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DRAFT
Permanent Bridge Shelter Facility
Initial Study/Mitigated Negative Declaration
City of Costa Mesa, Orange County, California

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ACRONYMS AND ABBREVIATIONS

µg/m^3	micrograms per cubic meter
°F	degrees Fahrenheit
°C	degrees Celsius (Centigrade)
AB	Assembly Bill
ACM	asbestos containing material
ADA	Americans with Disabilities Act
ADT	average daily trip
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BMP	Best Management Practice
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH_4	methane
CMFD	Costa Mesa Fire Department
CMMC	Costa Mesa Municipal Code
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO_2	carbon dioxide
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historical Resources
CUP	conditional use permit
DAMP	Drainage Area Management Plan
dB	decibel
dBA	A-weighted decibel
DOC	Department of Conservation
DOF	Department of Finance

DOT	United States Department of Transportation
EBS	emergency broadcast system
EDR	Environmental Data Resources, Inc.
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
HCP	Habitat Conservation Plan
HMIS	Homeless Management Information System
HREC	Historical Recognized Environmental Condition
HVAC	heating, ventilation, and air conditioning
IRWD	Irvine Ranch Water District
IS/MND	Initial Study/Mitigated Negative Declaration
kBTU	kilo-British Thermal Unit
kWh	kilowatt hour
LBP	lead-based paint
L_{dn}	day/night sound level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
LRA	Local Responsibility Area
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
Mesa Water	Mesa Water District
mgd	million gallons per day
MM	Mitigation Measure
MP	Industrial Park
mpg	miles per gallon
MWDOC	Municipal Water District of Orange County
MWRF	Mesa Water Reliability Facility
N_2O	nitrous oxide

NCCP	Natural Community Conservation Plan
NHM	Natural History Museum of Los Angeles County
NPDES	National Pollutant Discharge Elimination System
O&M	Operations and Maintenance
OCSD	Orange County Sanitation District
PDI	Planned Development Industrial
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
REC	recognized environmental condition
RPS	Renewables Portfolio Standard
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SEMS	Standardized Emergency Management System
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas
SOS	Share Our Selves
SR	State Route
SRA	State Responsibility Area
SRRE	Source Reduction and Recycling Element
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VA	Veterans Affairs
VMT	vehicle miles traveled
ZEV	zero emission vehicle

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SECTION 1: INTRODUCTION

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify the potential environmental impacts that would result from implementation of the proposed Permanent Bridge Shelter Facility (project) in the City of Costa Mesa, California. The Bridge Shelter Facility will be a reservation-based high security solution to offer shelter beds to individuals in need. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of Costa Mesa has discretionary authority over the proposed project and is the Lead Agency in the preparation of this IS/MND and any additional environmental documentation required. The intended use of this document is to determine the level of environmental analysis required to adequately analyze the project pursuant to the requirements of CEQA and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the project location and the primary project characteristics. Section 2 includes an environmental checklist that provides an overview of the potential impacts that may result from project implementation, elaborates on the information contained in the environmental checklist, and provides justification for each checklist response. References cited in this IS/MND are included in Section 3, and Section 4 contains the List of Preparers.

1.1 - Incorporation by Reference

Pertinent documents relating to this IS/MND have been cited and incorporated, in accordance with Sections 15148 and 15150 of the CEQA Guidelines, to eliminate the need for inclusion of voluminous engineering and technical reports within the Initial Study. Of particular relevance are those previous environmental documents that present information regarding descriptions of the relevant environmental setting and future development-related growth and cumulative impacts. The references outlined below were utilized during preparation of this Initial Study. The documents are available for review at the City of Costa Mesa Economic and Development Services Department located at 77 Fair Drive, Costa Mesa, California 92626 and also online on the City's website, at (https://www.costamesaca.gov/city-hall/city-departments/development-services/planning/general-plan).

City of Costa Mesa 2015–2035 General Plan (Adopted June 2016). The Costa Mesa General Plan establishes the long-range planning and policy direction that guides change and preserves the qualities that define the community. The General Plan sets forth the vision for Costa Mesa for the next two decades. This vision recognizes that Costa Mesa's focus remains on protecting and enhancing Costa Mesa's diverse residential neighborhoods, accommodating an array of businesses that both serve local needs and attract regional and international spending, and continuing to provide cultural, educational, social, and recreational amenities that contribute to the quality of life in the community. Over the long term, General Plan implementation will ensure that development decisions and improvements to public and private infrastructure are consistent with the goals, objectives, and policies contained in the General Plan.

City of Costa Mesa 2015–2035 General Plan Environmental Impact Report. The City of Costa Mesa 2015–2035 General Plan Environmental Impact Report (General Plan EIR) analyzed the potential environmental impacts that would result from implementation of the Costa Mesa General Plan. This information includes General Plan EIR Table 6-1, Southern California Association of Governments (SCAG) 2008–2035 Growth Forecast, which contains the forecast population, household, and employment growth for Costa Mesa. The environmental impact analysis contained in the General Plan EIR assumes an increase in population from 109,100 in 2008 to 114,000 in 2035, which represents a 4 percent change. Households are anticipated to increase from 39,700 in 2008 to 40,900 in 2035, which represents a 3 percent change. Furthermore, employment is expected to decrease from 94,200 in 2008 to 88,800, which is a 6 percent change. The General Plan EIR concludes that impacts in the following areas would be significant and unavoidable (see General Plan EIR Section 6.5):

- Air Quality
- Greenhouse Gas Emissions

The Costa Mesa General Plan and General Plan EIR were used in this IS/MND as a source of baseline data.

City of Costa Mesa 2013–2021 Housing Element. The State of California has declared that "the availability of housing is of vital statewide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." In addition, government and the private sector should make an effort to provide a diversity of housing opportunities and accommodate regional housing needs through a cooperative effort, while maintaining a responsibility toward economic, environmental and fiscal factors and community goals within the general plan.

Further, State Housing Element law requires "An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs." The law requires:

- An analysis of population and employment trends.
- An analysis of the City's fair share of the regional housing needs.
- An analysis of household characteristics.
- An inventory of suitable land for residential development.
- An analysis of governmental and non-governmental constraints on the improvement, maintenance and development of housing.
- An analysis of special housing needs.
- An analysis of opportunities for energy conservation.
- An analysis of publicly assisted housing developments that may convert to non-assisted housing developments.

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and programs that promote preservation, improvement, and development of diverse types and costs of housing throughout Costa Mesa.

City of Costa Mesa Municipal Code. The Costa Mesa Municipal Code (CMMC) consists of regulatory, penal, and administrative ordinances of the City of Costa Mesa. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. The City's Zoning Code is found in CMMC Title 13, Planning, Zoning, and Development. The purpose of CMMC Title 13 is to promote the public health, safety, and general welfare, and preserve and enhance the aesthetic quality of the City by providing regulations to ensure that an appropriate mix of land uses occur in an orderly manner. The CMMC and CMMC Title 13 are referenced throughout this Initial Study for descriptions and requirements of the City's regulatory framework.

1.2 - Background

As disclosed on the City of Costa Mesa's website, a lawsuit was filed against the cities of Costa Mesa, Anaheim, Orange, Santa Ana, and the County of Orange regarding the scheduled removal of encampments and individuals who were illegally camping along the Santa Ana River Trail (City of Costa Mesa 2019). To enforce the City's anti-encampment ordinance and to avoid further litigation, Federal District Court Judge David Carter provided direction to the City to provide shelter beds equal to 60 percent of the City's homeless count numbers at the time of the order. In January 2017, the count found 103 unsheltered individuals in Costa Mesa, 60 percent of which equals 62 beds (City of Costa Mesa 2019). To immediately satisfy the Court's direction, the City of Costa Mesa reached an agreement with the Lighthouse Church of the Nazarene to operate a 50-bed temporary bridge shelter on a portion of their property located at 1885 Anaheim Avenue. The temporary bridge shelter expands what is an already existing inclement weather shelter into a reservation-based, high-security temporary solution to offer shelter beds to those in need. The temporary bridge shelter opened on April 5, 2019.

Costa Mesa has satisfied the need for 12 of the 62 required beds by approving an application from College Hospital, a longtime and respected provider of mental health and medical treatment in the community (City of Costa Mesa 2019). However, a permanent solution is required to address the remaining 50 required beds.

1.2.1 - Senate Bill No. 2

Senate Bill No. 2 (SB 2) requires cities and counties to accommodate their need for emergency shelters on sites where the use is allowed without a conditional use permit and requires cities and counties to treat transitional and supportive housing projects as residential use of property (State of California 2007). Furthermore, SB 2 requires cities and counties to identify in their housing elements a zone or zones where emergency shelters are allowed and specifies that the identified zone(s) must include sufficient capacity to accommodate the need for emergency shelters. If the local government cannot identify a zone or zones with sufficient capacity, the local government is required to amend

its zoning ordinance to include such zone(s). In its adopted Housing Element, Costa Mesa has identified the Planned Development Industrial (PDI) zone as its SB 2 zone.

1.2.2 - Definition of Homelessness

The United States Code Section 11302 defines the terms "homeless," "homeless individual," and "homeless person" as:

1. an individual or family who lacks a fixed, regular, and adequate nighttime residence;
2. an individual or family with a primary nighttime residence that is a public or private place not designed for or ordinarily used as a regular sleeping accommodation for human beings, including a car, park, abandoned building, bus or train station, airport, or camping ground;
3. an individual or family living in a supervised publicly or privately operated shelter designated to provide temporary living arrangements (including hotels and motels paid for by Federal, State, or local government programs for low-income individuals or by charitable organizations, congregate shelters, and transitional housing);
4. an individual who resided in a shelter or place not meant for human habitation and who is exiting an institution where he or she temporarily resided;
5. an individual or family who:
    A. will imminently lose their housing, including housing they own, rent, or live in without paying rent, are sharing with others, and rooms in hotels or motels not paid for by Federal, State, or local government programs for low-income individuals or by charitable organizations, as evidenced by-
        i. a court order resulting from an eviction action that notifies the individual or family that they must leave within 14 days;
        ii. the individual or family having a primary nighttime residence that is a room in a hotel or motel and where they lack the resources necessary to reside there for more than 14 days; or
        iii. credible evidence indicating that the owner or renter of the housing will not allow the individual or family to stay for more than 14 days, and any oral statement from an individual or family seeking homeless assistance that is found to be credible shall be considered credible evidence for purposes of this clause;
    B. has no subsequent residence identified; and
    C. lacks the resources or support networks needed to obtain other permanent housing; and
6. unaccompanied youth and homeless families with children and youth defined as homeless under other Federal statutes who:
    A. have experienced a long term period without living independently in permanent housing,
    B. have experienced persistent instability as measured by frequent moves over such period, and
    C. can be expected to continue in such status for an extended period of time because of chronic disabilities, chronic physical health or mental health conditions, substance addiction, histories of domestic violence or childhood abuse, the presence of a child or youth with a disability, or multiple barriers to employment.

1.3 - Project Location

The project site is located in the City of Costa Mesa, in Orange County, California. Costa Mesa is surrounded by the City of Santa Ana to the north, parts of Santa Ana and the City of Irvine to the northeast, the City of Newport Beach to the southeast, the City of Huntington Beach to the west, and the City of Fountain Valley to the northwest (Exhibit 1).

Regional access to the project site is provided via State Route (SR) 55 at the Baker Street interchange, which is located approximately 0.43 mile northwest of the project site. Interstate 405 (I-405), which is located approximately 0.53 mile north of the site, and SR-73, which is located approximately 1.01 miles southwest of the site, also provide regional access. Local access to the site is provided via Paularino Avenue and Airway Avenue.

The 1.3-acre or 58,327-square-foot project site is located at 3175 Airway Avenue in Costa Mesa. The project site consists of an existing 29,816-square-foot office/industrial building and associated parking lot. The project site comprises a single parcel, Assessor's Parcel Number (APN) 427-091-12 (Exhibit 2). The project site is not adjacent to residential areas, schools, or parks. The nearest school is Mariners Christian School located at 300 Fischer Avenue, approximately 0.40 mile southwest of the project. The nearest park is Del Mesa Park located at 2080 Manistee Drive, approximately 0.53 mile northwest from the project.

1.4 - Environmental Setting

The 1.3-acre project site is a rectangular shaped parcel that is located in a relatively flat, industrial area. The project site is bounded by McCormick Avenue to the north, Airway Avenue to the east, and industrial and commercial uses to the south and west. John Wayne Airport is located approximately 0.17 mile east of the project site.

The existing industrial building was constructed in 1973. The interior of the 29,816-square-foot building consists of two separate office areas totaling 5,510 square feet (one is a 2-story office with a lobby), reception areas, private offices, storage areas, a break room, and restrooms; and a 24-foot-high, 24,306-square-foot warehouse area with two ground-level loading doors and three dock-high loading doors. Existing site improvements include sidewalks, walkways, an exterior truck well, landscaping, a paved parking lot, and a fenced yard area. The full suite of utilities serves the existing site (including potable water and fire water supply, wastewater, gas, telecommunications, and electric).

1.4.1 - General Plan

The Costa Mesa General Plan Land Use Map designates the project site as Industrial Park (Exhibit 3). The Industrial Park land use designation applies to large districts that contain a variety of industrial and compatible office and support commercial uses. Floor Area Ratio (FAR) in the Industrial Park area ranges from 0.20 to 0.75. A total of 645.36 acres of land in the City is included in this designation (City of Costa Mesa 2015).

Industrial parks are characterized by large parcels and landscaped setbacks that create a campus-like environment. Development within this land use designation consists of 1- and 2-story buildings.

Additional height may be permitted when proposed uses would be compatible with adjacent development and provided uses are consistent with other constraints, such as height limits and use restrictions within the John Wayne Airport influence area. Combinations of residential, institutional, and commercial uses may be allowed through the Planned Development process (City of Costa Mesa 2015).

1.4.2 - Zoning

As shown in Exhibit 4, the project site is zoned MP.

Emergency shelters in Costa Mesa are only permitted in the PDI zone, and there is a maximum allowance of 30 beds at each shelter within this zone. CMMC Section 13-200.79 of Article 18, Emergency Shelters, identifies the bed limitations and other development standards for emergency shelters (City of Costa Mesa 2019).

The proposed project would require a Code Amendment (CO-19-01) to modify and revise the CMMC in Title 13 Planning, Zoning, and Development, the Citywide Land Use Matrix, and the Special Land Use Regulations for Emergency Shelters. The Code Amendment would allow emergency shelters to locate in the MP zone, in addition to the PDI zone. As shown in Exhibit 5, emergency shelters within the MP zone would require approval of a Conditional Use Permit (CUP) prior to operation. New Footnote 10 to the Land Use Matrix would state that an emergency shelter located on land owned, controlled, or operated by the City would be permitted by right. Within the PDI zone, emergency shelters would continue to be permitted by right. New Footnote 10 would also state that the standards in Subsection 13-200.79(1), (2), (4), (8), and (10) would not apply to shelters located on land owned, controlled, or operated by the City in the MP and PDI zones.

The proposed project would also revise the Emergency Shelter Development Standards in the CMMC to require a patrol by a shelter operator that includes the area within a 0.5-mile radius area around a shelter location, to ensure that shelter clients and any individuals denied access are not congregating around the shelter site. Minor revisions to four existing standards will clarify the intent of each standard.

The proposed revisions to the CMMC in Title 13, Planning, Zoning, and Development, and to the Citywide Land Use Matrix and the Special Land Use Regulations for Emergency Shelters are outlined below. Code Amendment CO-19-01 will:

1. Modify the Citywide Land Use Matrix in Chapter IV to allow emergency shelters to be located in the MP zone of the City. The MP zone is “intended for large, concentrated industrial areas where the aim of development is to create a spacious environment in a park-like setting.” A CUP will be required prior to operation of an emergency shelter in the MP zone. Footnote 10 will be added to the Land Use Matrix to clarify that emergency shelters located on land owned, controlled, and/or operated by the City will be a Permitted (P) use in the MP zone and that the provisions of Section 13-200.79, subsections (1), (2), (4), (8) and (10) will not be applicable to a shelter on land owned, controlled, and/or operated by the City in the MP and PDI zones.
2. Revise Chapter IX, Special Land Use Regulations, Article 18. Emergency Shelters, Section 13-200.79 to:
    a. make minor revisions to four existing standards to clarify intent, and

b. bifurcate existing standard (9) and thus, create a new standard (10) which requires that a one-half-mile radius area around a shelter shall be patrolled by the shelter operator to ensure that shelter clients and any individuals denied access at the shelter are not congregating in the area around the shelter site.

Emergency shelters will continue to be a permitted use in the PDI zone. The PDI zone is "intended for large, concentrated industrial areas where the aim of development is to create a spacious environment in a park-like setting." Any revisions to the Emergency Shelter standards in Section 13-200.79 will apply to a shelter locating in the PDI zone. Footnote 10 in the Land Use Matrix will also be added to the PDI zone.

1.5 - Project Objectives

The proposed project objectives are to:

- Provide homeless individuals with a program that provides access to housing and social services in a safe and secure living environment.
- Develop a permanent bridge shelter facility that, in conjunction with the 12 beds currently provided at College Hospital, will satisfy the lawsuit settlement terms, requiring the City to meet the needs of 60 percent of its unsheltered homeless population in 2017. This will, in turn, allow the City to continue to enforce anti-camping regulations and code enforcement regulations.
- In partnership with local agencies and faith-based organizations, develop a shelter facility that provides immediate access to housing and social services in a safe environment with a goal of reducing the amount of time an individual is homeless and transitioning these residents into permanent supportive housing.
- Reduce the number of homeless individuals living on the street to minimize the impacts on the local businesses and help restore the residential character and safety of impacted neighborhoods.

1.6 - Project Description

This section summarizes the information provided in the City of Costa Mesa Draft Bridge Shelter Management Operations and Procedures (2019) which is included in Appendix A of this document.

The proposed project would repurpose approximately half of the existing industrial building at 3175 Airway Avenue (approximately 14,816 square feet) for a Permanent Bridge Shelter for individuals experiencing homelessness. The City is proposing 50 beds in the shelter (opening planned capacity) although the space has sufficient area to accommodate up to a maximum 100-bed shelter (full build-out capacity). The shelter would operate 24 hours a day and 365 days a year and provide wrap-around services to individuals that are accommodated by the facility. A professional Shelter Operator would work in conjunction with existing City outreach staff and other organizations within the community to operate the facility (Exhibit 6).

At this time, the City of Costa Mesa plans to open and operate the shelter as a 50-bed bridge shelter facility. However, the City envisions a potential future scenario under which more beds may be needed in the City. Because such a circumstance is reasonably foreseeable and since adding any beds in the future would require additional CEQA review, it is appropriate at this time to analyze the full potential capacity of the shelter facility and, thus, understand the potential impacts of full build-out capacity under CEQA. Analyzing the full build-out capacity of 100 beds as part of this process provides the community and decision-makers with a clear understanding of the potential impacts associated with the project, as required by CEQA. Accordingly, unless otherwise noted, all analysis in this document is based on the full build-out capacity of 100 beds.

In order to decrease the impact on the surrounding neighborhood, the shelter would be accessed through a reservation-based transportation system. A shuttle bus to and from the shelter will be the only ingress and egress allowed for individuals experiencing homelessness. Certain exceptions may apply, but transportation would be provided to and from the facility in all cases. The proposed shuttle plan includes two shuttle stops. In no case will individuals be allowed to leave the facility on foot, and no walk-ins to the bridge shelter or its services will be permitted. The proposed shuttle schedule is shown below.

Table 1 below shows the Permanent Bridge Shelter Shuttle Plan from Monday through Friday for the proposed opening capacity of a 50-bed facility.

Table 1: 50-Bed Monday to Friday Permanent Bridge Shelter Shuttle Plan

Note: All shuttle routes start at Airway Drive	Monday–Friday Shuttle Stops						All shuttle routes end at Airway Drive
	The Crossing Church 2115 Newport Boulevard Costa Mesa			Share Ourselves (SOS) 1550 Superior Avenue Costa Mesa			
Monday–Friday	Drop Off Only	Drop Off and Pick Up	Pick Up Only	Drop Off Only	Drop Off and Pick Up	Pick Up Only	No. of Shuttle Runs
6:00 a.m.	X			X			2
9:00 a.m.		X			X		2
12:00 p.m.		X			X		3
4:00 p.m.		X			X		3
7:00 p.m.			X			X	3
							13

Table 2 shows the Permanent Bridge Shelter Shuttle Plan for Saturdays for the proposed opening capacity of a 50-bed facility.

Table 2: 50-Bed Saturday Permanent Bridge Shelter Shuttle Plan

Note: All shuttle routes start at Airway Drive	Saturday Shuttle Stops						All shuttle routes end at Airway Drive
	The Crossing Church 2115 Newport Boulevard Costa Mesa			Share Ourselves (SOS) 1550 Superior Avenue Costa Mesa			
Saturday	Drop Off Only	Drop Off and Pick Up	Pick Up Only	Drop Off Only	Drop Off and Pick Up	Pick Up Only	No. of Shuttle Runs
6:00 a.m.	X			X			2
9:00 a.m.		X			X		2
12:00 p.m.		X			X		3
7:30 p.m.			X			X	6
							13

Table 3 shows the Permanent Bridge Shelter Shuttle Plan for Sundays for the proposed opening capacity of a 50-bed facility.

Table 3: 50-Bed Sunday Permanent Bridge Shelter Shuttle Plan

Note: All shuttle routes start at Airway Drive	Sunday Shuttle Stop						All shuttle routes end at Airway Drive
	The Crossing Church 2115 Newport Boulevard Costa Mesa			Share Ourselves (SOS) 1550 Superior Avenue Costa Mesa			
Sunday	Drop Off Only	Drop Off and Pick Up	Pick Up Only	Drop Off Only	Drop Off and Pick Up	Pick Up Only	No. of Shuttle Runs
9:00 a.m.	X			X			4
12:00 p.m.		X			X		3
4:00 p.m.		X			X		3
7:30 p.m.			X			X	3
							13

Table 4 below shows the Permanent Bridge Shelter Shuttle Plan from Monday through Friday for the full build-out capacity of a 100-bed facility.

Table 4: 100-Bed Monday to Friday Permanent Bridge Shelter Shuttle Plan

All shuttle routes start at Airway Drive	Monday–Friday Shuttle Stops						All shuttle routes end at Airway Drive
	The Crossing Church 2115 Newport Boulevard Costa Mesa			Share Ourselves (SOS) 1550 Superior Avenue Costa Mesa			
Monday–Friday	Drop Off Only	Drop Off and Pick Up	Pick Up Only	Drop Off Only	Drop Off and Pick Up	Pick Up Only	No. of Shuttle Runs
6:00 a.m.	X			X			3
9:00 a.m.		X			X		5
12:00 p.m.		X			X		4
4:00 p.m.		X			X		5
7:00 p.m.			X			X	5
							22

Table 5 shows the Permanent Bridge Shelter Shuttle Plan for Saturdays for the full build-out capacity of a 100-bed facility.

Table 5: 100-Bed Saturday Permanent Bridge Shelter Shuttle Plan

All shuttle routes start at Airway Drive	Saturday Shuttle Stops						All shuttle routes end at Airway Drive
	The Crossing Church 2115 Newport Boulevard Costa Mesa			Share Ourselves (SOS) 1550 Superior Avenue Costa Mesa			
Saturday	Drop Off Only	Drop Off and Pick Up	Pick Up Only	Drop Off Only	Drop Off and Pick Up	Pick Up Only	No. of Shuttle Runs
6:00 a.m.	X			X			4
9:00 a.m.		X			X		4
12:00 p.m.		X			X		5
4:00 p.m.					X		3
7:00 p.m.						X	4
7:30 p.m.			X				4
							24

Table 6 shows the Permanent Bridge Shelter Shuttle Plan for Sundays, for a 100-bed facility.

Table 6: 100-Bed Sunday Permanent Bridge Shelter Shuttle Plan

Note: All shuttle routes start at Airway Drive	Sunday Shuttle Stops						All shuttle routes end at Airway Drive
	The Crossing Church 2115 Newport Boulevard Costa Mesa			Share Ourselves (SOS) 1550 Superior Avenue Costa Mesa			
Sunday	Drop Off Only	Drop Off and Pick Up	Pick Up Only	Drop Off Only	Drop Off and Pick Up	Pick Up Only	No. of Shuttle Runs
6:00 a.m.	X			X			4
9:00 a.m.					X		3
12:00 p.m.					X		3
4:00 p.m.		X			X		6
7:00 p.m.		X				X	6
							22

Repurposing a portion of the industrial space for an emergency shelter will require the following site improvements:

- New Americans with Disabilities Act (ADA) access and exit points
- A new 6-foot-high screened motorized vehicular gate at the entrance
- Landscaping upgrades along Airway Avenue
- A new visitor entrance along Airway Avenue (located behind the security gate)
- A new outdoor break area on the west side of the building and behind the installed perimeter gate
- Interior office renovations
- New/upgraded restrooms and showers for men, women, and facility staff
- A new kitchen and dining hall with gas fired cooking equipment and minimal refrigeration
- Separate men's and women's sleeping quarters
- Internal 5-foot-high partition walls for privacy and noise reduction in sleeping quarters
- New laundry, training, and computer rooms
- New lighting, energy efficient heating, ventilation, and air conditioning (HVAC) equipment, and high efficiency water heaters
- 17 new parking spaces created by restriping an existing paved area south of the building

- Installation of security cameras
- Creation of small outdoor animal area that is located behind the installed perimeter gate
- Upsizing approximately 250 linear feet of existing 1-inch potable water pipe and 1.5-inch potable and irrigation water to provide a 2- to 2.5-inch-diameter branch

Construction and site improvements would begin in Fall 2019, with expected operation in mid-2020.

The other half of the industrial building (approximately 15,000 square feet) would be leased to a tenant(s) by the City for industrial warehouse use consistent with the existing purpose, zoning, and land use designation. The leased space would have a separate meter, address, and entrance and would have access to the existing loading docks.

1.6.1 - Shelter Operations and Services

At full build-out, the proposed project would serve up to a maximum 100 shelter clients at any given time (however, the City will only serve 50 clients at project opening) and provide access to a range of programs and supportive services. To ensure that the shelter will meet the needs of the community in serving chronic and vulnerable homeless people, clients will be admitted with minimal requirements, so that chronic and vulnerable homeless people can easily enter and remain in shelter until they can find permanent housing. All necessary safety precautions will be implemented.

Those accessing the shelter will include homeless single men and single women, ages 18 and over. Special alternate accommodations will be made off-site for families who are experiencing homelessness. To minimize neighborhood impact, all clients seeking to access the shelter and services will do so through a designated Intake and Bed Reservation Hotline ("hotline"). A client interested in shelter will be vetted by City of Costa Mesa Outreach or the City of Costa Mesa Police Department personnel. A prospective client may also contact the hotline and complete an initial phone intake process. Clients meeting eligibility requirements will be assigned a bed reservation number and given instructions on transportation options and designated arrival time.

Each client will be pre-screened for sex offender, arsonist, and active felony warrant status before admission (screening will take place prior to the arrival at the facility as part of the bed reservation system). No person validated on the sex offender registry (Megan's Law) will be allowed to access the bridge shelter property. Additionally, no felons with open warrants will be allowed to access the shelter property or individuals identified as a registered arsonist. This screening process will be vetted through the City of Costa Mesa Police Department upon entry to the shelter.

1.6.2 - Hours of Operation

The shelter will operate 24 hours a day, seven days a week, and 365 days per year. The shelter will accommodate indoor, overnight sleeping for up to 100 individuals per evening at full build-out. The Shelter Operator will provide on-site staff to track daily bed inventory and communicate daily bed vacancies with City Outreach staff, as well as the Costa Mesa Police Department and/or Costa Mesa Fire Department (CMFD) staff upon request. Up to five beds will be held until 10:00 p.m. each night

to prioritize referrals from local police and for emergency or special situations on a first come, first served basis. Bed reservations will give preference to Costa Mesa homeless individuals.

Table 7, below, shows the proposed daily schedule for the shelter.

Table 7: Proposed Daily Schedule for the Permanent Bridge Shelter Facility

Time	Category
5:00 a.m.	Early wakeup call
5:30 a.m.–8:00 a.m.	Breakfast served
6:00 a.m.	First bus/shuttle for morning drop-offs
6:00 a.m.	Commons area open
6:00 a.m.–10:00 p.m.	Pet kennel area open
7:00 a.m.	Second wakeup call
9:00 a.m.	Second (final) bus/shuttle for morning drop-offs
10:00 a.m.–10:00 p.m.	Computer/Technology Lab open (by appointment only)
11:30 a.m.–1:30 p.m.	Lunch served
12:00 p.m.	Mid-day shuttle for drop-offs and pick-ups
12:00 p.m.–4:00 p.m.	Sleeping area closed for cleaning
3:00 p.m.–4:00 p.m.	Snack served
4:00 p.m.	First bus/shuttle for evening pick-ups
6:00 p.m.	Sleeping area open
6:00 p.m.–8:00 p.m.	Dinner served
7:00/7:30 p.m.	Second bus/shuttle for evening pick-ups
10:00 p.m.–6:00 a.m.	Lights out in sleeping area

There is no set maximum length of stay for clients. However, a client will be reviewed every 30 days to ensure each client is supporting their progress toward housing stabilization. The program is designed to provide this support until a housing option becomes available. However, at any time, a client may be exited from the shelter for safety or continual shelter violations as outlined in the "Exit and Readmission Policies" (see Appendix A). Consistent with national best practices and trends, the goal for length of stay will be 30 days or less. If a client exceeds 30 days, intensified housing location and exit plan strategies will be implemented. The Operator will be required to maintain reports that account for clients with lengths of stay exceeding 30 days and the reasons why, with accountability to Management personnel. One hundred-eighty days is the City's desired maximum length of stay for any client, but if a client is actively working on their housing plan, they may be granted an extension to complete their housing plan and enter housing.

1.6.3 - Intake/Assessment

The City and its Shelter Operator would provide initial assessments on a Monday through Friday schedule. The Shelter Operator would provide Homeless Management Information System (HMIS) input and provide soft intakes during the evenings, weekends, and holidays. The Shelter Operator would collect and share information about individuals who access their services. The information would be confidentially stored in a local electronic database called the Orange County HMIS. The HMIS securely records information and data about persons accessing housing and homeless services in Orange County.

Upon arrival, clients would work with an Intake Specialist or the Logistical Coordinator to be informed of rules and regulations of the shelter, complete necessary intake paperwork, and obtain a shelter identification card. A Data Specialist would input all client intakes, exits, and services into the Orange County HMIS system. At this point, a client would be assigned a bed, a clean set of linens, and a new set of clothing and given access to storage, showers, and a meal.

1.6.4 - Transportation Services and Assistance

No walk-up clients would receive access to the shelter. New clients and returning clients would receive direct transportation to and from the shelter daily. The Shelter Operator would not drop-off/pick-up other than at agreed upon locations. As previously discussed, there are two current established shuttle pick-up and drop-off locations: Share Ourselves (SOS) at 1540–1550 Superior Avenue and The Crossings Church at 2115 Newport Boulevard. Security guards with a list of approved clients will be located on each shuttle vehicle and be stationed at both locations during drop-off and pick-up times. The City of Costa Mesa reserves the right to change shuttle locations as shelter demands change. For a 50-bed facility, 13 shuttle runs would take place Monday through Friday at both locations, between 6:00 a.m. and 7:00 p.m. On Saturdays, 13 shuttle runs would take place between 8:00 a.m. and 7:30 p.m. at both locations. On Sundays, the 13 shuttle runs would operate between 9:00 a.m. and 7:00 p.m.

At full build-out, with a 100-bed facility, 22 shuttle runs would take place Monday through Friday at both locations, between 6:00 a.m. and 7:30 p.m. On Saturdays, 24 shuttle runs would take place between 8:00 a.m. and 7:30 p.m. at both locations. On Sundays, 22 shuttle runs would serve both locations between 9:00 a.m. and 7:00 p.m.

As shown in the shuttle schedules in Tables 1 through 6, morning shuttles will be available to clients who have a desire to leave the shelter during the earlier part of the day for employment or personal appointments. Afternoon shuttles will be available to clients who desire to leave the shelter during the afternoon for employment or personal appointments.

Clients arriving later than the final shuttle scheduled time due to special circumstances, such as employment or discharge from a hospital, must communicate with their Case Manager their anticipated arrival time. No client will be allowed into the shelter after 10:00 p.m. unless for valid reasons pre-approved by their Case Manager or a shelter bed reservation staff member. Failure to communicate this could result in forfeiture of their bed reservation. Clients who are unable to meet

the final shuttle schedule must arrange alternate transportation, as no later pickups will be provided and no walk-up arrivals are permitted.

The Shelter Operator would secure the provision of transportation to and from the shelter by internal-trained staff members or utilizing a transportation vendor. The vendor may have a previously established relationship with other emergency shelters operated by the Shelter Operator. The Shelter Operator would work cooperatively with City staff to establish designated pick up/drop off locations.

1.6.5 - Security

Security guards would be staffed at each shuttle location, and/or on the shuttle bus and at the shelter to ensure only prescreened clients with bed reservations receive transportation to the shelter and to provide security at the shuttle sites. Prior to occupancy, a safety plan would be created to ensure the safe and effective flow of traffic on and off the shelter property based on the schematics of the shelter grounds and the surrounding neighborhood.

The Shelter Operator would follow policies and procedures that promote utmost safety for clients, staff, volunteers, and the community and will strive to provide an atmosphere that promotes the creation of a sense of community, stays alert for signs of conflict, and diffuses behaviors before they escalate. The security plan will include a multi-faceted approach involving screening for sex offenders, registered arsonists, and felons with open warrants, as well as secured entrances, security searches upon entrance, confiscation of harmful contraband, trained security personnel providing around-the-clock indoor and outdoor coverage, security alarms, cameras, and outdoor lighting. Other program elements that will support security efforts include no walk-ups and no loitering policies.

The Shelter Operator would provide a sufficient number of trained security guards to ensure the safety of clients and the surrounding neighborhood 24-hours-a-day, 365-days-a-year. Security would be on-site at all times and would be stationed both inside and outside the shelter to ensure maximum coverage. Security guards would carry non-lethal weapons such as mace, batons, and handcuffs and would receive “Homeless Sensitivity Training” through the Shelter Operator’s resources. Security guards will ride on each shuttle and be present at the shuttle stop locations 30-minutes prior to the shuttle arrival and until 30-mintures after the shuttle departs. Table 8 and Table 9 depict the required staff to security guard ratio for each operating hour of the proposed 50-bed and 100-bed facility, as well as the proposed shifts for Operations staff and security professionals.

Table 8: Daily Recommended Operational Staff to Security Ratios for 50-Bed Facility

Time	Staff	Security Guards
6:00 a.m.	4	3
7:00 a.m.	6	3
8:00 a.m.	7	3
9:00 a.m.	8	3
10:00 a.m.	9	5
11:00 a.m.	9	5

Time	Staff	Security Guards
12:00 p.m.	8	3
1:00 p.m.	8	3
2:00 p.m.	9	5
3:00 p.m.	11	5
4:00 p.m.	7	3
5:00 p.m.	7	3
6:00 p.m.	5	3
7:00 p.m.	4	3
8:00 p.m.	4	3
9:00 p.m.	4	3
10:00 p.m.	4	3
11:00 p.m.	5	3
12:00 a.m.	2	3
1:00 a.m.	2	3
2:00 a.m.	2	3
3:00 a.m.	2	3
4:00 a.m.	2	3
5:00 a.m.	4	3
Notes: Excludes Program Manager and Cook, who have flexible schedules.		

Table 9: Proposed Shift Coverage and Staffing Levels for 50-Bed Facility

Shift Coverage	Time	Staffing Levels	Security Levels
Morning Coverage	6:00 a.m.–1:00 p.m.	4–9 staff	3–5 Security Guards
Afternoon Coverage	1:00 p.m.–10:00 p.m.	4–11 staff	3–5 Security Guards
Night/Sleeping Coverage	10:00 p.m.–6:00 a.m.	2–5 staff	3 Security Guards

Table 10 and Table 11 depict the required staff to security guard ratio for each operating hour of the proposed 100-bed facility, as well as the proposed shifts for Operations staff and security professionals.

Table 10: Daily Recommended Operational Staff to Security Ratios for 100-Bed Facility

Time	Staff	Security Guards
6:00 a.m.	6	5
7:00 a.m.	9	5
8:00 a.m.	11	5
9:00 a.m.	12	5
10:00 a.m.	13	8
11:00 a.m.	13	8
12:00 p.m.	12	5
1:00 p.m.	12	5
2:00 p.m.	14	5
3:00 p.m.	15	8
4:00 p.m.	11	5
5:00 p.m.	11	5
6:00 p.m.	11	5
7:00 p.m.	6	5
8:00 p.m.	6	5
9:00 p.m.	6	5
10:00 p.m.	6	5
11:00 p.m.	8	5
12:00 a.m.	4	5
1:00 a.m.	4	5
2:00 a.m.	4	5
3:00 a.m.	4	5
4:00 a.m.	4	5
5:00 a.m.	6	5
Notes: Excludes Program Manager and Cook, who have flexible schedules		

Table 11: Proposed Shift Coverage and Staffing Levels for 100-Bed Facility

Shift Coverage	Time	Staffing Levels	Security Levels
Morning Coverage	6:00 a.m.–1:00 p.m.	6–13 staff	5–8 Security Guards
Afternoon Coverage	1:00 p.m.–10:00 p.m.	6–15 staff	5–8 Security Guards
Night/Sleeping Coverage	10:00 p.m.–6:00 a.m.	4–8 staff	5 Security Guards

All clients will present identification upon entry. Clients without valid California identification cards will be given supportive services to secure a valid identification card. Clients will also receive a shelter-specific identification card to use for admission into the shelter during the duration of their stay. As previously discussed, no person validated on the sex offender registry (Megan's Law) or registered arsonist would be allowed to access the shelter property. Additionally, no felons with open warrants would be allowed to access the shelter property.

1.6.6 - Sleeping Areas

Single beds and/or bunk beds could be provided at the shelter. Each client would be assigned a bed and bedding for the length of their stay. Separate sleeping areas would be provided for both men and women. Flexible sleeping space may also be provided for transgender or non-binary populations, those dealing with illness or in recuperative care, or for other special needs populations. Dormitory rooms may be closed from 12:00 p.m. to 4:00 p.m. daily for necessary cleaning. During this time, the clients remaining at the shelter will be able to utilize the non-sleeping areas of the shelter, such as dining areas, computer rooms, or meet with counselors.

1.6.7 - Meals

Breakfast, lunch, dinner, and snacks would be provided for all clients daily in a central dining area. The Shelter Operator would coordinate and provide necessary food vendors and volunteers. The Shelter Operator would be responsible for providing and calendaring all meals and snacks either through a food volunteer network or through a registered food vendor.

1.6.8 - Hygiene Facilities and Laundry Services

Hygiene facilities, including restrooms and showers, would be provided on-site for all clients. Clients will be encouraged to utilize these facilities daily. Toiletries would be provided by the Shelter Operator to clients as needed. Accessible restrooms and showers would also be provided on-site.

Laundry facilities would be located on-site and would include several washers and dryers for use by Logistics staff. Logistics staff would be in charge of maintaining shelter cleanliness, including completing laundry tasks on-site. This would include a minimum of weekly services for clients who are in the shelter, for any bed turnover, and in cases of sickness or other hygiene concerns. Staff would be trained in on-boarding precautions including proper handling of fluids, client clothing, laundry, and in the proper cleaning of the premises.

1.6.9 - Storage and Storage Management

All clients would have access to personal storage space. Each client bed would have a small storage locker for personal valuables. A limited number of outdoor storage bins would be available to clients through a reservation process that would accommodate a maximum of 65 gallons of storage space per client. Additionally, a refrigerated storage area would be available to clients with medication needs, with the supervision and assistance of shelter staff.

Animal Management

Ten percent of the clients may be permitted to bring pets and/or service animals to the shelter. For example, a maximum of five animals for a 50-bed shelter and 10 animals for a 100-bed shelter would be allowed at the facility at any one time. Clients would be encouraged to have their pet registered and receive current vaccinations in order to access the bridge shelter program. Not having their pet registered or vaccinated would not be a disqualifier, but is something that will be worked on with their Case Manager. Emotional Support/Service animals would be permitted to stay in the shelter and living areas, all other animals would be required to stay in the provided kennels on the grounds. In order to qualify as a service animal, a client would be required to produce an official letter from a licensed physician stating that the animal is needed to help the disabled individual perform some of the functions and tasks that an individual with a disability cannot perform for him or herself.

The health and well-being of all pets and service animals brought into the bridge shelter would be the responsibility of their owner. Clients would be required to feed and clean up after their pets and service animals. Shelter staff may provide food for pets. Clients who are unable to care for or feed for their pets or cannot control them while at the shelter will be asked to remove the pets from the facility.

The Shelter Operator would work with the City to define rules and policies around pets, service animals, and animal management at the shelter. The Operator would contract with Heart-Healthcare and Emergency Animal Rescue Team, who works at the Bridges at Kraemer Place shelter, or with a similar provider to help provide animal management services at the shelter. Such services would include but would not be limited to examination of pet health upon entering shelter and throughout, spaying/neutering services, vaccinations, treatments for injuries/health issues, and pet owner education. All animals would remain either inside the facility or within the gated area of the shelter in the designated outdoor animal area. Animals would not be allowed to be walked outside of the facility within the 0.5-mile radius area.

1.6.10 - Staffing Plan

The shelter staffing plan includes Administrative and Operations positions. The Administrative positions would be filled by staff from the Shelter Operator. Administrative positions would allocate only a percentage of their workday to the Costa Mesa Bridge Shelter Facility. The balance of their workday would be spent on other Shelter Operator projects. Operations staff would be located at the bridge shelter site and would include both full-time and part-time positions. Some positions may spend all or part of their time in the field working with homeless individuals located in and around the Costa Mesa area. For a 50-bed shelter, up to 8 full-time and 16 part-time individuals would be employed by the Shelter Operator over a 24-hour period. A 100-bed shelter would employ

approximately 12 full-time individuals and up to 24 part-time employees over the 24-hour period. Table 12, below, lists the proposed shelter staff (not including security personnel) and summarizes their duties. Table 13 and Table 14 show the recommended daily staffing schedules for each position for a 50-bed and 100-bed facility, respectively.

Table 12: Shelter Staffing Roles

Position Title	Duties	Supervisor
Administrative Positions		
Executive Director	Manages overall agency and acts as the primary contact for media, agencies, and government officials. Only a percentage of this position is allocated to the Permanent Bridge Shelter Facility and the staff person is located off-site.	Shelter Operator Board of Directors
Associate Director	Assists upper management in setting goals that promote quality programs. Oversees daily activity of the agency. Prepares budgets and staff plans. Only a percentage of this position is allocated to the Permanent Bridge Shelter Facility and the staff person is located off-site.	Executive Director
Chief Operations Director	Monitors program performance, budget and operations. Develops new programs. Only a percentage of this position is allocated to the Permanent Bridge Shelter Facility and the staff person is located off-site.	Associate Director
Financial Manager	Responsible for organizing and preparing the agency's accounting information to ensure that the organization's financial records are accurate. Only a percentage of this position is allocated to the Permanent Bridge Shelter Facility and the staff person is located off-site.	Associate Director
Accounting Clerk	Responsible for routine accounting work, including regular grant reports and issuing checks to vendors. This staff person is located off-site.	Financial Manager
HMIS Data Specialist	Responsible for data collection and entry of client enrollments and services into HMIS. Only a percentage of this position is allocated to the Permanent Bridge Shelter Facility and the staff person is located off-site.	Program Manager
Human Resources	Oversees all Human Resources tasks for the agency, employee trainings, worker-compensation tasks, and benefit packages. Only a percentage of this position is allocated to the Permanent Bridge Shelter Facility and the staff person is located off-site.	Associate Director
Administrative Associate	Responsible for daily administrative duties including ordering supplies, filing, and inventory. Only a percentage of this position is allocated to the	Human Resources (HR)/Finance Manager

Position Title	Duties	Supervisor
	Permanent Bridge Shelter Facility and the staff person is located off-site.	
Program Director	Oversees emergency shelter programs to ensure effective services and housing focus. Manages, supervises, and mentors program managers. Assists with case management and client issues when necessary. Only a percentage of this position is allocated to the Permanent Bridge Shelter Facility and the staff person is located off-site.	Chief Operations Director
Operations Positions		
Program Manager	Responsible for coordinating all day-to-day activities and program services for the Emergency Shelter Program. Provides oversight and direction to Site Leaders, Intake Specialists, Overnight Coordinators, and Logistics Team.	Program Director
Site Leader	Oversees and assists in the implementation of shelter activities, including logistics and guest intakes to ensure quality, guest focused, and trauma informed delivery of services.	Program Manager
Logistics Staff	Responsible for providing supportive services and logistical support to the Emergency Shelter Program during designated shifts. Assist with shelter setup and maintenance. This position includes Overnight, AM, and PM Logistics staff as well as staff specific to tasks such as meals, laundry, and Client Intake Specialists.	Program Manager
Leasing Agent	Develops relationships with local landlords and properties. Provides one-on-one mobile (on-and off-site) housing navigation for those seeking housing.	Program Manager
Call Center	Manages guest reservation process. Conducts diversion interviews. Manages the intake process.	Program Manager
Shuttle Driver	Responsible for operating a shuttle bus and driving the designated routes to pick-up and drop-off individuals arriving or leaving the shuttle site.	Program Manager

Table 13: Recommended Daily Staffing Schedules—50-Bed Facility

Category	Time
Program Manager (1.0 FTE)	Program Manager will have a flexible schedule offering day and/or night support throughout the week as needed
Overnight Logistics Coordinator (2.8 FTE)	11:00 p.m.–7:00 a.m.

Category	Time
AM Logistics Meals-Breakfast/Lunch(1.75 FTE)	5:00 a.m.–10:00 a.m. 10:00 a.m.–3:00 p.m.
AM Driver (1.4 FTE)	5:30 a.m.–1:30 p.m.
AM Logistics Laundry (1.4 FTE)	5:00 a.m.–1:00 p.m. 7:00 a.m.–3:00 p.m. 7:30 a.m.–1:30 p.m.
AM Logistics—Intake Specialist/Call Center (1.2 FTE)	8:00 a.m.–3:00 p.m.
AM Site Leader (1.4 FTE)	7:00 a.m.–3:00 p.m.
Leasing Agent (1.0 FTE)	9:00 a.m.–5:00 p.m.
Data Input (.5 FTE)	10:00 a.m.–3:00 p.m.
PM Driver (1.4 FTE)	2:00 p.m.–10:00 p.m.
PM Site Leader (1.4 FTE)	3:00 p.m.–11:00 p.m.
PM Logistics—Intake Specialist (1.2 FTE)	2:00 p.m.–11:00 p.m.
PM Logistics—Meals (1.4)	3:00 p.m.–11:00 p.m.
In-reach Staff (2.0 FTE)	Hours vary
Out-reach Staff (2.2 FTE)	Hours vary
Notes: FTE = Full-time Equivalent	

Table 14: Recommended Daily Staffing Schedules—100-Bed Facility

Category	Time
Program Manager (1.5)	Program Managers will have a flexible schedule offering day and/or night support throughout the week as needed
Overnight Logistics Coordinator (4.2)	11:00 p.m.–7:00 a.m.
AM Logistics Meals—Breakfast/Lunch (2.6)	5:00 a.m.–10:00 a.m. 10:00 a.m.–3:00 p.m.
AM Drivers (2.1 FTE)	5:30 a.m.–1:30 p.m.
AM Logistics Laundry (2.1 FTE)	5:00 a.m.–1:00 p.m. 7:00 a.m.–3:00 p.m. 7:30 a.m.–1:30 p.m.
AM Logistics—Intake Specialist/Call Center (1.8 FTE)	8:00 a.m.–3:00 p.m.

Category	Time
AM Site Leader (2.1 FTE)	7:00 a.m.–3:00 p.m.
Leasing Agent (1.5)	9:00 a.m.–5:00 p.m.
Data Input (.75 FTE)	10:00 a.m.–3:00 p.m.
PM Driver (2.1 FTE)	2:00 p.m.–10:00 p.m.
PM Site Leader (2.4 FTE)	3:00 p.m.–11:00 p.m.
PM Intake Specialist (1.8 FTE)	3:00 p.m.–10:00 p.m.
PM Logistics—Meals (2.1 FTE)	3:00 p.m.–11:00 p.m.
In-reach staff (3.0 FTE)	Hours vary
Out-reach staff (3.3 FTE)	Hours vary
Notes: FTE = Full-time Equivalent	

1.6.11 - Daytime Programs and Additional Services

As a 24-hour Bridge Shelter Program, the Shelter Operator will encourage all clients to stay on-site during the day and to take advantage of the on-site services provided to them during the daytime. Daytime program activities include but are not limited to, the following:

- Full access to service providers through appointments made at the bridge shelter
- Life skills classes and workshops
- Indoor and outdoor recreational activities
- Access to on-site computer lab and study area

The Shelter Operator and/or community partners would provide the following additional services:

- **Benefits Enrollment:** The Shelter Operator would work with County agencies and Veterans Affairs (VA) to provide on-site and off-site referrals for benefits enrollment, in addition to securing the commitment and support of SOS as a partner agency to the shelter who may also provide these services.
- **Life Skills Classes:** The Shelter Operator would work in cooperation with the City's Volunteer Coordinator to help establish on-site life skills classes. Volunteer groups such as Trellis, may help support classes such as financial literacy and tenant education to help prepare shelter clients for their transition back into housing. Life skills classes would be provided during the day to encourage clients to stay at the shelter and take advantage of available services and programming.
- **Recreational Activities:** The Shelter Operator would work with the City's Volunteer Coordinator to help establish on-site health and recreational activities such as games, movie nights, and yoga classes. These types of activities would help shelter clients maintain a positive attitude while at the shelter, deflect conflict, isolation and depression, and encourage clients to stay on-site during the day.

- **Rapid Rehousing Resources:** The Shelter Operator would secure and have pending Rapid Rehousing resources specifically targeted to Costa Mesa residents that would be used to support shelter clients and ensure that the shelter has early positive housing outcomes. Shelter clients may also have potential access to other shelter housing programs available through the Coordinated Entry System.

1.7 - Site Access

Shelter shuttle buses and future employees would access the site via the existing unsignalized driveway on Airway Avenue. As previously discussed, the proposed project would be a reservation only entry. A shuttle bus to and from the proposed project would be the only ingress and egress allowed for individuals experiencing homelessness. Up to three shuttle bus stop locations would be utilized throughout the City after consulting with City staff and the Shelter Operator, including the two locations described previously. Individuals that leave without transportation would risk losing their ability to stay at the shelter. Additionally, the proposed project would have year-round on-site security at all times as well as daily roaming security to deter illegal loitering or trespassing within a half-mile radius of the property.

1.8 - Utilities

The project site is currently served by underground utilities at the street. The proposed project would continue to be served by all required public services and utilities including electricity, natural gas, sewage, water, solid waste removal, and telecommunication. Table 15 lists the utility providers for the proposed project site.

Table 15: Utility Providers

Utility	Provider
Electricity	Southern California Edison (SCE)
Natural Gas	Southern California Gas Company (SoCalGas)
Sewage	City of Costa Mesa Sanitary District
Potable Water	Mesa Water District
Solid Waste Removal	Costa Mesa Sanitary District
Telecommunication	AT&T, Charter Communications
Source: Santolucito Dore Group, Inc., 2019	

According to the information provided by Mesa Water District (Mesa Water) staff[1] on May 8, 2019, the current meter sizes for the property are a 1-inch meter for potable water, a 1.5-inch meter for potable water and irrigation, and an 8-inch service line for the fire protection system. The project

[1] John Robinson (Principal, John Robinson Consulting, Inc., Consultant for Mesa Water District), email message to Peggy Schneble, May 8, 2019.

would need to upsize the existing meters for potable water and irrigation to allow for a 2- to 2.5-inch branch connection; best estimates indicate that up to 250 linear of pipeline would need to be upgraded. According to Mesa Water, the existing 8-inch fire sprinkler lateral should be more than sufficient to serve the project.

The Consulting District Engineer[2] to the City of Costa Mesa Sanitary District indicated on May 9, 2019, that the portion of the sewer lateral in the street right-of-way is a 6-inch vitrified clay pipe. A 6-inch lateral is the minimum pipe size required to support a 100-bed facility.

The facility would utilize cascading tankless water heaters, gas fired cooking equipment, and possibly a boiler-based heating system. Initial estimates calculate that the facility could use upwards of 12,000 to 18,000 cubic feet of gas per hour. A 600 Amp electrical panel would be sufficient for the use of a 100-bed facility.

1.9 - Required Discretionary Approvals

The City of Costa Mesa has discretionary authority over the project and is the CEQA Lead Agency for the preparation of this IS/MND. In order to implement the project, the City would need to secure the following permits/approvals:

- Planning Commission recommendation and City Council approval of the Initial Study/Mitigated Negative Declaration
- Planning Commission recommendation and City Council approval of the Code Amendment CO-19-01
- Building Permits to construct the project
- Approval of a Construction Management Plan
- Design Review for the project

1.10 - Intended Uses of this Document

This IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND will be circulated for a minimum of 30 days, during which period comments concerning the analysis contained in the IS/MND should be sent to:

Barry Curtis, AICP
Economic and Development Services Director
Economic and Development Services Department
77 Fair Drive
Costa Mesa, CA 92628
Phone: 714.754.5278
Email: Barry.curtis@costamesaca.gov

[2] Rob Hamers, PE (Robin B. Hamers & Associates, Inc., Consultant District Engineer to Costa Mesa Sanitary District), email to Peggy Schneble, May 9, 2019.

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Source: Census 2000 Data, The CaSIL.

FIRSTCARBON SOLUTIONS™

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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CITY OF COSTA MESA
PERMANENT BRIDGE SHELTER FACILITY
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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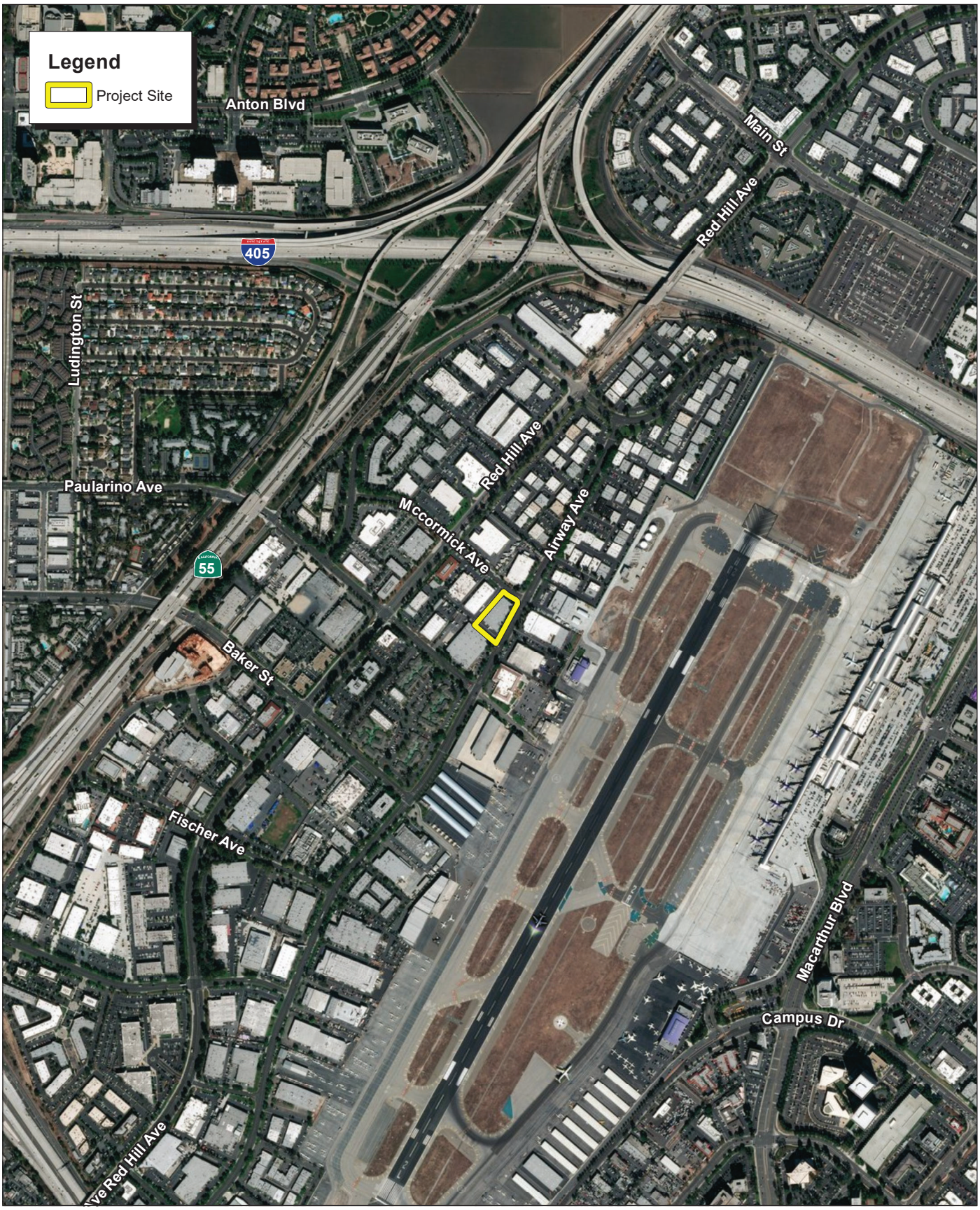

Source: ESRI Aerial Imagery.

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1,000 500 0 1,000
Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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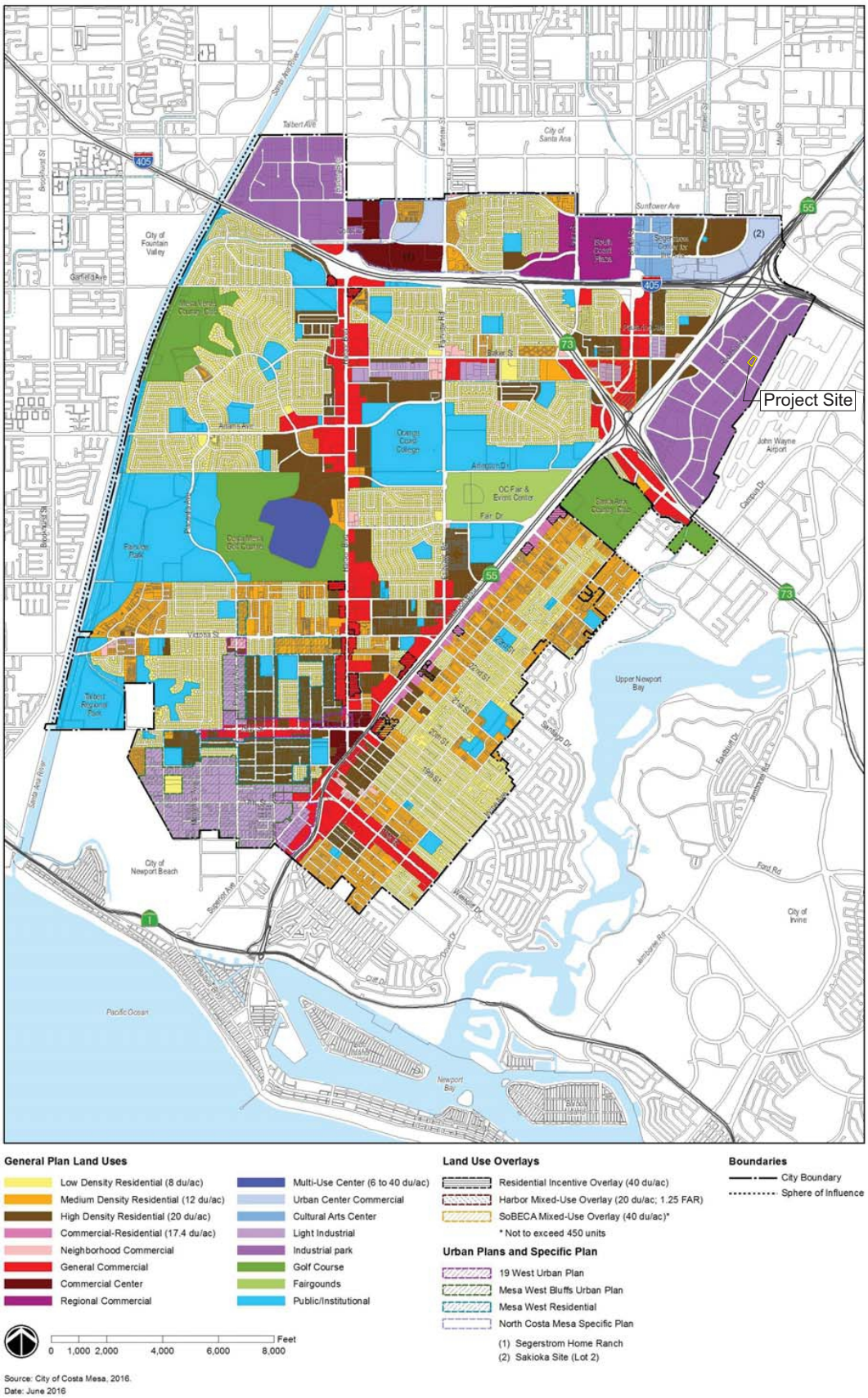

Source: City of Costa Mesa.

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Exhibit 3
General Plan Land Use Map

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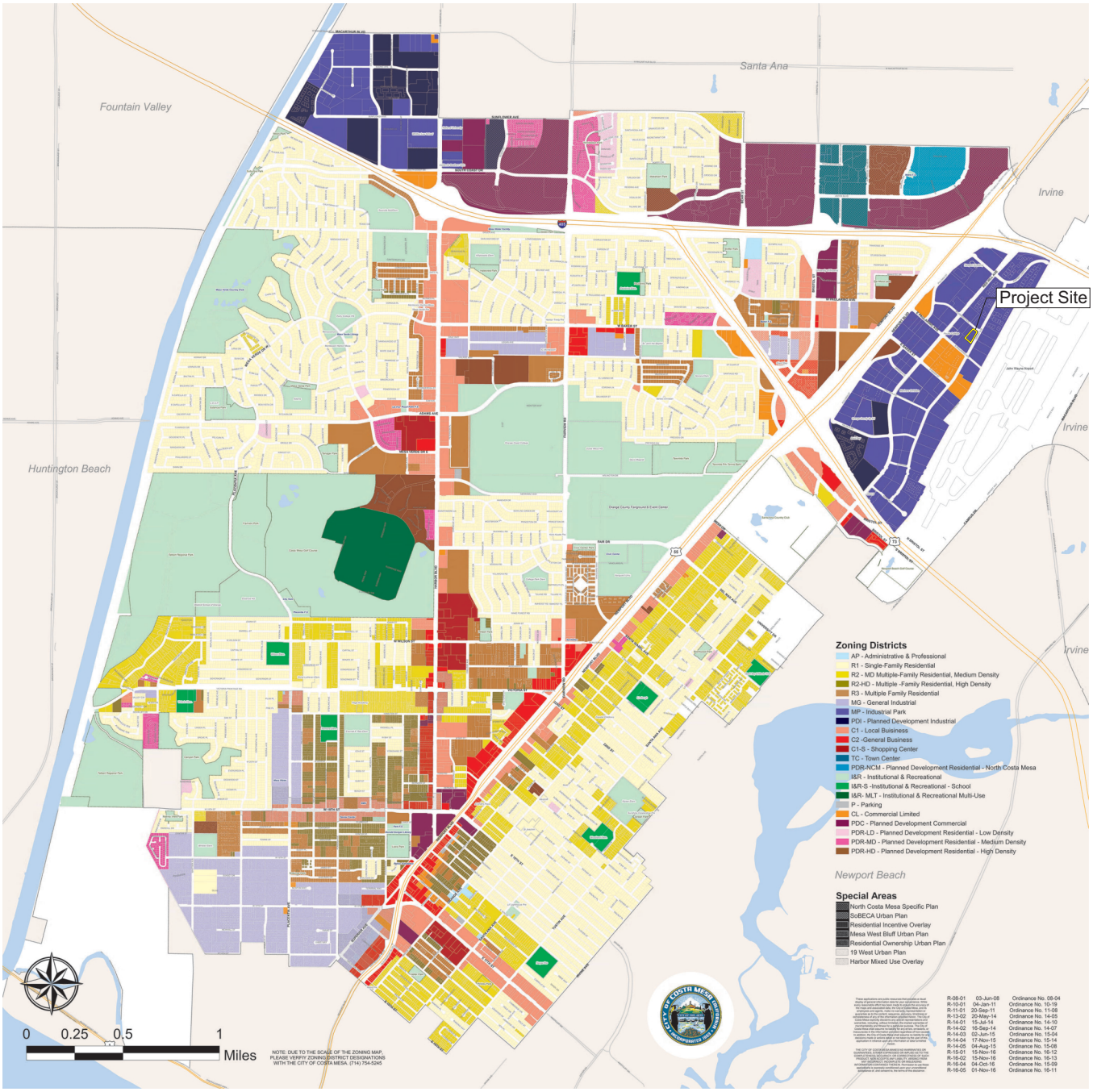

Source: City of Costa Mesa.

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Exhibit 4
City of Costa Mesa Zoning Map

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Source: City of Costa Mesa.

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Exhibit5
City of Costa Mesa Proposed Emergency Shelter Zones

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Source:

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Exhibit 6
Site Plan

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SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

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/Soils	☐	Greenhouse Gas Emissions	☒	Hazards/Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☒	Tribal Cultural Resources
☐	Utilities/Services Systems	☐	Wildfire	☒	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

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

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

☐ I find that the proposed 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 measure 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 proposed 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 proposed project, nothing further is required.

Date: 7-9-19 Signed: Peggy Schelle

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting

The City of Costa Mesa planning area is almost completely urbanized. The City is approximately 1 mile from the Pacific Ocean and sits atop a plateau. Its proximity to the Pacific Ocean gives the City a distinctive visual background. The City is surrounded by the Pacific Ocean to the west, views of Upper Newport Bay to the east, and the San Gabriel Mountains and Santa Ana Mountains to the northeast. The City comprises primarily residential neighborhoods, with several commercial districts and light industrial districts scattered around the City. The City also has open space areas throughout, which include river-adjacent parks, city parks, and three golf courses.

Scenic vistas are generally defined as areas where natural landscapes form views of unique flora, geologic, or any other natural features that can be viewed without urban intrusions. The City's General Plan does not identify any scenic vistas/views in the City of Costa Mesa, although the views of the Santa Ana River and San Gabriel Mountains as well as the Pacific Ocean play a large role in the way the community defines itself. Scenic highways follow the same guidelines as scenic vistas. The City's General Plan identifies Highway 1 as an eligible State Scenic Highway, which has not yet been designated. Highway 1 runs parallel to the Pacific Ocean, but generally does not afford views toward Costa Mesa.

The existing visual character of Costa Mesa is divided into three sub-areas, or districts, that carry their own visual pattern: Residential Districts, Commercial Districts, and the Industrial Districts. Each district has its own sub-areas as well.

Established industrial land uses encompass approximately 10.5 percent of land and are primarily concentrated in three major districts: The Westside District, the Airport Industrial/Business Park District, and the Harbor Gateway District (City of Costa Mesa 2015).

The project site is located within the 390-acre Airport Industrial Area, which is a component of the much larger Irvine Business and Industrial Complex, which extends into the cities of Irvine and Tustin. This area is characterized by large parcels and wide landscaped building setbacks. Several firms have located their main or regional headquarters in the area and are often the single tenants in large structures (City of Costa Mesa 2015).

Environmental Evaluation

Would the project:

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

No impact. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). As described above, the General Plan does not designate any areas within Costa Mesa as scenic vistas. Furthermore, the project site is currently developed with an existing industrial building. The proposed project would repurpose approximately half of the existing industrial building for a Permanent Bridge Shelter Facility for individuals experiencing homelessness. The other half of the industrial building would be leased to a tenant(s) by the City for industrial warehouse use consistent with the existing purpose, zoning, and land use designation. Implementation would not have an adverse effect on a scenic vista or block any view sheds in the surrounding area.

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

Less than significant impact. The Costa Mesa General Plan Land Use Map designates the project site as Industrial Park. According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System, the project is not located on or near a designated scenic highway. SR-1, which is approximately 5.75 miles southeast of the site, is an eligible State Scenic Highway but not officially designated. The closest State-designated scenic highway is SR-91, located approximately 11 miles northeast of the project site. The project is located in an urbanized area. Desktop studies indicate that the existing structure has remained on-site since 1973, which makes the structure ineligible to be considered a potential historic resource. Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible. Furthermore, the project site is not located on a State Scenic Highway. Therefore, no impacts within a State Scenic Highway would occur.

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?

Less than significant impact. The proposed project would repurpose approximately half of the existing industrial building for a Permanent Bridge Shelter Facility serving individuals experiencing homelessness. The other half of the industrial building would be leased to a tenant(s) by the City for industrial warehouse use consistent with the existing purpose, zoning, and land use designation.

The project is located in a highly urbanized area of Costa Mesa, and therefore this analysis will discuss whether the project would conflict with applicable zoning and other regulations governing scenic quality. The General Plan and Zoning Code designate the site as Industrial Park and MP, respectively. The project would require a Code Amendment to modify and revise the CMMC in Title 13 Planning, Zoning, and Development, the Citywide Land Use Matrix, and the Special Land Use Regulations to permit emergency shelters within MP zones, in addition to PDI zones, which currently permit such uses.

The project would be consistent with surrounding General Plan and zoning designations, which are also zoned MP. Furthermore, the proposed project would comply with all CMMC requirements related to scenic quality as part of the design review to ensure the project design is consistent with the surrounding uses. As such, the proposed project would not conflict with applicable zoning and other regulations pertaining to scenic quality and no impacts would occur.

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

Less than significant impact. As described above, the existing visual character of the project site is comprised of industrial uses. The project is located in an urbanized area with high levels of existing light. The site is an existing industrial building that currently generates levels of light and glare typical of an industrial use. Existing lighting conditions in the project area include light emanating from building interiors, security lights, and street lighting surrounding the project. The proposed project consists of the repurposing approximately half of the existing building into a Permanent Bridge Shelter Facility and the other half would be used for industrial warehouse purposes. The project would be required to comply with existing CMMC requirements and General Plan policies related to light spillage. Implementation of the project would introduce new lighting sources; however, these would be consistent with current lighting and follow the requirements and standards of the CMMC and Standard Condition 2.1-1. Because of the nature of the project and the existing levels of lighting on the site and surrounding area, project implementation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. As such, impacts related to light and glare would be less than significant.

Standard Conditions

SC 2.1-1 Prior to the issuance of Building Permits, a Lighting Plan and Photometric Study shall be approved by the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:

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

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

Agricultural Resources

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) was established by the State Legislature in 1982 to assess the location, quality, and quantity of agricultural lands and conversion of these lands over time. The FMMP has established five farmland categories:

- Prime Farmland is farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land must have been used for irrigated agricultural production at some time during the last four years before the mapping date and have the ability to store moisture in soil well.
- Farmland of Statewide Importance is similar to Prime Farmland but contains greater slopes and a lesser ability to store soil moisture.
- Unique Farmland is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climate zones in California. This land must still have been cropped some time during four years prior to the mapping date.
- Farmland of Local Importance is important to the local agricultural economy as determined by each county's board of supervisors and local advisory committee.
- Grazing Land is land on which the existing vegetation is suited to the grazing livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

The Williamson Act, codified in 1965 as the California Land Conversation Act, allows local governments to enter into contracts with private landowners, offering tax incentives in exchange for an agreement that the land will remain undeveloped or related open space use only for a period of 10 years (DOC 2004).

Forest Resources

CEQA requires the evaluation of forest and timber resources where those resources are present; land as described in Public Resources Code Section 12220(g), timberland as defined by Public Resources Code Section 4526, or property zoned for Timberland Production as defined by Government Code Section 51104(g) on the site or in its vicinity.

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the DOC as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

Would the project:

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

No impact. The project is located in an urban developed area. The project site is currently developed as an industrial warehouse surrounded by other industrial uses. The project site is currently zoned as MP under the City's Zoning Map and designated as Industrial Park in the City's General Plan. According to the DOC FMMP, there are two parcels consisting of less than 1 square mile of farmland that are recognized as either Prime Farmland or Farmland of Statewide Importance in the City of Costa Mesa (DOC 2019). The Costa Mesa General Plan EIR identifies the two Farmland sites (City of Costa Mesa 2016). One consists of only Prime Farmland and is located at Sakioka Lot 2 (325 Anton Boulevard), approximately 0.74 mile northeast of the project site, next to SR-55. The other site is located at Segerstrom Home Ranch (3315 Fairview Road) approximately 2.26 miles northwest of the project site along the I-405. Due to the distance of the designated farmland from the project site, and intervening land uses, project implementation would have no impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

No impact. The project is located in an urban developed area and is zoned as MP. The Costa Mesa Zoning Map does not zone any lands for agricultural use (City of Costa Mesa 2019). There are no Williamson Act contracts in the City of Costa Mesa (DOC 2004), and therefore, the project would not impact a Williamson Act contract or any lands zoned for agricultural use.

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))?

No impact. The project is located in an urban developed area and is zoned as MP. The proposed project is not located on or within the vicinity of an existing forest. The Costa Mesa Zoning Map does not contain any forest land or timberland within its jurisdiction (City of Costa Mesa 2019). Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

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

No impact. The project site is currently developed with an existing industrial warehouse and is located within an urban developed area. Therefore, the implementation of the project would not have any impacts on forest land or conversion of forest land to non-forest use.

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

No impact. According to the Costa Mesa General Plan EIR, the City contains less than 1 square mile of farmland designated Prime Farmland and Farmland of Statewide Importance under the DOC Conservation Act Maps (City of Costa Mesa 2016). However, as stated previously, neither of the two parcels of farmland are within 0.5-mile of the project site. Project implementation would not covert any Farmland to non-agricultural use. The City does not have any land designated for forest land. The project site is currently developed with existing industrial uses, and the surrounding area is designated for industrial uses. Project implementation would not involve changes in the existing environment that could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use. Therefore, no impacts would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

This analysis is based on the Permanent Bridge Shelter Project Air Quality, Global Climate Change, and Energy Impact Analysis by Ganddini Group Inc., which is contained in Appendix B.

The report analyzes the air quality impacts of toxic air contaminants, odor impacts, and greenhouse gas (GHG) emissions during the construction and operation phases of the proposed project. Where available, the significance criteria established by the applicable air quality management district or air pollution control district, as well as relevant policies from the City of Costa Mesa General Plan, may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. CEQA requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines § 15125). The regional plan that applies to the proposed project includes the South Coast Air Quality Management District (SCAQMD) 2016 Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP, and to discuss whether the proposed project would interfere with the region's ability to comply with federal and State air quality standards. If the decision-makers

determine that the proposed project is inconsistent, the Lead Agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1: Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in the project-specific technical report in Appendix B, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Similarly, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion. Impacts would be less than significant.

Criterion 2: Assumptions in the AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (SCAG 2016) includes chapters on the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and State requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Costa Mesa Land Use Plan defines the assumptions that are represented in the AQMP.

The General Plan land use designation for the site is Industrial Park and the site is zoned MP. Per the City of Costa Mesa, a combination of residential, institutional, and commercial uses may be allowed in areas designated as Industrial Park in the General Plan through the Planned Development process; however, emergency shelters are only permitted in the PDI zone, with a maximum allowance of 30 beds at each shelter. Therefore, the project is proposing a Code Amendment that will modify the Citywide Land Use Matrix to allow emergency shelters in the MP zone. A CUP would be required prior to operation of an emergency shelter in an MP zone.

Therefore, the proposed project is not currently consistent with the existing zoning. However, once the Code Amendment is approved, the project would be consistent with the City's zoning. Although the project may initially result in an inconsistency with the AQMP on paper, the inconsistency would not necessarily constitute a conflict with the AQMP. The SCAQMD acknowledges that strict consistency with all aspects of the AQMP is not required in order to make a finding of no conflict. Rather, a project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The project would implement contemporary energy-efficient technologies and regulatory/operational programs required per Title 24, California Green Building Standards Code (CALGreen) and City standards. Generally, compliance with SCAQMD emissions reductions and control requirements also act to reduce project air pollutant emissions. Project compliance with regulatory/operational programs is consistent with and supports overarching AQMP air pollution reduction strategies. Project support of these strategies promotes timely attainment of AQMP air quality standards and would bring the project into conformance with the AQMP. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above two criteria, the proposed project would not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact would occur.

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?

Less than significant impact. This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. The region is currently non-attainment for ozone, PM_{10} (particulate matter less than 10 microns in diameter) and $PM_{2.5}$ (particulate matter less than 2.5 microns in diameter). However, by its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The non-attainment status of regional pollutants is a result of past and present development within the South Coast Air Basin (SoCAB), and this regional impact is a cumulative impact. In other words, new development projects (such as the proposed project) within the SoCAB would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in non-attainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. All new development that would result in an increase in air pollutant emissions above those assumed in regional air quality plans would contribute to cumulative air quality impacts.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable.

Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed SCAQMD regional thresholds of significance for construction and operations on a project level. Projects that

generate emissions below the SCAQMD significance thresholds would be considered consistent with regional air quality planning efforts and would not generate cumulatively considerable emissions.

Cumulative Construction Emissions

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed project's short-term construction emissions for the criteria pollutants.

Methodology

Typical emission rates from construction activities were obtained from the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for the northeastern portion of Orange County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by the ARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions during each phase was calculated. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. The construction emissions printouts from CalEEMod are provided in the attached technical report in Appendix B.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014, will be limited to an average of 50 grams per liter or less.

The phases of the construction activities that have been analyzed are building construction and application of architectural coatings. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in the attached technical report in Appendix B.

Project Impacts

As shown below in Table 16, none of the project's construction-related criteria pollutant emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Table 16: Construction-Related Regional Pollutant Emissions[1]

Activity		Pollutant Emissions (pounds/day)					
		ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Building Construction	On-site[1]	0.96	9.82	7.54	0.01	0.61	0.56
	Off-site[2]	0.06	0.26	0.45	0.00	0.14	0.04
	Subtotal	1.02	10.08	8.00	0.01	0.74	0.60
	On-site[1]	8.67	1.68	1.83	0.00	0.11	0.11

Activity		Pollutant Emissions (pounds/day)					
		ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Architectural Coating	Off-site[2]	0.01	0.01	0.07	0.00	0.02	0.01
	Subtotal	8.68	1.69	1.90	0.00	0.13	0.12
Total for overlapping phases[3]		9.70	11.77	9.89	0.02	0.88	0.71
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:
[1] On-site emissions from equipment operated on-site that is not operated on public roads.
[2] Off-site emissions from equipment operated on public roads.
[3] Construction and painting phases may overlap.
Source: CalEEMod Version 2016.3.2; Ganddini Group Inc. 2019 (Appendix B)

Cumulative Operational Emissions

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2020, which is the anticipated opening year for the proposed project. These assumptions, and the operations daily emissions printouts from the CalEEMod model, are provided in the technical report in Appendix B. The CalEEMod model analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below. Table 17 summarizes these results.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Revised 3175 Airway Trip Generation Memorandum for the proposed project (Trip Generation Memorandum) prepared by the City of Costa Mesa Department of Public Services/Transportation Services Division (May 3, 2019; Appendix H) into the CalEEMod model. The Trip Generation Memorandum found that the proposed project will generate approximately 149 vehicle trips per day.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Project Impacts

Calculations of the worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations show that none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Table 17: Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources[1]	0.38	0.24	1.32	0.00	0.02	0.02
Energy Usage[2]	0.01	0.04	0.02	0.00	0.00	0.00
Mobile Sources[3]	0.26	1.08	3.48	0.01	1.09	0.30
Total Emissions	0.64	1.36	4.82	0.01	1.12	0.33
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions; Ganddini Group Inc. 2019 (Appendix B)

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. This impact evaluates the potential for the project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (SCAQMD 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO_2 and CO), commercial and/or industrial facilities would be considered sensitive receptors. The nearest sensitive receptors are the Mariners Christian School located 1,825 feet (556 meters) southwest of the project site, and multi-family attached residential dwelling units located approximately 2,050 feet (625 meters) northwest of the project site.

Local Air Quality Impacts from Construction

The proposed project involves the renovation of the interior of an existing industrial building with only minor exterior upgrades; therefore, as there will be no grading or earthwork-related activities, local emissions are anticipated to be minimal. However, to be conservative, the maximum number of acres disturbed in a day has been anticipated to be approximately 0.34 acres (14,861-square-foot) to

match the estimated area of overall site improvements. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the North Coastal Orange County source receptor area 18 and a disturbance value of 1 acre per day, as this is the lowest acreage provided in the look-up tables. The nearest sensitive receptors are located 1,825 feet (556 meters) southwest of the project site; therefore, to be conservative, the SCAQMD Look-up Tables for 500 meters were used.

As shown below in Table 18, none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Table 18: Local Construction Emissions at the Nearest Receptors

Activity	On-site Pollutant Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Building Construction	9.82	7.54	0.61	0.56
Architectural Coating	1.68	1.83	0.11	0.11
SCAQMD Thresholds[1]	219	6,841	135	76
Exceeds Threshold?	No	No	No	No

Notes:
[1] The nearest sensitive receptors to the project include Mariners Christian School located 1,825 feet (~556 meters) southwest and the multi- family attached residential dwelling units located approximately 2,050 feet (~625 meters) northwest of the project site; therefore, the 500-meter threshold was used.
General Note: The proposed project will disturb up to a maximum of 0.34 acres a day per the total square footage of improvements.
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 500 meters in source receptor area 18 North Coastal Orange County; Ganddini Group Inc. 2019 (Appendix B)

Local Air Quality Impacts from On-site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SoCAB.

According to SCAQMD Localized Significance Thresholds (LST) methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project is the development of the site with a 14,816-square-foot 100-bed Permanent Bridge Shelter Facility for those experiencing homelessness

and does not include such uses. Therefore, due the lack of stationary source or other substantial on-site emissions, no long-term localized significance threshold analysis is warranted.

Health Risk Assessment

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk." "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Furthermore, emissions disperse and the concentration at any one point greatly diminishes at around 300 to 500 feet; all sensitive receptors are located more than 500 feet from the project site. During operation, the proposed project would primarily generate vehicle trips for employee and shuttle bus travel to and from the project site. Because these vehicles would be primarily gasoline-combusted, the project would not generate significant amount of diesel particulate matter emissions during operation. Therefore, no significant short-term toxic air contaminant impacts would occur during construction or operation of the proposed project.

d) Result in other emission (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact. The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

> A person shall not 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 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.

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

Construction-related Odors

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and volatile organic compounds

would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Impacts would be less than significant.

Operational-related Odors

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site, and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the proposed project. Odors may also be associated with pets and service animals that clients bring to the shelter. However, the shelter will limit the number of animals that may be on site at any given time and will comply with all applicable CMMC regulations. Impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4. Biological Resources *Would the project:*				
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?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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?

Less than significant impact with mitigation incorporated. The project is located within the Tustin, California United States Geological Survey (USGS) 7.5-Minute Topographical Quadrangle. Descriptions and analysis in this section are based on results from the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) and the United States Fish and Wildlife Service (USFWS) database searches. Supporting information is provided in Appendix C.

For the purpose of this analysis, special-status species refers to all species formally listed as threatened and/or endangered under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA); California Species of Special Concern; designated as Fully Protected by CDFW; given a status of 1A, 1B, or 2 by California Native Plant Society (CNPS); or designated as special-status by city, county, or other regional planning documents. Federal and State listed threatened and/or endangered species are legally protected under FESA/CESA. The designated special-status species listed by CNPS have no direct legal protection, but require an analysis of the significance of potential impacts under CEQA guidelines.

Special-status plant and wildlife species typically occur in undeveloped areas. Although it is less likely, it is also possible for them to occur within developed areas. The project site contains characteristics of land that has been developed or disturbed, including impervious gravel surfaces, on-site buildings and structures, and disturbed soils. Nine special-status plant species and 21 special-status wildlife species were evaluated for their potential to occur on the project site, based on their ecology and regional occurrences within USGS Tustin, California 7.5 minute quadrangle. Potential impacts occurring to special-status species, if found on-site, would likely be significant.

It was determined, based on the absence of suitable habitat that all nine special-status plant species are unlikely to occur on the project site. The project site contains no undeveloped natural land capable of supporting natural vegetation. Impacts to special-status plant species would be less than significant and no further studies are necessary.

A total of 21 special-status wildlife species were identified and evaluated for their potential to occur on the project site based on their habitat requirements. Of these 21 species, none are expected to occur on-site due to the high level of disturbance and activity within project boundaries and the surrounding areas. The project site is completely built-out and lacks any sensitive habitat or favorable foraging or nesting habitat. However, the project site and its adjacent areas contain mature trees that support potential habitat for bird species protected under the Migratory Bird Treaty Act (MBTA).

Construction activities could disturb nesting and breeding birds in trees within and around the construction site. Potential impacts on migratory birds that could result from the construction and operation of the project include the destruction of eggs or occupied nests, mortality of young, and

the abandonment of nests with eggs or young birds prior to fledging. If these species were found to be present, impacts to these species would be significant.

Implementation of Mitigation Measure (MM) BIO-1 is required to reduce potential impacts to migratory and nesting birds and raptors. As such, with implementation of MM BIO-1, the project would not have a substantial adverse effect, either directly or indirectly or through habitat modification, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be less than significant with the implementation of mitigation.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No impact. Riparian habitats are those on, relating to, or near the banks of a river, stream, creek, spring, seep, pond or lake. The project site is developed and completely dry and does not support aquatic features, natural or man-made water bodies, wetlands or jurisdictional areas necessary to support riparian vegetation. The project site consists of an existing industrial building and associated parking. The project site does not contain riparian habitat or other sensitive natural communities. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur.

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 impact. The project site is fully developed and consists of an existing building and associated parking. The site does not contain any wetlands or other areas designated as waters of the United States or State. The project would not have a substantial adverse effect on State or federally protected wetlands. As such, no impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

No impact. The project is located the highly urbanized area of Costa Mesa. The project surrounded by dense urban development, including John Wayne Airport to the east, SR-55 to the west, and highly trafficked roadways. The project site does not contain and is not connected to an established wildlife corridor; therefore, the project is not anticipated to have direct or indirect impacts on wildlife corridors or wildlife movement. The project site does not support resident or migratory fish species or wildlife nursery sites; therefore, the project is not anticipated to have direct or indirect impacts on wildlife nursery sites. The project is not expected to interfere with the movement of native resident or migratory fish or wildlife species or impede the use of wildlife nursery sites. As such, no impact would occur.

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

No impact. The project does not propose the removal or alteration of trees. Additionally, the CMMC does not provide specific regulations for the protection of trees on private property. In addition, the project would be required to comply with all policies relating to biological resources outlined in the Conservation Element of the General Plan. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur.

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?

No impact. The City of Costa Mesa is within the boundaries of the Orange County Central/Coastal Subregional Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP), adopted in 1996. While Costa Mesa falls within the Plan boundary, the City is not a participant in the Plan (City of Costa Mesa 2016). Because the City is not a participant in the Orange County Central/Costal Subregional NCCP, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP. The project site does not contain undeveloped natural lands subject to the Central/Coastal Orange County NCCP/HCP. The project site does not contain biological features that could potentially support covered habitats or covered plant/wildlife species and the project is not anticipated to impact covered habitats or species. As such, no impact would occur.

Mitigation Measures

Nesting Birds

Implementation of the following avoidance and minimization measures would reduce impacts to nesting birds protected under the MBTA.

MM BIO-1 If construction activity associated with development of the property is to occur during nesting bird season (February 1 through August 31), a qualified biologist shall conduct a pre-construction survey for nesting birds to identify any potential nesting activity. The pre-construction surveys for nesting birds shall be conducted within 14 days prior to any construction-related activities (grading, ground clearing, etc.). If nesting birds are identified on-site, a buffer (e.g., 250 feet for raptors, 100 feet for native songbirds) shall be maintained around the nests; no construction-related activities shall be permitted within the buffer. A qualified biologist shall monitor the nests, and construction activities may commence within the buffer area at the discretion and in the presence of the biological monitor. This mitigation measure is not required if construction activities occur outside of the nesting bird season (September 1 through January 31).

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
5. Cultural Resources and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
d) 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	☐	☒	☐	☐
e) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Environmental Evaluation

Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

No impact. CEQA Guidelines Section 15064.5 defines "historic resources" as resources listed in the California Register of Historical Resources (CRHR), or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the Historic Sites Act of 1935, which established the National Register and which recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the

National Register, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling and association relative to American history, architecture, archaeology, engineering, or culture (National Register Bulletin 1986). In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible.

Desktop studies indicate that the structure has remained on-site since 1973, which makes the structure ineligible to be considered a potential historic resource. As such, the project would not cause a substantial adverse change in the significant of a historical resource. No impact would occur.

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

Less than significant impact with mitigation incorporated. Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

The project site consists of developed land that has been permanently disturbed by the construction of belowground and aboveground improvements (buildings, driveways, streets, hardscapes, and utilities). Given the highly disturbed condition of the site, the potential to impact an unidentified archeological resource is considered low. The project would be subject to compliance with Standard Condition 2.5-1, which provides direction in the event archeological resources are unearthed during project subsurface activities. Furthermore, implementation of MM CUL-1 through MM CUL-3 would further reduce the project's impacts to a less than significant level for archaeological resources.

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

Less than significant impact. As noted above, the project site has been significantly disturbed and developed. Therefore, the potential for the disturbance of any human remains is considered low. However, in the event that human remains are encountered during earth removal or disturbance activities, California Health and Safety Code Section 7050.5 requires that all activities cease immediately and a qualified archaeologist and Native American monitor be contacted immediately. The Coroner would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. If the Coroner determines the human remains are of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as consultant on how to proceed with the remains. Compliance with the established regulatory framework (California Health and Safety Code § 7050.5 and Public Resources Code [PRC] § 5097.98), as required by Standard Condition 2.5-2, would reduce impacts involving the disturbance of human remains to less than significant levels.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape

that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

d) 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

Less than significant impact with mitigation incorporated. The City of Costa Mesa has gathered a Historical Resources Inventory that can be found within the City's General Plan EIR on page 4.5-4, Table CUL-1 (City of Costa Mesa 2016). The table outlines 31 historical resources that are either eligible for the National, State, or Local Register Listings. The project site is not located on or within the vicinity of any site listed on that table. Additionally, the project site is located in an industrialized area in an existing structure. A records search conducted at the South Central Coastal Information Center did not indicate any recorded archaeological sites located on the project site. Results of the record searches are located in Appendix D. Moreover, this project will be conducted in compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18, which require Lead Agency consultation with California Native American tribes for projects that involve an amendment to a general plan or specific plan, for the purpose of preserving or mitigating impacts to tribal cultural resources. The NAHC has provided the City a list of tribes requesting consultations pursuant to AB 52. These tribal members were sent letters on June 10, 2019, initiating the consultation process.

Subsequently, Chairperson Andrew Salas of the Gabrieliño Band of Mission Indians—Kizh Nation, notified the City and requested a formal consultation pursuant to AB 52. On June 26, 2019, the City and Chairperson Salas consulted via a phone call regarding the Tribe's interest in the project. Chairperson Salas requested the City notify him in the event any cultural resources are discovered during any ground-disturbing activities occurring during the project. The City agreed to comply with this request. In the event of a discovery, Chairman Salas and the City will determine the appropriate actions to be taken to mitigate the discovery, as described in MM CUL-1.

e) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than significant impact. On April 11, 2019, FCS sent a letter to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File for the project. The response from the NAHC was received on May 8, 2019, and it indicated that cultural resources may be present within the project site. A list of four Native American tribal members who many have additional knowledge of the project area was included with the results. These tribal members were sent letters on May 9, 2019, asking for any information they might have concerning cultural resources on or near the project area. As of the date of this document, no responses had been received. Based on the available information, impacts are considered less than significant.

Standard Conditions

SC 2.5.-1 In the event that archaeological resources are encountered during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project Applicant, a certified archaeologist, and the Native American representative, the appropriate procedures for exploration and/or salvage of the artifacts.

SC 2.5-2 If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Mitigation Measures

MM CUL-1 In the event that buried cultural resources are discovered during remodel/renovations, operations shall stop in the immediate vicinity of the find and a qualified archaeologist and Native American representative shall be consulted to determine whether the resource requires further study. The qualified archeologist and Native American representative shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
6. Energy *Would the project:*				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Evaluation

This analysis is based on the Permanent Bridge Shelter Project Air Quality, Global Climate Change, and Energy Impact Analysis by Ganddini Group Inc., which is contained in Appendix B.

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact.

Construction Energy Demands

The construction schedule is anticipated to occur between September 2019 and June 2020 and to be completed in one phase. As the proposed project includes renovation of an existing industrial building for a homeless shelter, no import or export of soil will be required. Staging of construction vehicles and equipment will occur on-site.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 10 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operation 4-6 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 horsepower hour/day
- Project construction represents a “single-event” for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long-term operation.

Project construction activities would consume an estimated 20,131 gallons of diesel fuel. As stated previously, project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos along area roadways. With respect to estimated vehicle miles traveled (VMT), the construction worker trips would generate an estimated 33,633 VMT. Data regarding project-related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and GHG analyses of the attached technical report in Appendix B, based on information generated using the ARB's EMFAC model. An aggregate fuel efficiency of 28.57 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. An estimated 1,177 gallons of fuel would be consumed for construction worker trips.

Construction Vendor/Hauling Fuel Estimates

Vendor and hauling trips during building construction and architectural coating would also consume energy. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 2,843 VMT. Data regarding project-related vendor and hauling trips were based on CalEEMod model defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during site preparation would use medium to heavy duty vehicles with an average fuel consumption of 8.5 mpg. An estimated 334 gallons of fuel would be consumed for vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately 10-month construction phase would conform to the ARB regulations and California emissions standards. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies).

The project would utilize construction contractors which practice compliance with applicable ARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, the ARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, idling times of construction vehicles are limited to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of

construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

The proposed project would not result in an inefficient, wasteful, or unnecessary use of energy. Construction energy impacts would be less than significant.

Operational Energy Demands

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee vehicles and a shuttle bus accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Using the CalEEMod output from the air quality and GHG analyses of the attached technical report in Appendix B, autos and light trucks were assumed to travel an average of 14.7 miles and 3- and 4-axle trucks were assumed to travel an average of 8.7 miles. To present a worst-case scenario, it was assumed that vehicles would operate 365 days per year rather than the more likely 253 days (excluding weekends and up to 8 holidays).

The proposed project would generate 149 trips per day; 138 auto and/or light trucks, and 11 medium to heavy trucks. The vehicle fleet mix was based on the CalEEMod output. An estimated 41,713 gallons of gasoline and diesel would be consumed per year for the operation of the proposed project.

Facility Energy Demands (Electricity and Natural Gas)

Building operation would result in the consumption of electricity (provided by Southern California Edison [SCE]) and natural gas (provided by Southern California Gas Company). Based on CalEEMod energy use estimations from the air quality and GHG analyses of the attached technical report in Appendix B, operations for the proposed bridge shelter would consume approximately 58,898 kWh of electricity and an estimated 169,309-kilo British thermal unit (kBTU) of natural gas on an annual basis (Appendix B).

The project would be designed and constructed in accordance with the State's Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards, widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Therefore, the proposed project would not result in an inefficient, wasteful, or unnecessary use of energy. Operational energy impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. Regarding the State's Energy Plan and compliance with Title 24 California Code of Regulations energy efficiency standards, the applicant is required to comply with the CALGreen requirements for energy efficient buildings and appliances. CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

California's Renewables Portfolio Standard (RPS) requires that 33 percent of electricity retail sales be served by renewable energy sources by 2020. The proposed project would be served with gas provided by Southern California Gas (SoCalGas). SoCalGas offers renewable natural gas captured from sources like dairies, wastewater treatment plants and landfills (SoCalGas 2019). The proposed project would be served with electricity provided by SCE (SCE 2019). SCE's 2017 power mix included 32 percent eligible renewable (biomass and biowaste, geothermal, eligible hydroelectric, solar, and wind), 34 percent unspecified sources of power, 20 percent natural gas, 8 percent large hydroelectric, and 6 percent nuclear (CEC 2018). SCE also offers a Green Rate 50 percent option that sources 66 percent of its power mix from eligible renewable energy sources, and a Green Rate 100 percent option that sources 100 percent of its power mix from eligible renewable energy sources. SCE is on track to meet the California RPS of 33 percent by 2020 mandate.

Finally, as the City of Costa Mesa does not currently have a Climate Action Plan, project compliance has been compared to the goals of the ARB Scoping Plan. The Scoping Plan contains measures to reduce the State's emissions, and one of its key elements is to expand and strengthen existing energy efficiency programs as well as building and appliance standards. The proposed project is consistent with the applicable strategies of the ARB Scoping Plan.

Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7. Geology and Soils *Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Environmental Setting

Information and analysis for Geology and Soil impacts are based on the Costa Mesa General Plan Safety Element, General Plan EIR and DOC Geologic Survey maps.

The City of Costa Mesa is located within the vicinity of several known active and potentially active earthquake faults, including the Newport-Inglewood Fault Zone and the San Joaquin Hills Fault Zone

(City of Costa Mesa 2016). Other faults such as the San Andreas, Whittier, Elsinore, Palos Verdes, and Puente Hills Faults are predicted to affect Costa Mesa with strong shaking but light damage (City of Costa Mesa 2016). According to Figure 4.6-6, Geologic Hazards Map, in the General Plan EIR, the project is not adjacent to any fault zones. The site is not located in a State Seismic Hazard Zone for liquefaction identified in Costa Mesa's General Plan EIR Liquefaction Map, Figure 4.6-4 (City of Costa Mesa 2016).

Environmental Evaluation

This analysis is based on the Seismic Report (Probable Maximum Loss) 3175 Airway Avenue by EBI Consulting, which is contained in Appendix E.

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than significant impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults, and typically occurs during earthquakes of magnitude 5.0 or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

As indicated in the Seismic Report, the project is not located near any fault zones. The nearest fault zone is the Newport-Inglewood Fault Zone: Bolsa-Fairview fault which is located approximately two miles west of the project. According to the Seismic Report, the project site soil type is Alluvium, S_D—Seismic Zone 4 (assumed soil profile), which is assumed to have a low fault rupture potential. As such, the project would not expose substantial numbers of people or structures to significant risk of loss, injury, or death due to a rupture of a known fault. Additionally, the DOC Geologic Survey does not identify the project to be located within an Alquist-Priolo Fault zone (DOC 2019). Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than significant impact. The project is located in Southern California, and would therefore be subject to strong ground shaking associated with seismic activity, especially since it is located near faults with the potential to cause moderate to large earthquakes. As previously mentioned, the project site is not located within an AP earthquake fault zone. Additionally, prior to tenant improvements to the existing industrial building, the project would be required to adhere to the seismic design parameters of the latest California Building Standards Code (CBC).

Compliance with the seismic design parameters as outlined in the most recent CBC would ensure that impacts are reduced to less than significant levels.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. Liquefaction describes the behavior whereby a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually strong ground shaking during an earthquake. A low relative density and loose consistency of the granular materials, shallow groundwater table, long duration, and high acceleration of seismic shaking are some of the factors that can cause liquefaction. Presence of predominately cohesive or fine-grained materials and/or absence of saturated conditions can preclude liquefaction. According to Figure 4.6-4, Liquefaction Map, in the Costa Mesa General Plan EIR and the DOC Geologic Survey maps, the project site is not located within a State Seismic Hazard Zone for liquefaction (City of Costa Mesa 2016).

The project must be compliant with Standard Condition 2.7-1, which requires compliance with the California Building Code.

According to the Seismic Report, the project site soil type is Alluvium, S_D—Seismic Zone 4 (assumed soil profile), which is assumed to have a low liquefaction potential. Thus, impacts related to liquefaction would be less than significant.

iv) Landslides?

Less than significant impact. The project is located in an urban and developed area surrounded by other industrial buildings and the project site is on a relatively flat area. As such, landslides are not anticipated to occur on the project site. The DOC Geologic Survey maps indicate the project is not located within an earthquake-induced landslide zone of required investigation (DOC 2019). According to the Seismic Report, the project site soil type is Alluvium, S_D—Seismic Zone 4 (assumed soil profile), which is assumed to have a low landslide potential. Therefore, no impacts related to landslides would occur.

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

No impact. The project site is currently developed with an industrial building and the conversion of the building would not involve any demolition to existing structures. The project site is generally flat. No erosion would occur due to construction being limited to internal building improvements. Exterior building improvements would be limited to minor landscaping, ground disturbing activities

within the property perimeter to upgrade utilities, installation of a gate and restriping of existing pavement. No earthwork movement involving import/export of dirt or grading is proposed. Additionally, the existing industrial building was designed and constructed in compliance with CBC standards, which addressed the potential for soil erosion and loss of topsoil. There is no evidence that such potential exists at this time. As such, no impacts would occur.

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?

No impact. The project site is currently developed with an industrial building. The current building was designed to address any soils and geological constraints including on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Because the site is flat, the potential for landslides to occur does not exist. There is no evidence of these potential impacts to exist at this time. As such, no impacts would occur.

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?

No impact. The project site is currently developed with an industrial building. The current building was designed to address any soils and geological constraints at the time the building was constructed. At present time, no geologic issues direct or indirect, exist for the project site. As such, no impacts would occur.

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

No impact. The project site is currently developed with an industrial building, which is currently served by an existing sanitary sewer system, which is connected to the City's municipal sewer system. No septic tanks are proposed for the project site. As such, no impacts would occur.

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

Less than significant impact with mitigation incorporated. According to the paleontological records search response received from the Natural History Museum of Los Angeles County (NHM), there are no vertebrate localities that lie directly within project boundaries. However, there are localities nearby from sedimentary deposits similar to those occurring at depth in the proposed project area. Geologic mapping concluded that the entire project area contains surface material composed of marine younger Quaternary Terrace deposits, although vertebrate fossil localities in the project area almost always contain just terrestrial fossil vertebrates. Additionally, these deposits typically do not contain significant vertebrate fossils in the uppermost layers, but are usually underlain by older Quaternary deposits that frequently contain significant vertebrate fossils.

The paleontological records search also identified vertebrate fossil localities LACM 4219, LACM 3267, LACM 1339 in areas surrounding the project site. With implementation of Mitigation Measure GEO-

1, potential impacts to paleontological resources or unique geologic features would be brought to a less than significant level.

Standard Conditions

SC 2.7-1 The Applicant shall comply with the requirements of the most current California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards Code, and the California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, California Energy Code at the time of plan submittal or permit issuance), and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. Areas of alteration and additions shall comply with the California Green Building Standards Code section 5.303.2 and 5.303.2.

Mitigation Measures

MM GEO-1 Any inadvertent excavations in the project site shall be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development.

Sediment samples shall be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
8. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

This analysis is based on the Permanent Bridge Shelter Project Air Quality, Global Climate Change, and Energy Impact Analysis by Ganddini Group Inc. (Ganddini Group Inc. 2019; Appendix B).

Would the project:

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

Less than significant impact. Gases that trap heat in the atmosphere are referred to as GHGs. The effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit GHGs. The presence of GHGs in the atmosphere affects the earth's temperature. It is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. Results of the GHG emissions calculations, and the CalEEMod Model run for the proposed project, are included in the attached technical report in Appendix B. A summary of the results is shown below in Table 19. The proposed project's unmitigated emissions would be 253.73 MT CO_2e per year. A cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the SCAQMD threshold of 3,000 MT CO_2e per year for all land uses. Compliance with 2016 Green Building Standards will further reduce project-related GHG emissions. Therefore, the proposed project's GHG emissions are considered to be less than significant.

Table 19: Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO_2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[1]	0.00	3.45	3.45	0.00	0.00	3.48
Energy Usage[2]	0.00	27.80	27.80	0.00	0.00	27.92
Mobile Sources[3]	0.00	203.74	203.74	0.01	0.00	203.95
Waste[4]	2.74	0.00	2.74	0.16	0.00	6.80
Water[5]	0.31	6.16	6.47	0.03	0.00	7.50
Construction[6]	0.00	4.05	4.05	0.00	0.00	4.08
Total Emissions	3.05	245.20	248.25	0.21	0.00	253.73
SCAQMD Draft Threshold						3,000
Exceeds Threshold?						No

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[2] Energy usage consist of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
Construction GHG emissions CO_2e based on a 30-year amortization rate.
Source: CalEEMod Version 2016.3.2 for Opening Year 2020; Ganddini Group Inc. 2019 (Appendix B)

b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The City of Costa Mesa does not currently have a Climate Action Plan; therefore, the project has been compared to the goals of the ARB Scoping Plan.

Scoping Plan

Emission reductions in California alone would not be able to stabilize the concentration of GHGs in the earth's atmosphere. However, California's actions set an example and drive progress towards a reduction in GHGs elsewhere. If other states and countries were to follow California's emission reduction targets, this could avoid medium or higher ranges of global temperature increases. Thus, severe consequences of climate change could also be avoided.

The ARB approved a Climate Change Scoping Plan in December 2008 (ARB 2008). The Scoping Plan outlines the State's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new

jobs, and enhance public health" (ARB 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's GHG emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman, and child in California down to about 10 tons per person by 2020.

In May 2014, the ARB released its *First Update to the Climate Change Scoping Plan* (ARB 2014). This *Update* identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 GHG limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, ARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The 2017 Scoping Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

Project consistency with applicable strategies of both the 2008 and 2017 Scoping Plans are assessed in Table 20 below (from the attached technical report in Appendix B). As shown in Table 20, the proposed project is consistent with the applicable strategies of these Scoping Plans. Therefore, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Furthermore, the project will also comply with applicable Green Building Standards and City of Costa Mesa's policies regarding sustainability (as dictated by the City's General Plan). Impacts would be less than significant.

Table 20: Project Consistency with ARB Scoping Plan Policies and Measures

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards—Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are ARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Energy Efficiency—Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The proposed project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard—Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are ARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures—Implement light-duty vehicle efficiency measures.	Consistent. These are ARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles—Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are ARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Green Building Strategy—Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The CALGreen (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2016 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The proposed project will be subject to these mandatory standards.
High Global Warming Potential Gases—Adopt measures to reduce high global warming potential gases.	Consistent. ARB identified five measures that reduce hydrofluorocarbons emissions from vehicular and commercial refrigeration systems; vehicles that access the proposed project that are required to comply with the measures will comply with the strategy.
Recycling and Waste—Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The proposed project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Water—Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The proposed project will comply with all applicable City ordinances and CAL Green requirements.

2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are ARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are ARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be- determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.	Consistent. These are ARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes zero emission vehicles (ZEVs) comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are ARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The proposed project will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The proposed project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.

Notes:
(1) Source: ARB Scoping Plan (2008 and 2017)

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
9. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Environmental Setting

A project-specific Phase I Environmental Site Assessment (ESA) was prepared on September 26, 2018 by AES Due Diligence. The purpose of the Phase I ESA was to identify recognized environmental conditions (RECs) associated with the project site, using Environmental Data Resources, Inc. (EDR) database searches, interviews and field observations (Appendix F).

The Phase I ESA findings are summarized below:

According to the EDR report review, neither the project site nor any of the nearby properties are listed on the Cortese List.

Based on site observations, no Historical Recognized Environmental Conditions (HRECs), RECs, Business Environmental Risk, or Controlled Recognized Environmental Conditions (CREC) were found on the project site.

Based on the construction date of 1973, and on-site observations the present building is suspect for containing lead-based paint (LBP) as a *de minimis* condition. The building is also suspect for asbestos containing material (ACM). The suspect materials are non-friable (asbestos-containing materials that cannot be easily reduced to powder by hand when dry) and in good condition. Therefore, according to the United States Environmental Protection Agency (EPA), the ACM can be maintained under an Asbestos Operations and Maintenance (O&M) Plan to maintain the suspect materials in place.

Initial Study for John Wayne Airport New Jet Fuel Pipeline and Tank Farm (Adopted 2016). This IS/MND analyzed the potential impacts associated with the implantation of an approximately 5-mile–long, 12-inch California Public Utilities Commission regulated common carrier jet fuel pipeline connecting the John Wayne Airport in Orange County, California, to an existing 16-inch products pipeline operated by Kinder Morgan Energy Partners. This project provided airline companies operating at the John Wayne Airport with an enhanced jet fuel storage and transportation system (SNA Pipeline). The SNA Pipeline increased airport-related jet fuel storage capabilities, while allowing airlines to access jet fuel from all Long Beach area refineries and terminals without the need for highway truck transportation resulting in the elimination of 44 to 70 individual tanker truck trips per day. The two new storage tanks constructed as part of this project in 2018 are located approximately 590 feet east of the proposed project boundary. Deliveries of jet fuel occur weekly via the 12-inch pipeline, and deliveries from the new storage tanks to the three previously-existing tanks located further northeast occur daily. The three previously existing storage tanks have a total shell capacity of 900,000 gallons but a net operating capacity of only approximately 650,000 gallons. The two recently constructed storage tanks each have a total shell capacity of 1,722,000 gallons and a net operating capacity of 1,554,000 gallons. This volume is required to store enough fuel to supply the Airport for an entire week between pipeline delivery cycles.

Environmental Evaluation

Would the project:

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

Less than significant impact with mitigation incorporated. The project proposes to convert and reuse approximately 14,816 square feet of the existing industrial building for an emergency Permanent Bridge Shelter use. The other 15,000 square feet of the building would remain as an industrial building. The project-specific Phase I ESA indicates the existing building may contain ACM and LBP and would be remodeled in order to implement the proposed emergency Permanent Bridge Shelter.

The proposed project would be required to comply with existing hazardous materials regulations, and verification of compliance would be monitored by state agencies (such as the Occupational Safety and Health Administration in the workplace or Department of Toxic Substances Control for Hazardous waste) and local agencies (such as the CMFD). According to CMMC Title 7 Chapter II, the City adopted the California Fire Code, 2016 Edition, for the purpose of prescribing regulations governing conditions hazardous to life and property from hazardous materials or explosions (as well as fire). Compliance with existing safety standards related to the handling, use, and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (e.g., CMMC Title 7 Chapter II, the Resource Conservation and Recovery Act, California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institute of Health) would be required.

In addition, the proposed project would result in the on-site use of common types of hazardous materials, such as cleaning and degreasing solvents, fertilizers, pesticides, and other materials used by the maintenance team on-site. Thus, the project would result in an increase in the use of cleaning products and other materials routinely used in building maintenance and landscaping. These potentially hazardous materials, however, would not be of a type or occur in sufficient quantities to pose a significant hazard to the public and safety or the environment. Therefore, with implementation of Standard Conditions 2.9-1 through 4.8-3 and Mitigation Measure HAZ-1, impacts would be less than significant.

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

Less than significant impact with mitigation incorporated. As mentioned above, the project-specific Phase I ESA indicates due to the prior and existing industrial use of the building, it is possible that ACM and/or LBP could be released into the environment during renovations and remodeling.

If ACMs are identified and need to be disturbed, repaired or removed, a licensed abatement contractor should be consulted. The project would comply with the survey, notification and work plan requirements of SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Suspect ACMs can also be managed under the auspices of an O&M plan. According to the EPA, ACM that is intact and in good condition can usually be safely managed in place under the O&M program until removal is dictated by renovation, demolition, or deteriorating material conditions. Mitigation Measure HAZ-1 and Standard Conditions 2.9-1 through 2.9-3 are included to ensure that the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Implementation of MM HAZ-1 and compliance with applicable regulations and Standard Conditions would ensure impacts related to accidental release of hazardous materials into the environment during project construction would be less than significant.

As analyzed in the IS/MND for the John Wayne Airport New Jet Fuel Pipeline and Tank Farm (Jet Fuel IS/MND), Table 21 below summarizes the probabilities of release and release with fire for the two recently constructed storage tanks.

Table 21: Probabilities of Combined Storage Facility Accidents

Spill Size	Annual Probability of Spill	Expected Frequency between Spills	Annual Probability of Spill with Fire	Expected Frequency between Fires
10% loss (126,000 gal)	4.5×10^{-4}	2,200 yrs	4.5×10^{-5}	22,200 yrs
100% loss (1,260,000 gal)	5.0×10^{-5}	50,000 yrs	5.0×10^{-6}	500,000 yrs
Any Size Loss	5.0×10^{-4}	2,000 yrs	5.0×10^{-5}	20,000 yrs
Source: Michael Brandman Associates 2013.				

The Jet Fuel IS/MND analyzed the risk associated with the implementation of the Jet Fuel Pipeline and Tank Farm project. The combined probability of an aircraft impacting one of the two tank storage areas would be 1.3×10^{-5} or once every 77,000 years. This would still be classified as rare based on the Risk Matrix. The probability of an aircraft impact with ensuing fire is estimated to be 6.5×10^{-6} or once every 154,000 years. Again, this is also classified as rare according to the Risk Matrix.

The consequences of such an accident would be dependent on many factors, including the type of aircraft involved. If the secondary containment walls are not breached, the consequence of the fire would be the same as that presented for a tank farm fire. If the tank is ruptured and a wall is breached, then the jet fuel could escape and spread into the surrounding area. According to the Risk Matrix, an accident classified as rare is acceptable as proposed if its resulting consequence is major or less. If the resulting consequence is severe or catastrophic, the risk is still classified as acceptable if the project is equipped with engineering and/or administrative controls. For the Jet Fuel Pipeline and Tank Farm project, Project Design Features as well as Mitigation Measures were identified and implemented to ensure that hazards and risk impacts would remain less than significant. Therefore, the potential for impacts related to aircraft operations near the proposed storage tank location is considered less than significant.

Accumulation of static electricity during project operation is minimized within the Jet Fuel project components through a number of methods. First, a static dissipater additive is added to the jet fuel at the source of production to increase the electrical conductivity of the fuel. This assists in reducing the accumulation of static electricity by increasing the rate of charge dissipation. Additionally, the pipeline and the nozzles at the inlet of the storage tanks were designed to limit velocities to below standard and accepted values. Low flow velocities further reduce the accumulation of static electricity. Finally, all equipment is bonded to equalize electrical charges and grounded to direct any static discharge to a safe location. This includes both permanent structures such as tanks, tank roofs, and pipeline receiving equipment, as well as temporary equipment such as maintenance trucks, welding equipment, etc. Therefore, impacts associated with static electricity are considered less than significant.

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

No impact. There are no schools within a 0.25-mile radius of the project. The nearest school is Mariners Christian School located at 300 Fischer Avenue, approximately 0.40 mile southwest of the project. Project implementation would not involve the use of significant quantities of hazardous materials and therefore would not have the potential to expose nearby schools to hazardous materials, substances or wastes. As such, no impacts would occur.

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?

Less than significant impact. As mentioned above, the project specific Phase I ESA was conducted by AES Due Diligence to identify recognized environmental conditions associated with the project site. Based on site observations and review of EDR reports, no HRECs, RECs, BER or CREC were found on the project site. However, due to the building's original construction date of 1973, it is possible that ACM and/or LBP could be released into the environment during renovations and remodeling the building. Additionally, the project is located 0.14 mile from a storage tank farm located on John Wayne Airport and approximately 0.12 mile from an underground jet fuel pipeline that runs along Red Hill Avenue. A Leak Prevention, Detection, and Response Addendum was prepared for the John Wayne Airport Jet Fuel Pipeline and Fuel Storage Tanks in 2013. This document provides direction should there be any leaks in the storage tanks. John Wayne Airport staff regularly inspects these tanks and follows all the Best Management Practices (BMPs) to ensure public safety. Implementation of project would not have any impact on the tanks, nor would it expose the project employees or clients to unreasonable risks. Therefore, with implementation of Mitigation Measure HAZ-1, impacts would be reduced to less than significant.

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 or excessive noise for people residing or working in the project area?

Less than significant impact. John Wayne Airport is located approximately 0.17 mile southeast of the project. Because of the orientation of the airport runways, the project site is located outside of the 70 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) airport noise contours (experiencing noise levels from 65 dBA up to 70 dBA CNEL in the project vicinity). These noise levels are within the City of Costa Mesa's conditionally acceptable land use compatibility threshold of 70 dBA CNEL for transient lodging land use developments. Based on EPA Protective Noise Levels, the existing building would provide 25 dBA in exterior-to-interior noise reduction, which would meet the State's interior noise standard of 45 dBA CNEL for indoor sleeping areas (i.e., 70 dBA–25 dBA = 45 dBA). Therefore, implementation of the project would not expose persons visiting or working in the project vicinity to excessive noise levels from airport activity, and impacts would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact. The City of Costa Mesa adopted an Emergency Operations Plan (EOP) in 2013. The purpose of the EOP is to provide guidance during emergencies and natural disasters that would require a coordinated and immediate response. The EOP complies with State law and interfaces with other cities and counties within Southern California. Additionally, the EOP coordinates with other State and Southern California governmental agencies, special districts and non-governmental organizations involved in emergency preparedness, management and response operations (City of Costa Mesa 2013). The plan addresses a warning system, emergency broadcast system (EBS), Emergency Operations Center (EOC), and shelter system. The EOP considered the City's evacuation routes in its planning. General Plan Safety Element Figure S-7, Emergency Evacuation Routes, illustrates the City's emergency evacuation routes and indicates that Adams Avenue and Harbor Boulevard, are designated emergency evacuation routes. The project does not include any characteristics that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity.

The City also participates in the Standardized Emergency Management System (SEMS) in compliance with the National Incident Management System. The Governor's Office of Emergency Services administers SEMS and coordinates multi-agency responses to disasters. SEMS is required by the California Government Code and was developed to provide a "common language" for emergency response personnel to request resources and equipment from other agencies (Cal OES 2019). In addition to resource allocation, SEMS was established to minimize the duplication of efforts during emergency response by defining common tactics and identifying a clear chain of command. The SEMS program is developed to respond to incidents as they occur, and does not provide long-term recovery guidelines.

The project would result in the conversion of an existing industrial building to a Permanent Bridge Shelter. Prior to approval, the project would be required to accommodate emergency vehicles to ensure adequate response and operation by Costa Mesa Police and Fire Departments. Therefore, project implementation is not anticipated to impair implementation of or physically interfere with an adopted emergency response plan. As such, no impacts would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No impact. According to the Orange County Fire Hazard Severity Zone Maps, the project is not within a Very High Fire Hazard Severity Zone of State, federal or Local Responsibility Area (LRA) (CAL FIRE 2007). The project is located in an urbanized area surrounded by other industrial uses. As such, the project site is not subject to potential wildland fires. The Costa Mesa Fire Department would provide fire protection and respond to fire and/or emergency situations occurring in the project area, including the project site. The nearest fire station to the project is Orange County Fire Authority Station #33 located approximately 0.11 miles east of the project site. The nearest CMFD fire station is the Baker Fire Station #2 located at 800 Baker Street, approximately 1.07 miles west of

the proposed project. Therefore, no associated impacts to people or structures involving wildland fires would occur.

Standard Conditions

SC 2.9-1 Prior to remodeling or renovations, removal and/or abatement of asbestos containing building materials, lead based paints, and hazardous materials associated with the existing building materials, an investigation shall be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department. An asbestos and hazardous materials abatement plan shall be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities.

SC 2.9-2 During any construction activities, including remodeling or renovations, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

SC 2.9-3 During any construction activities, including remodeling or renovations, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

Mitigation Measures

MM HAZ-1 Based on the age of the existing building, there is a potential that asbestos-containing materials (ACMs) and lead-based paints (LBPs) are present within the on-site structures. In the event that on-site structures are to be impacted or during remodeling/renovation activities, an asbestos and lead paint survey shall be conducted prior to the disturbance or removal of any suspect ACMs and LBPs; these materials shall be characterized for asbestos and lead by a reliable method. All activities involving ACMs and LBPs shall be conducted in accordance with governmental regulations.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
10. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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 which 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?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than significant impact. As part of Section 402 of the Clean Water Act, EPA has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control

direct storm water discharges. The NPDES program regulates industrial pollutant discharges, including construction activities. Remodel and renovations to the existing industrial building would proceed with the existing NPDES permit for the project site.

Pursuant to CMMC Section 8-32, Water Quality, all new development and redevelopment within the City must be undertaken in accordance with the Orange County Drainage Area Management Plan (DAMP), including but not limited to the Development Project Guidance; and any conditions and requirements established by the Development Services Department and the Public Services Department, which are reasonably related to the reduction or elimination of pollutants in stormwater runoff from the project site. Prior to the City's issuance of a Building Permit for the project, the Development Services Department and Public Services Department would review the plans and impose terms, conditions, and requirements, as needed, in accordance with CMMC Section 8-32.

Compliance with the NPDES, DAMP, and CMMC requirements would ensure that the project's impacts to water quality would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant impact. According to the Mesa Water 2015 Urban Water Management Plan (UWMP), the City relies on groundwater from the Orange County Basin. The OC Basin is managed by the Orange County Water District and covers approximately 350 square miles. The project does not propose to remove an existing groundwater recharge area or substantially reduce runoff that results in groundwater recharge such that existing wells would no longer be able to operate. The proposed project consists of the use of an existing developed site. Thus, the project would not substantially decrease water supplies or interfere substantially with groundwater recharge. Impacts would be less than significant.

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

Less than significant impact. The project is located within an urbanized area of the City of Costa Mesa. The City contains approximately 42 miles of storm drains and 1,165 catch basins and is responsible for the maintenance of its storm drain system (City of Costa Mesa 2016). Implementation of the project does not propose grading which may result in loose sediment that can be transported by surface water or wind into nearby storm drains and waterways. Because the project plans to utilize the existing on-site structure, the project would not result in substantial erosion or siltation on- or off-site. Impacts related to erosion and siltation would be less than significant.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less than significant impact. The site is currently developed and covered with impervious surfaces, the project would not substantially increase the rate or amount of surface runoff resulting in flooding on- or off-site. As such, impacts related to the alteration of existing drainage patterns in the area resulting in flooding on- or off-site would be less than significant.

(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

Less than significant impact. Project implementation would not result in alteration of any existing drainage course. The project would utilize existing drainage systems. The increase in discharges would not impact local storm drain capacity. The project would not result in substantial pollutant loading such that treatment control BMPs would be required to protect downstream water quality. With implementation of the BMPs as noted in Impact (a), other impacts from polluted runoff, such as from oil and other pollutants from parking areas, would be reduced to acceptable levels. Impacts would be less than significant.

(iv) impede or redirect flood flows?

No impact. The project site is not located within a floodplain. The project will not add additional impervious surfaces or alter the course of a stream or river, as the Santa Ana River is located approximately 3.75 miles west of the project site. Therefore, there are no impacts related to impeding or redirecting flood flow would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than significant impact. According to the Costa Mesa General Plan Safety Element, the project site is located outside of the 100-Year and 500-Year Flood Zone (City of Costa Mesa 2016). The Safety Element also indicates that the site is not within a dam inundation area for Santiago Creek or Prado Dam. The nearest dam inundation area is approximately 0.83 mile northwest of the site, near South Coast Plaza, which is an area of inundation overlap.

A tsunami is a sea wave generated by an earthquake, landslide, volcanic eruption, or even by a large meteor hitting the ocean. An event such as an earthquake creates a large displacement of water resulting in a rise or mounding at the ocean surface that moves away from this center as a sea wave. Tsunamis generally affect coastal communities and low-lying (low-elevation) river valleys in the vicinity of the coast. As shown in Figure S-7, Tsunami and Sea Level Rise, of the Safety Element, the project site is not within a tsunami hazard zone or within an area of sea level inundation. As such, the project is not within a flood hazard, tsunami, or seiche zone, and would not risk the release of pollutants due to project inundation. Impacts related to project inundation would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The project would be served by the City's stormwater drainage system. The Santa Ana Water Quality Control Board adopted a Water Quality Control Plan (Basin Plan) in 1998, which was updated in 2005. The plan establishes water quality standards for regulatory programs of the board, in addition to water quality goals and policies for the region. The project would be required to comply with the goals and policies outlined in the plan. As such, the project would not conflict with or obstruct implementation of a water quality control plan. Impacts would be less than significant.

Additionally, operation of the project would not create or contribute polluted runoff water that would exceed the capacity of existing stormwater drains. Implementation of BMPs would ensure reduction of pollutants from construction activities potentially entering surface waters, and as previously mentioned, the project would not affect groundwater recharge. Therefore, the project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
11. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Setting

The existing visual character of Costa Mesa is divided into three sub-areas, or districts, that carry their own visual pattern: Residential Districts, Commercial Districts, and the Industrial Districts. Each district has its own sub-areas as well.

Established industrial land uses encompass approximately 10.5 percent of land and are primarily concentrated in three major districts: The Westside District, the Airport Industrial/Business Park District, and the Harbor Gateway District (City of Costa Mesa 2015).

The project site is located within the 390-acre Airport Industrial Area, which is a component of the much larger Irvine Business and Industrial Complex, which extends into the cities of Irvine, Newport Beach, and Tustin. This area is characterized by large parcels and wide landscaped building setbacks. Several firms have located their main or regional headquarters in the area and are often the single tenants in large structures (City of Costa Mesa 2015).

Environmental Evaluation

Would the project:

a) Physically divide an established community?

Less than significant impact. The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local bridge that would impact mobility within an existing community of between a community and outlying area. The proposed project does not involve any such features, and would not remove any means of access or impact mobility. The proposed project consists of the repurposing of one half of the existing building into a Permanent Bridge Shelter for homeless individuals. The other half of the industrial building would be leased to a tenant(s) by the City for industrial warehouse use consistent with the existing purpose, zoning, and land use designation. Because project implementation would be within an existing structure in a developed area of Costa Mesa, the project would not physically divide an established community. Additionally, the project site is surrounded by

industrial uses and given that clients must enter and exit the property via a shuttle service and/or are restricted to the building site when on-site during the day, the project is not anticipated to interfere with adjacent businesses. In addition, the project would be consistent with surrounding uses and would not result in the alteration of the circulation system. As such, the project would not physically divide an established community. Impacts would be less than significant.

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?

Less than significant impact. The project site's General Plan land use designation is Industrial Park and the zoning is MP. As previously mentioned, emergency shelters in Costa Mesa are only permitted in the PDI zone, and there is a maximum allowance of 30 beds at each shelter within this zone. CMMC Section 13-200.79 of Article 18, Emergency Shelters, identifies the bed limitations and other development standards for emergency shelters (City of Costa Mesa 2019).

The proposed project would require a Code Amendment (CO-19-01) to modify and revise the CMMC in Title 13 Planning, Zoning, and Development, the Citywide Land Use Matrix, and the Special Land Use Regulations for Emergency Shelters. The Code Amendment would allow emergency shelters to be located in the MP zone, in addition to the PDI zone. Emergency shelters within the MP zone would require approval of a CUP prior to operation. New Footnote 10 to the Land Use Matrix would state that an emergency shelter located on land owned, controlled, or operated by the City would be permitted by right. Within the PDI zone, emergency shelters would continue to be permitted by right. New Footnote 10 would also state that the standards in Subsection 13-200.79(1), (2), (4), (8), and (10) would not apply to shelters located on land owned, controlled, or operated by the City in the MP and PDI zones.

The proposed project would also revise the CMMC to require a patrol by a shelter operator that includes the area within a 0.5-mile radius area around a shelter location, to ensure that shelter clients and any individuals denied access are not congregating around the shelter site. With approval of the requested zone change and CMMC revision, the project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
12. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

The Costa Mesa General Plan Safety Element indicates the mineral resources within the City are oil located near the West Newport Oil Field, located west of Placentia Avenue, along the City's western boundary. Currently the only active oil wells in Costa Mesa operate in the West Newport Field west of Whittier Avenue between 17th Street and 19th Street (City of Costa Mesa 2016). These wells produce a relatively low quality crude oil and remained in operation through the mid-1990s.

The other mineral resources are peat deposits located adjacent to the Santa Ana River and in the vicinity of Upper Newport Bay (City of Costa Mesa 2016). The size of the deposits in Costa Mesa is not sufficient to justify extraction. However, peat does provide an unstable base for construction and must be removed prior to development.

Environmental Evaluation

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No impact. The project site is currently developed with an industrial warehouse. The project site is designated as Industrial Park in the General Plan and zoned MP. The surrounding land uses are also zoned MP and the project is located in an urbanized area of Costa Mesa. Conversion of the project into a Permanent Bridge Shelter would not result in the loss of mineral production nor adversely affect existing mineral production activities occurring in the City. As mentioned above, the nearest mineral resources are located approximately 2.32 miles away and nearest oil, resource is located approximately 4.54 miles away from the project site. Neither the General Plan nor the DOC Geological Survey identified the project site as potential sources of other mineral resources of Statewide or regional significance (DOC 2019). Therefore, the project would not result in impacts to either oil production or other mineral resources and no impacts would occur.

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. As mentioned in Impact a) above, the project is not identified as a having potential value as a locally important mineral resource site or oil resource area by the Costa Mesa General Plan nor by the DOC Geological Survey (DOC 2019). The project would convert an existing industrial building into a Permanent Bridge Shelter, and would not result in the loss of any locally important mineral resource site. As such, no impacts would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
13. Noise *Would the project result in:*				
a) 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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Evaluation

Characteristics of Noise

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the dB. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments. While a change of 5 dBA is considered to be the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans, it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for a number of various sound level metrics, including the day/night sound level (L_{dn}) and the CNEL, both of which represent how humans are more sensitive to sound at night. In addition, the equivalent continuous sound level (L_{eq}) is the average sound energy of time-varying noise over a sample period and the L_{max} is the maximum instantaneous noise level occurring over a sample period.

Would the project result in:

a) 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?

Short Term Construction Impacts

Less than significant impact. A significant impact would occur if construction activities would result in generation of a substantial temporary increase in ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors. Noise impacts from construction activities associated with the project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

Construction activities involved in the proposed project would primarily consist of renovating the interior of the existing building, and the project would not involve the operation of heavy construction equipment on the project site. Therefore, the primary exterior noise source associated project construction would be associated with the transport of workers, equipment, and materials to and from the project site. The transport of workers and construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. Because workers and construction equipment would use existing routes, noise from passing trucks would be similar to existing vehicle-generated noise on these local roadways. Typically, a doubling of the average daily trip (ADT) hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of nose discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Project-related construction trips would not be expected to double the hourly traffic volumes along any roadway segment in the project vicinity. For these reasons, short-term intermittent noise from trucks would be minor when averaged over an hour or longer time-period. Therefore, short-term construction-related noise impacts associated with worker commute and equipment transport to the project site would not exceed applicable significance thresholds and would be less than significant.

Interior renovation construction activities are expected to consist of the use of hand power tools. Because these activities would occur inside the structure, noise impacts to surrounding uses would be less than significant. Exterior renovations would include installation of a gate, landscaping upgrades, improvements for an outdoor break area, and installation of new mechanical ventilation equipment. These activities would involve the use of hand power tools, and potentially a compressor generator. The loudest of these types of equipment would be the compressor generator. Noise levels from the operation of a compressor generator range up to a maximum of 80 dBA at 50 feet.

The project site is not adjacent to residential areas, schools, or parks. The nearest school is Mariners Christian School located at 300 Fischer Avenue, approximately 0.40 miles southwest of the project. The nearest park is Del Mesa Park located at 2080 Manistee Drive, approximately 0.53 miles northwest from the project. The closest sensitive receptor would be a Grace Fellowship Church located at 3170 Red Hill Avenue, approximately 400 feet northwest of the project. However, there are two intervening industrial structures that block the line of site to this land use. Therefore, due to

distance attenuation and shielding provided by intervening structures, maximum noise levels from construction activities would attenuate to below 50 dBA L_{max} at this land use. As discussed in more detail in the airport noise impact discussion below, existing 24-hour average ambient noise levels in the project vicinity range from 65 dBA to 70 dBA CNEL in the project vicinity. Therefore, these potential loudest construction noise levels would not exceed the existing background ambient noise levels as measured at this nearest receptor. Furthermore, the City requires that construction activities only take place between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays.

Therefore, noise from proposed construction activities would not result in a substantial increase in ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors, temporary construction-related noise impacts associated with construction equipment would be less than significant.

Operational Noise Impacts

Less than significant impact. A significant impact would occur if operational noise levels generated by project-related stationary or mobile noise sources would result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds established in the City's Municipal Code. The City has established that stationary source operational noise levels should not exceed 55 dBA L_{eq} from 7:00 a.m. to 11:00 p.m. or 50 dBA L_{eq} from 11:00 p.m. to 7:00 a.m. at any residential land use, or at any school, hospital, or church while they are in use.

New project-related exterior stationary noise sources would include new upgraded mechanical ventilation equipment. At the time of preparation of this analysis, details were not available pertaining to proposed mechanical ventilation systems for the project; therefore, a reference noise level for typical mechanical ventilation systems was used. Noise levels from typical mechanical ventilation equipment are anticipated to range up to approximately 60 dBA L_{eq} at a distance of 25 feet.

The project site is not adjacent to residential areas, schools, hospitals, or parks. The closest sensitive receptor would be a Grace Fellowship Church located at 3170 Red Hill Avenue, approximately 400 feet northwest of the project. However, there are two intervening industrial structures that block the line of site to this land use. Therefore, due to distance attenuation and shielding provided by intervening structures, maximum noise levels from mechanical ventilation equipment operation would attenuate to below 24 dBA L_{max} at this land use. As discussed in more detail in the airport noise impact discussion below, existing 24-hour average ambient noise levels in the project vicinity range from 65 dBA to 70 dBA CNEL in the project vicinity. Therefore, these potential loudest stationary source noise levels would not exceed the existing background ambient noise levels as measured at this nearest receptor, nor would they exceed the noise performance standard of 55 dBA L_{eq}. Therefore, noise from proposed stationary noise sources would not result in a substantial increase in ambient noise levels at any sensitive receptor land use in the project vicinity, proposed stationary source noise impacts would be less than significant.

A significant impact would occur if implementation of the proposed project would result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the

project. As noted in the characteristics of noise discussion, audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments. Therefore, for purposes of this analysis, an increase of greater than 3 dBA above existing traffic noise levels would be considered a substantial permanent increase in traffic noise levels.

Based on the trip generation study prepared for this project, the maximum buildout of a 100-bed bridge shelter facility would result in an average of 223 daily trips, predominately associated with shelter employees and vendors. These average daily project trips would not result in a doubling of the average daily trips in the vicinity of the project site. A doubling of the ADT hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of nose discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Therefore, the increase in traffic noise resulting from project operations would not be perceptible. Implementation of the project would not result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project, and operational traffic noise impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. A significant impact would occur if the project would generate groundborne vibration or groundborne noise levels in excess of established standards. The City of Costa Mesa has not adopted criteria for groundborne vibration impacts. Therefore, for purposes of this analysis, the Federal Transit Administration's (FTA) vibration impact criteria are utilized. The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual (FTA 2018).

Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. However, construction activities involved in the proposed project would not involve the use of any heavy construction equipment or any other significant sources of groundborne vibration or noise. Therefore, construction activities would not generate goundborne vibration or groundborne noise levels that would exceed potential impact thresholds as measured at existing structures in the project vicinity. Therefore, the impact of short-term groundborne vibration associated with construction to off-site receptors would be less than significant.

Implementation of the project would not include any permanent sources of vibration that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the vicinity of the project site. Therefore, operational groundborne vibration impacts would be less than significant.

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?

No impact. A significant impact would occur if the project would expose people visiting or working in the project area to excessive noise levels 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 2 miles of a public airport or public use airport.

There are no private airstrips within the vicinity of the project site. The John Wayne Airport is located approximately 0.17 miles southeast of the project site. Because of the orientation of the airport runways, the project site is located outside of the 70 dBA CNEL airport noise contours (experiencing noise levels from 65 dBA up to 70 dBA CNEL in the project vicinity). These noise levels are within the City of Costa Mesa's conditionally acceptable land use compatibility threshold of 70 dBA CNEL for transient lodging land use developments.

Based on the EPA Protective Noise Levels, the existing building would provide 25 dBA in exterior-to-interior noise reduction, which would meet the State's interior noise standard of 45 dBA CNEL for indoor sleeping areas (i.e., 70 dBA–25 dBA = 45 dBA). Therefore, implementation of the project would not expose persons visiting or working in the project vicinity to excessive noise levels from airport activity, and no impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
14. Population and Housing *Would the project:*				
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The Department of Finance (DOF) reports the 2018 Costa Mesa population is 115,296 people (DOF 2018). In January 2017, the count found 103 unsheltered individuals in Costa Mesa, 60 percent of which equals 62 beds (City of Costa Mesa 2019). To immediately satisfy the Court's direction, the City of Costa Mesa reached an agreement with the Lighthouse Church of the Nazarene to operate a 50-bed temporary bridge shelter on a portion of their property located at 1885 Anaheim Avenue. The shelter site on Airway Avenue will be a permanent facility and the temporary facility will close when the permanent shelter is opened.

Environmental Evaluation

Would the project:

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)?

No impact. The CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or the construction of additional housing either directly or indirectly in the surrounding environment (CEQA Guidelines § 15126.2(d)). New employees from commercial or industrial development and new populations from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of particular significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it is unplanned or fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG).

The project proposes to convert an existing industrial building, which is currently used for office, industrial, and warehouse uses to a Permanent Bridge Shelter. Half of the building, or approximately 14,816 square feet, would be converted into the bridge shelter, and the other half, approximately 15,000 square feet of the warehouse space and associated loading dock would remain industrial and leased by a future tenant. The bridge shelter would accommodate up to 100 beds. Implementation of the proposed Permanent Bridge Shelter would provide temporary accommodations for up to 100 individuals. Special, alternate off-site accommodations will be made for families who are experiencing homelessness.

The proposed project would not result in unplanned or unanticipated residential and/or population growth that could cause the need for expanded public services and facilities in the project area and/or the City. The designated intake process by the Shelter Operator would minimize population impacts by giving preferences to Costa Mesa homeless individuals. The wrap-around services, which is an integral component of the Permanent Bridge Shelter, would provide a range of services, including space for County departments, nonprofit organizations, and faith-based agencies to provide meals, spiritual, mental health, and medical services. In addition, the wrap around services would also provide space for collaboration with other Costa Mesa departments and basic "safety net" services. Once operational, the employees would be staffed via the Shelter Operator and would likely be from the local labor force. Therefore, there would be no impacts associated with growth inducement from the proposed project due to the proposed bridge shelter. The remainder of the building would continue to be leased in the current manner. Therefore, there would be no change to existing conditions and no impact associated with growth inducement from the proposed project due to the industrial warehouse uses.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. As mentioned above in Impact a), the project site currently is an industrial building that was previously used for office, industrial, and warehouse uses; no residential dwellings exist on the project site. The project proposes to convert an existing industrial building, approximately 14,816 square feet, to a Permanent Bridge Shelter that is intended to shelter up to 100 people. The other half of the building, approximately 15,000 square feet of the warehouse and associated loading dock would remain industrial and leased by a future tenant. Therefore, the proposed project would not result in substantial displacement of people or housing that would necessitate the construction of replacement housing elsewhere. Therefore, no impacts will occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
15. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Environmental Evaluation

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. The CMFD provides fire protection and emergency medical services to the City, which include community risk reduction and suppression, paramedic, emergency medical, and hazardous materials management/environmental safety. The CMFD comprises three divisions: Administration; Suppression/Mobile Intensive Care (Emergency Medical Services); and Community Risk Reduction. Correspondence via e-mail with Jon Neal, Assistant Fire Marshal was consulted to determine impacts to fire protection services to the CMFD (Appendix G).

According to Mr. Neal, the primary station for the project site is Fire Station 2 located at 800 Baker Street. Fire Station 5 located at 2450 Vanguard Way and Fire Station 6 located at 3350 Sakioka Drive would provide secondary coverage. Currently, the staffing levels for CMFD are 90 full-time staff members, 84 sworn firefighter positions and 6 non-sworn positions. The part-time staffing levels are 3.25 full-time equivalents to serve within the three divisions.

CMFD current emergency response goals to Code 3 Fire/Rescue/Emergency Medical Services emergencies is within 4 minutes of travel time, 90 percent of the time. The Fiscal Year 2019/2020 budget could change standards of coverage through the implementation of a Costa Mesa specific response plan.

Project implementation impacts could not be anticipated at this time due to pending passage of the FY 2019/2020 budget. Therefore, implementation of Standard Condition 2.15-1 through 2.15-6, compliance with the City's discretionary review process, and CMMC requirements would ensure that project implementation would result in a less than significant impact to fire protection services.

b) Police protection?

Less than significant impact. Costa Mesa Police Department would provide police services to the project. The Police Department operates from the Police main facility (99 Fair Drive) and two substations (South Coast Plaza Substation at 3333 Bristol Street and the West Side Substation at 567 W. 18th Street). The project site will be served by the Police Department's main facility which is located approximately 2.7 miles southwest of the site. According to correspondence with Captain Bryan Glass (Appendix G), department staffing level vary based on specific days and times (morning and evening shifts). Minimum patrolling staffing levels consist of 2 sergeants and 6 to 11 officers, depending on the day and shift. Half of the minimum staffing level is always dedicated to Area 2, the northern portion of the City, which is where the project is located. The department's Community Policing Unit may be tasked with special assignments and involvement depending on the matter and need. Department staff includes sworn officers and civilian support personnel. The department's full-time staffing is comprised of 136 sworn and 76 professional staff positions. Additionally, the department is a part of the Orange County Mutual Aid Agreement for mutual aid assistance when needed. The department also contracts air support services with the City of Huntington Beach.

The department has current effectiveness related to response times of:

- Emergency calls within 5 minutes: 72 percent
- Emergency Calls within 15 minutes: 97 percent
- Non-Emergency calls within 30 minutes: 90 percent

The project is intended to serve the City's existing homeless population in an existing building and would not result in a need for new police protection facilities. Captain Glass stated that the project has the potential to increase service calls and have an effect on response times, but the impact to the project area is unknown at this time (Appendix G). The project would be required to implement Standard Condition 2.15-6, pay their mitigation fees in order to reduce potential impacts related to police services and response times. Thus, impacts would be less than significant.

c) Schools?

No impact. The project site is located within the Newport-Mesa Unified School District. The nearest school to the project site is Mariners Christian School (grades K-8), located at 300 Fischer Avenue which enrolls approximately 685 students. The school is approximately 0.40 miles southwest from the project site. The project site is located within the attendance boundaries of Kaiser Elementary School, Woodland Elementary School, Ensign Intermediate School, and Back Bay High School. Those accessing the Permanent Bridge Shelter would include homeless single men and single women, age 18 and over. Special, alternate off-site accommodations will be made for families who are experiencing homelessness. Implementation of the proposed project would not generate new

students or increase the demand for school facilities within the Newport-Mesa Unified School District. Thus, no impact would occur.

d) Parks?

No impact. According to the City's General Plan, there are 2,067.06 acres of parks and open space in Costa Mesa. The City seeks to provide 4.26 acres of park and recreational land for every 1,000 residents. The project would convert an existing industrial building to a permanent bridge shelter. The project does not propose new or physically altered park facilities.

As of 2019, no public parks are located in the immediate vicinity of the project site, which is located in a heavily developed industrial area. Only one park is within a 1-mile radius of the project site, Del Mesa Park, located at 2080 Manistee Drive. The second nearest open space/recreational area is the Santa Ana Country Club located at 20382 Newport Boulevard in the City of Santa Ana. The project would convert an existing industrial building to a permanent bridge shelter that would accommodate up to 100 beds. Due to the location of the nearest park, residents of the shelter would not utilize Del Mesa Park or the Santa Ana Country Club on the regular basis. Additionally, Clients will not be allowed to loiter in the neighborhood surrounding the Permanent Bridge Shelter facility or the bus and/or shuttle pick up locations at any time. There will be strict enforcement of shelter client contract rules which could result in a permanent exit from the facility if not followed. Drop-off/pick-up locations are an extension of the shelter; therefore, any violation such as loitering, constitutes a violation of the shelter rules which will be strictly enforced. The Shelter Operator and security will conduct random daily checks within a 0.5-mile radius of the shelter and drop-off/pick-up locations to enforce shelter rules and avoid loitering and homeless congregations. Thus, no impacts would occur.

e) Other public facilities?

No impact. There are three public libraries within the City that are all operated by the County of Orange (City of Costa Mesa 2016). The three libraries serve approximately 55,000 borrowers annually and offer over 68,000 items in circulation. The nearest public library to the project site is the Mesa Verde Branch Library located approximately 3.22 miles west of the project site at 2969 Mesa Verde Drive.

Library service demand is based on population. The proposed project consists of the repurposing one-half of the existing building into a permanent bridge shelter and the other half would continue to be used for industrial warehouse purposes. The Permanent Bridge Shelter would provide access to computers as well as life skill classes and recreational activities. Therefore, the proposed project would not significantly increase the demands for library service from the project area.

Standard Conditions

SC 2.15-1 Prior to the issuance of a Building Permit, the project shall submit plans to CMFD for review and approval of the developer's project design features to assess compliance with the California Building Code and California Fire Code requirements.

SC 2.15-2 Vehicular access shall be provided and maintained serviceable throughout construction to all required fire hydrants.

SC 2.15-3 The project shall provide approved smoke detectors to be installed in accordance with the 2016 Edition of the California Fire Code and NFPA 72.

SC 2.15-4 The project shall provide fire extinguishers with a minimum rating of 2A to be located within 75 feet of travel distance from all areas. Extinguishers may be of a type rated 2A, 10BC as these extinguishers are suitable for all types of fires and are less expensive.

SC 2.15-5 The project shall provide a fire alarm system to be installed in accordance with the 2016 Edition of the California Fire Code and NFPA 72.

SC 2.16-6 The project shall upgrade or modify the existing first sprinkler system to meet the requirements of the 2016 Edition of the California Fire Code and NFPA 13.

SC 2.15-7 As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following:

- Lighting shall be provided in open areas and parking lots.
  Required building address numbers shall be readily apparent from the street and rooftop building identification shall be readily apparent from police helicopters for emergency response agencies.
- Landscaping requirements (e.g., minimize use of hedges, use of low height shrubs for greater visibility).
- Emergency vehicle parking areas shall be designated within proximity to buildings.
- Prior to the issuance of a Building Permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to satisfy local requirements. The applicant shall then pay the appropriate fee in effect to mitigate the project's proportionate impact to additional demands on police protection services, if any.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
16. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Evaluation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than significant impact. As mentioned in Impact 15(d), the project is located in a predominantly industrial area of Costa Mesa, and no public parks are located in the immediate vicinity of the project site. Only one park is within a 1-mile radius of the project site, Del Mesa Park, located at 2080 Manistee Drive. The second nearest recreational area is the Santa Ana Country Club located at 20382 Newport Boulevard in the City of Santa Ana. Due to the distance to the parks and recreational areas, occupants of the proposed Permanent Bridge Shelter would not be expected to frequent these parks. Clients will not be allowed to loiter in the neighborhood surrounding the Permanent Bridge Shelter facility or the bus and/or shuttle pick up locations at any time. There will be strict enforcement of shelter client contract rules, which could result in a permanent exit from the facility if not followed. Drop-off/pick-up locations are an extension of the shelter; therefore, any violation such as loitering, constitutes a violation of the shelter rules which will be strictly enforced. The Shelter Operator and security will conduct random daily checks within a 0.5-mile radius of the shelter and drop-off/pick-up locations to enforce shelter rules and avoid loitering and congregations of shelter clients and any individuals denied access at the shelter. Thus, no impacts would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No impact. The proposed project would not include with the construction of or expansion of existing recreational facilities. The proposed project includes a new outdoor break area on the west site of the existing building and recreational programming that would take place within the Permanent Bridge Shelter. These features would not require extensive exterior or interior improvements that would result in potentially significant adverse physical effects on the environment. Thus, no impacts would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
17. Transportation *Would the project:*				
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Evaluation

Analysis in this section is based on the Trip Generation Memorandum provided by the City of Costa Mesa Department of Public Services/Transportation Services on April 22, 2019. The Trip Generation Memorandum is included as Appendix H.

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than significant impact. Table 22 summarizes the trip generation for the proposed project. Trip generation was based on the scenario of a 15,000 square foot industrial building with a 100-bed bridge shelter. The trip generation memo is included as Appendix H.

Table 22: Trip Generation Summary

Use	Generation Rate	Daily	AM Peak-hour			PM Peak-hour		
			In	Out	Total	In	Out	Total
Scenario 4 Trip Generation								
15 KSF Industrial	ITE Code 110	74	9	2	11	1	8	9
100-Bed Facility (Shuttle Trips)	From Operations Plan	44	8	8	16	10	10	20

Use	Generation Rate	Daily	AM Peak-hour			PM Peak-hour		
			In	Out	Total	In	Out	Total
100-Bed Facility (Employee Trips)	From Operations Plan	70	23	12	35	12	23	35
Total		188	40	22	62	23	41	64
Notes: ITE Trip Generation, 10th Edition. Average rates used. 23 day shift and 12 night shift employees assumed for facility.								

The industrial building would generate up to 188 total daily trips, which includes 74 existing trips for the industrial half of the project, 44 trips for the 100-bed facility, and 70 employee trips for the 100-bed facility.

The project would be required to comply with the Costa Mesa Bicycle Master Plan and the Costa Mesa Master Plan of Streets and Highways. The nearest Orange County Transportation Authority Transit route is Route 71, which has multiple stops along Red Hill Avenue. There is a sidewalk on the other side of the street from the project site along Airway Drive, there are sidewalks along Red Hill Avenue, and on McCormick Avenue past Red Hill Avenue.

Additionally, Red Hill Avenue has bicycle lanes along both sides of the street. With adherence to all applicable programs and policies, the project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than significant impact. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3(b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA. The City does not have adopted VMT thresholds. Currently, the provisions of Section 15064.3 and the determination of impacts based on VMT is not required by the City or mandated Statewide until July 1, 2020. Therefore, there is no conflict with Section 15064.3.

Per Section 15064.3(b)(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, consistency with air quality goals, etc. Land use projects within one-half mile of a major transit stop or a stop along a high-quality transit corridor should be presumed to have a less than significant transportation impact. "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A "high-

quality transit corridor" is a corridor with fixed route bus service with service intervals that do not exceed 15 minutes during peak commute hours. (Public Resource Code [PRC] §§ 21064.3, 21155.).

Orange County Transportation Authority (OCTA) provides transit services to the City of Costa Mesa. According to OCTA, Route 71 runs near the project site along Red Hill Avenue. There are five OCTA transit stops for Route 71 within a 0.5-mile radius of the project site. As such, the proposed project would have a less than significant impact on VMT.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. The project consists of a Permanent Bridge Shelter in the City of Costa Mesa. The project does not propose to alter existing site access or substantially alter the existing structure. The proposed project would repurpose approximately half of the existing industrial building at 3175 Airway Avenue (approximately 14,816 square feet) for a permanent bridge shelter for individuals experiencing homelessness. Thus, impacts would be less than significant.

d) Result in inadequate emergency access?

Less than significant impact. The project consists of a Permanent Bridge Shelter in the City of Costa Mesa. Access to the site would be provided via existing unsignalized driveways on Airway Avenue for shelter shuttle buses and shelter employees. The project applicant will be required to comply with all applicable Fire Department and Division of Building and Safety regulations related to emergency access. Impacts related to emergency access would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
18. Utilities and Service Systems *Would the project:*				
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?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Setting

The project site is currently served by underground utilities at the street. The proposed project would continue to be served by all required public services and utilities including electricity, natural gas, sewage, water, solid waste removal, and telecommunication. Table 23 lists the Utility Providers for the proposed project site.

Table 23: Utility Providers

Utility	Provider
Electricity	Southern California Edison (SCE)
Natural Gas	Southern California Gas Company (SoCalGas)
Sewage	City of Costa Mesa Sanitary District

Utility	Provider
Potable Water	Mesa Water District
Solid Waste Removal	Costa Mesa Sanitary District
Telecommunication	AT&T, Charter Communications
Source: Santolucito Dore Group, Inc., 2019 (Appendix A)	

According to the information provided by Mesa Water staff on May 8, 2019, the current meter sizes for the property are a 1-inch meter for potable water, a 1.5-inch meter for potable water and irrigation, and an 8-inch service line for the fire protection system. The project would need to upsize the existing meters for potable water and irrigation to allow for a 2- to 2.5-inch branch connection; best estimates indicate that up to 250 linear of pipeline would need to be upgraded. According to Mesa Water, the existing 8-inch fire sprinkler lateral should be more than sufficient to serve the project.

The Consultant District Engineer to the City of Costa Mesa Sanitary District indicated on May 9, 2019, that the portion of the sewer lateral in the street right-of-way is a 6-inch vitrified clay pipe. A 6-inch lateral is the minimum pipe size required to support a 100-bed facility.

The facility would utilize cascading tank-less water heaters, gas fired cooking equipment, and possibly a boiler-based heating system. Initial estimates calculate that the facility could use upwards of 12,000 to 18,000 cubic feet of gas per hour. A 600a electric panel would be sufficient for the use of a 100-bed facility.

Water

The Costa Mesa General Plan Conservation Element states that Mesa Water and Irvine Ranch Water District (IRWD) provide domestic water services to the City off Costa Mesa (City of Costa Mesa 2016). The Mesa Water service area covers most of Costa Mesa, a portion of Newport Beach, and John Wayne Airport over approximately 18 square miles. IRWD consists of a 181-square mile service area including portions of Costa Mesa southeast of Newport Boulevard in addition to Irvine and portions of Santa Ana, Tustin, Lake Forest, Orange, unincorporated areas of Orange county, and Newport Beach. Natural Supply is generated from groundwater, local precipitation, and surface flows from the Santa Ana River, which originate in the San Bernardino Mountains.

In compliance with legislative requirements, Mesa Water has prepared its 2015 UWMP. The UWMP provides information on the present and future water resources and demands, and assesses Mesa Water's water resource needs.

Water Supplies and Demand

According to the UWMP, Mesa Water's main sources of water supply are groundwater pumped from seven active wells within the Orange County Basin and imported water from Metropolitan Water District of Southern California through Municipal Water District of Orange County (MWDOC) (Mesa Water 2015).

Water Treatment

Mesa Water currently owns and operates the Mesa Water Reliability Facility (MWRF) with a capacity of 8.6 million gallons per day (mgd) that removes color from the water using nanofiltration membrane treatment (Mesa Water 2015). According to the UWMP, Mesa Water's main sources of water supply are groundwater pumped from seven active wells within the Orange County Basin and imported water from Metropolitan Water District through Municipal Water District of Orange County (Mesa Water 2015). Six wells pump "clear" groundwater directly into the distribution system, following disinfection with chloramines (Mesa Water 2015). The two wells that pump colored groundwater are treated first at the MWRF and then pumped into the distribution system (Mesa Water 2015). Prior to 2011, the colored water was treated at the Colored Water Treatment Facility, which has since been replaced by the MWRF (Mesa Water 2015). As of January 2013 when the MWRF came online, Mesa Water has not needed to import water in order to meet demand (Mesa Water 2015).

Water Conveyance

The project would result in an increase in water demand to the project site. However, the Mesa Water District has the capacity to meet these demands, and the project would be served by existing infrastructure (Mesa Water 2015). The project would connect to existing water conveyance facilities.

Environmental Evaluation

Would the project:

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?

Less than significant impact. Water services would be provided to the site by Mesa Water, and wastewater services would be provided by the Orange County Sanitation District (OCSD). The project would connect to and utilize existing water and wastewater services provided to the project area. The proposed project would require 3 gender neutral restrooms, in addition to 9 sinks, 9 toilets, and 9 showers for the men's area, and 9 sinks, 9 toilets, and 9 showers for the women's area. The facility will also have separate staff restrooms for up to 15 persons, and kitchen and laundry facilities, although these facilities are not expected to result in substantial water or wastewater needs. Therefore, the project would not require the relocation or construction of new or expanded water or wastewater facilities.

As previously mentioned, the project would utilize existing drainage systems maintained by the City of Costa Mesa. While the project may be required to pay a storm drain impact fee to lessen the volume required for downstream facilities, the project would not require the relocation or construction of new or expanded drainage facilities.

SCE provides the project area with electricity, and will not require new or expanded facilities to serve the project. The project would utilize gas fired equipment for cooking. SoCalGas provides natural gas services to the project site and would not require new or expanded facilities to serve the project. Telecommunications services are provided by AT&T and Charter Communications. The project would

not require new or expanded telecommunications facilities because it is located in an urbanized area that already contains sufficient facilities. Therefore, impacts related to need for relocation or construction of new or expanded relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than significant impact. The project would require water for daily needs of shelter clients and employees, in addition to the tenants occupying the remaining space within the building. As previously mentioned, the project is within the Mesa Water service area. According to the Mesa Water 2015 UWMP, Mesa Water has full capacity to meet water demands during normal, dry, and multiple dry years through the year 2040 due to diversified supply and conservation measures. Therefore, there would be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. As such, impacts would be less than significant.

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?

Less than significant impact. Wastewater services would be provided by OCSD. OCSD processes over 200 mgd of wastewater at its treatment plants in Fountain Valley and Huntington Beach. Effluent is used for irrigation or injected into local groundwater basins, which improves the water quality of the basin due to treatment standards for the recycled water. The proposed project would connect to existing sewer lines within the City. Based on Los Angeles CEQA Thresholds Guidelines Sewage Generation Factors, the proposed project is estimated to generate approximately 7,500 gallons per day (2006). This amount of wastewater serves as a small increase based on the current treatment figures. Therefore, OCSD has adequate remaining wastewater treatment capacity to serve the proposed project. Impacts related to wastewater treatment capacity would be less than significant.

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?

Less than significant impact. The proposed project would utilize the existing on-site structure and demolition would not occur. Solid waste services would be provided by Costa Mesa Sanitary District. Costa Mesa Sanitary District has developed a number of programs to reduce waste transferred to local landfills, one of which converts yard and kitchen waste into fertilizers and natural gas. Solid waste in the City of Costa Mesa is transferred to one of four landfills serving Orange County: Frank R. Bowerman Landfill, Olinda landfill, Waste Management—Orange County, and Prima Deshecha Landfill. The Frank R. Bowerman Landfill is the nearest landfill to the site, located approximately 9.48 miles northeast. The Frank R. Bowerman Landfill has a remaining capacity if 205 million cubic yards of solid waste, and permits up to 11,500 tons of throughput per day. Using estimated solid waste generation rates provided by the California Department of Resources Recycling and Recovery

(CalRecycle), the proposed project is expected to generate approximately 77.3 pounds of solid waste per day at full buildout with 100 beds. This would not result in a significant increase in solid waste, and with implementation of City solid waste reduction and recycling methods, impacts resulting from solid waste of the project would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. In 1989, the Legislature adopted the California Integrated Waste Management Act of 1989 (AB 939), in order to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 established a waste management hierarchy: Source Reduction, Recycling, Composting, Transformation, and Disposal. The law also required that each county prepare a new Integrated Waste Management Plan and each city prepare a Source Reduction and Recycling Element (SRRE) by July 1, 1991. The SRRE is required to identify how each jurisdiction will meet the mandatory State waste diversion goal of 50 percent by the year 2000. The Act mandated that California's 450 jurisdictions (cities, counties, and regional waste management compacts) implement waste management programs aimed at a 25 percent diversion rate by 1995 and a 50 percent diversion rate by 2000. If the 50 percent goal was not met by the end of 2000, the jurisdiction was required to submit a petition for a goal extension to CalRecycle.

Senate Bill (SB) 2202 made a number of changes to the municipal solid waste diversion requirements under AB 939. These changes included a revision to the statutory requirement for 50 percent diversion of solid waste to clarify that local governments shall continue to divert 50 percent of all solid waste on and after January 1, 2000.

SB 1016 introduced a per capita disposal measurement system that measures the 50 percent diversion requirement using a disposal measurement equivalent. The Bill repealed the California State Water Resources Control Board (State Water Board) 2-year process, requiring instead that the State Water Board make a finding whether each jurisdiction was in compliance with the Act's diversion requirements for calendar year 2006 and to determine compliance for the 2007 calendar year and beyond, based on the jurisdiction's change in its per capita disposal rate. The State Water Board is required to review a jurisdiction's compliance with those diversion requirements in accordance with a specified schedule, which is conditioned upon the State Water Board finding that the jurisdiction complies with those requirements or has implemented its source reduction and recycling element and household hazardous waste element. The Bill requires the State Water Board to issue an order of compliance if the State Water Board finds that the jurisdiction has failed to make a good faith effort to implement its source reduction and recycling element or its household hazardous waste element, pursuant to a specified procedure.

The per capita disposal rate is a jurisdiction-specific index, which is used as one of several "factors" in determining a jurisdiction's compliance with the intent of AB 939, and allows CalRecycle and jurisdictions to set their primary focus on successful implementation of diversion programs. Meeting the disposal rate targets is not necessarily an indication of compliance. CalRecycle reports that the City of Costa Mesa's Disposal Rate Targets for Reporting Year 2017.

The proposed project is expected to be services by Costa Mesa Sanitary District. Participation in the City's recycling programs during project construction and operation, including CalRecycle's requirements, would ensure that the project would not conflict with federal, state, and local management and reduction statutes and regulations related to solid waste.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
19. Wildfire *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No impact. According to CAL FIRE, Fire Hazard Severity Zones (FHSZ) Map, the project site is not located within or near a State Responsibility Area (SRA) or Local Responsibility Area (LRA) or lands classified as a Very High Fire Hazard Severity Zone (CAL FIRE 2007). As mentioned in Section 9, Hazards, Impact f), Costa Mesa adopted an EOP in 2013, which complies with State law. The EOP outlines emergency implementation strategies using a warning system, EBS, EOC, and shelter system. Additionally, Costa Mesa participates in the SEMS, which is administered by the Governor's Office of Emergency Services.

The project would result in the conversion of an existing industrial building to a Permanent Bridge Shelter. Prior to approval, the project would be required to accommodate emergency vehicles to ensure adequate response and operation by Costa Mesa Police and Fire Departments. Therefore, project implementation is not anticipated to impair implementation of or physically interfere with an adopted emergency response plan. As such, no impacts would occur.

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?

No impact. According to the CAL FIRE FHSZ Map, the project site is not located within an SRA, LRA, or lands classified as a Very High FHSZ (CAL FIRE 2007)**.** The project site is relatively flat and is located within a heavily urbanized and built-up area of Costa Mesa surrounded by other industrial uses.

Prior to improvements, the project plans would be reviewed and approved by the Costa Mesa Building and Safety Division and the CMFD, which would require adequate compliance with the City's permit process and CMMC requirements. This would ensure that the project would not expose occupants to pollutant concentrations risks or uncontrolled spread due to slope, prevailing winds, wildland fires and other factors. Therefore, no impacts would occur.

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?

No impact. The project consists of the conversion of an existing industrial building to provide a Permanent Bridge Shelter in a heavily urbanized and industrial area of Costa Mesa. Nor is the project located within a FHSZ, SRA, or LRA (CAL FIRE 2017). Therefore, the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or result in ongoing impacts to the environment. The project would be reviewed and approved by the Costa Mesa Building and Safety Division and the CMFD, which would require adequate compliance with the City's permit process and CMMC requirements. As such, no impacts would occur.

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?

No impact. According to the CAL FIRE FHSZ Map, the project site is not located within or near an SRA or LRA, or lands classified as a Very High FHSZ; therefore, there are no impacts (CAL FIRE 2007). Further, the proposed project is comprised of relatively flat parcels located in an urbanized area surrounded by other industrial uses. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06059C0286J indicates the project site is located in Zone X: a zone that corresponds to areas outside of the 500-year flood or areas protected from the 100-year flood by levees (FEMA 2017). In other words, Zone X is defined as areas determined to be outside of the 0.2 percent annual chance of flood (i.e., a 500-year flood hazard area). These conditions preclude the possibility of subjecting people or structures to significant risks related to post-fire slop instability and landslides. Therefore, the proposed project would not be built within a 100-year flood hazard area. As such, there would be no impact.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
20. Mandatory Findings of Significance				
a) Does the project 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?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

a) Does the project 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?

Less than significant impact with mitigation incorporated. With implementation of MM BIO-1 and CUL-1, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. MM BIO-1 would protect sensitive bird species from potential impacts resulting from the project. MM CUL-1 would provide direction in the event that buried cultural resources are inadvertently discovered during remodel/renovations.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than significant impact with mitigation incorporated. The project would result in potentially significant impacts related to biological resources, geological resources, hazards and hazardous materials, and public services. However, with implementation of standard conditions and MM BIO-1, MM GEO-1, and MM HAZ-1 shall be implemented as part of the project. These mitigation measures would reduce impacts to a less than significant level.

All other impacts of the project were determined to have no impact or to be less than significant without the need for mitigation. Cumulatively, the project would not result in any significant impacts that would combine with other impacts of current or future projects. Therefore, the project in conjunction with other future projects, would not result in any cumulatively considerable impacts and no additional mitigation measures are required.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact with mitigation incorporated. All potential impacts of the project have been identified and mitigated to below a level of significance. Compliance with applicable existing laws and regulations and implementation of recommended mitigation (and improvement) measures would ensure that the project would not result in substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts would be less than significant and no additional mitigation measures are required.

Mitigation Measures

Implementation of MM BIO-1, MM CUL-1, MM GEO-1, and MM HAZ-1.

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