Print Form

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2019050014

Project Title: One Metro West

Lead Agency: City of Costa Mesa, Development Services Department

Contact Name: Minoo Ashabi, Principal Planner

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Project Location: 1683 Sunflower Avenue, Costa Mesa (*City*) County of Orange (*County*)

Project Decription (Proposed actions, location, and/or consequences).

The 15.23-acre project site is located at 1683 Sunflower Avenue in the City of Costa Mesa, Orange County. The project site is bound by Sunflower Avenue to the north, the South Coast Collection (SOCO) retail center to the east, the Interstate 405 Freeway (I-405 Freeway; San Diego Freeway) to the south, and industrial and logistics uses to the west. The project site is currently designated Industrial Park and zoned Industrial Park (MP) and is occupied by Sakura Paper Factory, Robinson Pharma, South Coast Baking, and Dekra-Lite Industries, Inc. within an approximate 345,000-square foot one-story industrial building.

The proposed project is a mixed-use development that consists of residential, specialty retail, creative office, and open space uses. The project is proposed to include up to 1,057 residential dwelling units (anticipated to be rental units), 25,000 square feet of commercial creative office, 6,000 square feet of specialty retail, and 1.5-acres of open space. The project would also include off-site improvements to Sunflower Avenue and a bicycle trail connection to the existing Santa Ana River Trail. All existing buildings, structures, parking areas, drive aisles, and hardscape/landscape improvements are proposed to be demolished. The proposed project requires approval of a General Plan Amendment, Zone Change, Specific Plan, Master Plan, Development Agreement, Tentative Tract Map, Tree Removal Permit, and Public Art Plan.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Draft EIR determined that the proposed project would result in significant and unavoidable environmental impacts for the following environmental topic areas despite implementation of mitigation: Air Quality, Greenhouse Gas Emissions, and Transportation. Mitigation Measure AIR-1 would require the construction contractor to utilize newer, Tier 3, construction equipment fitted with Level 2 diesel particulate filters (DPF), which would reduce NOx and PM emissions. Mitigation Measure AIR-2 requires the use of low VOC paints, which would reduce VOC emissions. NOx emissions would be reduced below the SCAQMD thresholds with implementation of Mitigation Measure AIR-1. However, even with implementation of Mitigation Measure AIR-2, VOC emissions would still exceed the applicable SCAQMD threshold. No other feasible mitigation exists to reduce VOC impacts from architectural coating. Thus, VOC emissions associated with project construction would result in a significant and unavoidable project level and cumulatively considerable impacts. Project-generated GHG emissions would exceed the SCAQMD significance threshold of 3,000 MTCO2e per year despite implementation of Mitigation Measures GHG-1 and GHG-2 pertaining to preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles and installation of electric vehicle charging stations. Therefore, GHG emissions would result in significant and unavoidable project level and cumulatively considerable impacts. Regarding transportation, despite implementation of Mitigation Measures T-1 and T-2 regarding fair share improvements, project impacts to multiple intersections and the freeway system would remain significant and unavoidable for project level and cumulatively considerable conditions. Last, although VMT reduction strategies reduce VMT impacts from the proposed creative office use, the project impacts would remain significant and unavoidable.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Areas of controversy known to the Lead Agency at this time include transportation impacts.

The City of Costa Mesa invites any and all input and comments from interested agencies, persons, and organizations regarding the Notice of Availability (NOA) for the One Metro West Public Review Draft EIR. Commenters must submit any comments in response to the NOA beginning February 7, 2020 and ending at 5:00 p.m. on March 23, 2020.

Provide a list of the responsible or trustee agencies for the project.

- California Public Utilities Commission
- Orange County Flood Control District (OCFCD)
- Santa Ana Regional Water Quality Control Board
- Orange County Sanitation District
- Costa Mesa Sanitary District
- Orange County Airport Land Use Commission
- City of Fountain Valley