traffic related issues will be coordinated with the surrounding jurisdictions.

Figure Resolution Quality. The comment regarding low picture resolution of the referenced traffic figures is noted, although the figures do appear readable at 100%. OCTA will be contacted to confirm their ability to read the figures in the Draft IS/MND.

CMP Traffic Impact Assessment. The Orange County Congestion Management Program (CMP) requires a Traffic Impact Analysis (TIA) for all proposed developments generating 2,400 or more daily trips; however, developments which will directly access the CMP Highway System have a threshold of 1,600 or more daily trips for requiring a TIA. The nearest CMP Intersections within the proposed project vicinity are the intersection of Harbor Boulevard at I-405 SB Ramps and Harbor Boulevard at I-405 NB Ramps. The proposed project will generate a total of 887 daily trips. Based on the project trip distribution, the total daily trips traveling southbound from and northbound to the intersection of Harbor Boulevard and South Coast Drive, that would travel through the two CMP intersections, is 532 daily trips. During the AM peak hour only 36 project trips would travel through the two CMP intersections and only 18 project trips during the PM peak hour. Based on the low project trips that would reach the two nearest CMP intersections, it is anticipated that the proposed project traffic impact would be negligible; therefore, the two CMP intersections were not included in any further analyses.

Sunflower Avenue. The comment that Sunflower Avenue has a 2-way left turn lane in the median is hereby added to the description of Sunflower Avenue on page 4-50 of the Initial Study and Mitigated Negative Declaration.

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SECTION 3. ERRATA AND CHANGES TO THE DRAFT IS/MND

The Draft Initial Study/Mitigated Negative Declaration is updated to reflect the comment received from the Orange County Transportation Authority that Sunflower Avenue has a 2-way left turn lane in the median. This information is hereby added to the description of Sunflower Avenue on page 4-50 of the Initial Study and Mitigated Negative Declaration.

Project Design Feature PDF-1 is modified to include signal design as a Project responsibility as follows:

PDF-1: Hyland Avenue at Northerly Project Driveway. As a project design feature, the Project will design and 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.

SECTION 4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1 Mitigation Monitoring and Reporting Requirements

Public Resources Code (PRC) Section 21081.6 (enacted by the passage of Assembly Bill [AB] 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a Responsible Agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the Lead Agency or a Responsible Agency, prepare and submit a proposed reporting or monitoring program.
- The Lead Agency shall specify the location and custodian of the documents or other material, which constitute the record of proceedings upon which its decision is based. A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.
- Prior to the close of the public review period for a draft Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND), a Responsible Agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the Lead Agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the Responsible Agency or agency having jurisdiction over natural resources affected by the project, or refer the Lead Agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a Lead Agency by a Responsible Agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures that mitigate impacts to resources, which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a Responsible Agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit that authority of the Responsible Agency or agency having jurisdiction over natural resources affected by a project, or the authority of the Lead Agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

4.2 Mitigation Monitoring and Reporting Procedures

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with PRC Section 21081.6. It describes the requirements and procedures to be followed by the City of Costa Mesa to ensure that all mitigation measures or required project design features (PDF) adopted as part of the proposed project will be carried out as described in this IS/MND. Table 4.2-1 lists each of the mitigation measures or project design features specified in this document and identifies the party or parties responsible for implementation and monitoring of each measure.

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**Table 4.2-1
Vans Building Expansion Project
Mitigation Monitoring and Reporting Program**

Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
1. Aesthetics			
The proposed project would not result in significant adverse impacts related to aesthetics. No mitigation would be required.			
2. Agricultural and Forestry Resources			
The proposed project would not result in significant adverse impacts related to agriculture and forest resources. No mitigation would be required.			
3. Air Quality			
The proposed project would not result in significant adverse impacts related to air quality. No mitigation would be required.			
4. Biological Resources			
BIO-1: Pre-Construction Nesting Bird Survey. If construction activities occur within the bird breeding season (February 1 st –	City of Costa Mesa	In the event that construction	

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Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
<p>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.</p>	<p>Development Services Director, or designee</p>	<p>activities occur during the breeding season (February 1–August 31)/ Prior to commencement of grading activities and issuance of any building permits.</p>	
5. Cultural Resources			
<p>CUL-1: Archaeological Monitoring and Accidental Discovery. 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:</p>	<p>City of Costa Mesa Development Services Director, or designee</p>	<p>Prior to commencement of any grading activities on site/During project</p>	

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Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
<p>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.</p> <p>2. Artifacts that are collected prior to or during grading activities will be donated to an appropriate educational or research institution.</p> <p>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.</p>		excavation and grading activities	

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Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
<p>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.</p>			
6. Energy			
<p>The proposed project would not result in significant adverse impacts related to energy. No mitigation is required.</p>			
7. Geology and Soils			
<p>GEO-1: Unanticipated Discovery – Paleontological Resources. 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).</p>	<p>City of Costa Mesa Engineer, or designee</p>	<p>Prior to issuance of grading permits</p>	

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Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.			
8. Greenhouse Gas Emissions			
The proposed project would not result in significant adverse impacts related to greenhouse gas emissions. No mitigation would be required.			
9. Hazards and Hazardous Materials			
The proposed project would not result in significant adverse impacts related to public services and utilities. No mitigation would be required.			
10. Hydrology and Water Quality			
The proposed project would not result in significant adverse impacts related to hydrology and water quality. No mitigation would be required.			

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Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
11. Land Use and Planning			
The proposed project would not result in significant adverse impacts related to land use and planning. No mitigation would be required.			
12. Mineral Resources			
The proposed project would not result in significant adverse impacts related to mineral resources. No mitigation would be required.			
13. Noise			
The proposed project would not result in significant adverse impacts related to noise. No mitigation would be required.			
14. Population and Housing			
The proposed project would not result in significant adverse impacts related to population and housing. No mitigation would be required.			

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Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
15. Public Services			
The proposed project would not result in significant adverse impacts related to public services and utilities. No mitigation would be required.			
16. Recreation			
The proposed project would not result in significant adverse impacts related to recreation. No mitigation would be required.			
17. Transportation			
PDF-1: Hyland Avenue at Northerly Project Driveway. As a project design feature, the Project will design and 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.	Director of the City of Costa Mesa Community Development Department, or designee	Prior to the issuance of a building permit and/or final certificate of use and occupancy	

**Vans Building Expansion Project
Final Initial Study/Mitigated Negative Declaration**

Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
18. Tribal Cultural Resources			
<p>TCR-1: Native American Monitoring. 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</p>	<p>Director of the City of Costa Mesa Community Development Department, or designee</p>	<p>Prior to commencement of any ground disturbing activities</p>	

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Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
<p>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.</p>			
19. Utilities and Service Systems			
<p>The proposed project would not result in significant adverse impacts related to utilities/service systems. No mitigation would be required.</p>			

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Mitigation Measures and Project Design Features	Responsible Party	Timing for Standard Condition or Mitigation Measure	Compliance Verification (Date and Signature Required)
20. Wildfire			
The proposed project would not result in significant adverse impacts related to wildfire. No mitigation would be required.			