Final Program Environmental Impact Report

Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program

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1 Introduction

1.1 Purpose

In accordance with the California Environmental Quality Act (CEQA) as amended (California Public Resources Code [PRC] Sections 21000, et seq.) and CEQA Guidelines (California Code of Regulations [CCR] Title 14, Chapter 3, Sections 15000, et seq.), the City of Costa Mesa (City) has prepared this Final Program Environmental Impact Report (Final PEIR) for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program and associated discretionary actions (collectively referred to as the "Project"). As required by Section 15132 of the CEQA Guidelines, this Final PEIR consists of the following: the Draft PEIR and Appendices (incorporated herein by reference); copies of comment letters received on the Draft PEIR; a list of persons, organizations, and public agencies commenting on the Draft PEIR; responses to all comments received on the Draft PEIR; and updated information added by the City. Additionally, the Mitigation Monitoring and Reporting Program (MMRP) is included in this Final PEIR.

1.2 Environmental Review Process

As defined in CEQA Guidelines Section 15050, the City is the Lead Agency responsible for preparing the PEIR for the Project.

1.2.1 Notice of Preparation and Scoping Meeting

In accordance with Section 15082(a) of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) for a public review period. The required 30-day public review period began on November 17, 2025, and ended on December 19, 2025. The NOP was distributed to the State Clearinghouse, public agencies, responsible and trustee agencies, and other interested parties; filed with the Orange County Clerk; and published in the *Daily Pilot – Los Angeles Times* newspaper. Printed copies of the NOP were available for public review at City Hall, the Mesa Verde Library, and Costa Mesa/Donald Dungan Library. In addition, electronic copies of the NOP were made available for download on the City's website and the Project's website at:

https://www.costamesaca.gov/government/departments-and-divisions/community-development/planning/environmental-notices-and-reports

https://www.costamesaneighborhoods.com/resources

The NOP and comment letters are provided in Appendix A of the Draft PEIR. Additionally, a Scoping Meeting was held on December 10, 2025, at 5:30 PM. Scoping Meeting comments are provided in Table 1-2, Scoping Meeting Comments Summary, of the Draft PEIR.

1.2.2 Draft Program Environmental Impact Report

The Draft PEIR was circulated for public review from June 16, 2026, through August 3, 2026. A Notice of Completion (NOC) and Notice of Availability (NOA) of the Draft PEIR were submitted to the State Clearinghouse; posted at the County Clerk's office; and published in the *Daily Pilot – Los Angeles Times* newspaper. Hardcopies of the Draft PEIR,

with electronic copies of all appendices, were available for public review at City Hall, the Mesa Verde Library, and Costa Mesa/Donald Dungan Library. The Draft PEIR was also posted on City's website for public review at:

https://www.costamesaca.gov/government/departments-and-divisions/community-development/planning/environmental-notices-and-reports

1.2.3 Final Program Environmental Impact Report

The Final PEIR addresses the comments received on the Draft PEIR during the public review period and includes changes to the text of the PEIR in accordance with comments that necessitated revisions. This Final PEIR is made available to the Planning Commission and the City Council for certification as the environmental document for the proposed Project. All agencies who commented on the Draft PEIR will be provided with a written response, pursuant to CEQA Guidelines Section 15088(b). The Final PEIR is posted on the City's website at:

https://www.costamesaca.gov/government/departments-and-divisions/community-development/planning/environmental-notices-and-reports

The minor clarifications, modifications, and editorial corrections that were made to the Draft PEIR are shown in Chapter 3, Errata, of this Final PEIR. None of the revisions that have been made to the Draft PEIR resulted in new significant environmental impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft PEIR; and none of the revisions brought forth a feasible project alternative or mitigation measure that is considerably different from those set forth in the Draft PEIR. Furthermore, the revisions do not cause the Draft PEIR to be flawed such that it precludes meaningful public review. As none of the CEQA criteria for recirculation pursuant to Section 15088.5 of the CEQA Guidelines have been met, recirculation of the Draft PEIR is not warranted.

1.2.4 Staff Recommendations

A public hearing will be held before the Planning Commission on September 14, 2026. The Notice of Public Hearing before the Planning Commission was published in the *Daily Pilot – Los Angeles Times* newspaper and on the City's website. The hearing notice was also sent to interested individuals and organizations. At the conclusion of this public hearing, the Planning Commission may make recommendations to the City Council, including the certification of the PEIR; findings relative to the Project's environmental effects after implementation of mitigation measures; and approve, deny, or modify the Project.

To address comments received during the public review period for the Draft PEIR, the staff report to the Planning Commission reflects the Revised Project. Revisions remove parcels from the Planning Area and update the Project to be consistent with the latest Housing Element sites inventory, adopted by the City Council at their September 1, 2026, meeting. As demonstrated further in Section 1.4, Revised Project, of this Final PEIR, no new significant environmental impacts and no substantial increase in the severity of impacts would occur from these revisions to the proposed Project. As such, the recommended revisions are not significant, as defined in CEQA Guidelines, Section 15088.5 and therefore do not change the conclusions of the Draft PEIR.

1.3 Organization of Final PEIR

This Final PEIR is organized in the following sections:

- **Chapter 1, Introduction.** This section describes CEQA requirements, the environmental review process, and organization of this Final PEIR.
- **Chapter 2, Response to Comments.** This section provides a list of agencies and interested persons commenting on the Draft PEIR, copies of comment letters received during the public review period, and individual responses to written comments.
- **Chapter 3, Errata.** This section contains revisions to the Draft PEIR text as a result of changes to the Project Description that have occurred subsequent to the public review of the Draft PEIR, as well as changes made to address comments received by agencies and interested persons as described in Section 2.
- **Chapter 4, Mitigation Monitoring and Reporting Program.** This section provides the full Mitigation Monitoring and Reporting Program (MMRP) for the Project and reflects any revisions provided in Section 3, Revisions to the Draft PEIR. The MMRP lists all of the proposed mitigation measures (MM) by environmental issue and identifies the action required, mitigation timing, responsible party for implementing the MM, and monitoring agency responsible for ensuring each MM is implemented.

1.4 Revised Project

The Draft PEIR analyzed the proposed Project at a net buildout of 21,522 dwelling units and 10,630,361 nonresidential/commercial square feet across 1,079 parcels. The Revised Project, as shown in Figure 1, Revised Planning Area, is comprised of a net buildout of 22,441 dwelling units[1] and 10,459,263 nonresidential/commercial square feet across 1,058 parcels. This represents an increase of approximately 919 individuals, or 4.3%, to the estimated residential buildout and a decrease of approximately 1.6% to the estimated nonresidential/commercial buildout, as well as a reduction of 21 parcels which have been removed from the Project's Planning Area. The Revised Project is the result of three actions: 1) removal of select sites, 2) corrections to technical discrepancies, and 3) changes to Housing Element sites. A description of these actions as well as the resulting impact to the residential and nonresidential/commercial buildout is described further below.

1.4.1 Removal of Select Sites

The proposed Project was comprised of 1,079 parcels. The Revised Project is comprised of 1,058 parcels, which reflects the removal of 21 parcels to reflect the recommendations from the Airport Land Use Commission of Orange County (ALUC) as well as one property owner's request. This action contributed to the decrease in nonresidential/commercial buildout of the Revised Project, but it did contribute to the increase in residential buildout of the Revised Project.

ALUC Recommendations

On July 16, 2026, the ALUC submitted a letter of determination to the City for its review of the proposed Project. It found the proposed Project to be inconsistent with the Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA) with regards to Aircraft Noise Impacts, Height Restrictions, and Safety Zones and Flight Tracks. To be

[1] 22,949 units at buildout – 508 existing units = 22,441 net new buildout

responsive to ALUC's request to remove residential uses from Safety Zones 1, 2, and 3, as well as within the 65 dB CNEL noise contour, the City has removed 18 parcels from the Project, as listed below. Note that 16 parcels were removed to pursuant to ALUC's request, while 2 parcels were removed given the lack of remaining parcels in the immediate area to enable the potential for lot consolidation of sites greater than 0.5 acres in area.

- APN 427-362-03: Lack of contiguous adjacency to other sites to enable lot consolidation >0.5 acre
- APN 427-362-04: Lack of contiguous adjacency to other sites to enable lot consolidation >0.5 acre
- APN 427-362-02: Within 65+ dBA
- APN 427-362-05: Within 65+ dBA
- APN 427-362-06: Within 65+ dBA
- APN 427-362-07: Within 65+ dBA
- APN 439-312-10: Within 65+ dBA
- APN 119-200-13: Within 65+ dBA
- APN 119-200-14: Within 65+ dBA and Safety Zone 3
- APN 119-200-36: Within 65+ dBA and Safety Zone 3
- APN 119-401-06: Within 65+ dBA and Safety Zone 3
- APN 119-401-05: Within 65+ dBA and Safety Zone 3
- APN 119-401-01: Within 65+ dBA and Safety Zone 3
- APN 119-401-02: Within 65+ dBA and Safety Zone 3
- APN 119-401-04: Within 65+ dBA and Safety Zone 3 and 1
- APN 119-401-03: Within 65+ dBA and Safety Zone 3 and 2
- APN 427-165-06: Within 65+ dBA
- APN 427-165-07: Within 65+ dBA and Safety Zone 3

Property Owner Request

On August 7, 2026, the City received a formal request from a property owner to remove their 3 sites from the Project's Planning Area, as listed below.

- APN 424-071-06: Non-Housing Element site
- APN 424-061-06: Housing Element site
- APN 424-061-05: Housing Element site

1.4.2 Corrections to Technical Discrepancies

The proposed Project relied on parcel data provided and available at the time of preparation of the Draft PEIR. Since then, data for 4 parcels has been updated based on corrected information. Updates included corrections to parcel acreage, APNs, and/or assigned maximum residential densities, as noted below. This action contributed to the

increase in residential buildout of the Revised Project, but did not contribute to the decrease in nonresidential/commercial buildout of the Revised Project.

- APN 410-441-17 also known as Sakioka Lot 2 (14850 Sunflower Ave): This property was previously listed with an incorrect APN and therefore assigned an incorrect maximum residential density of 60 dwelling unit per acre (du/ac). Upon correction, the property now reflects an increased maximum residential density of 90 du/ac consistent with the assumptions previously made in the Housing Element.
- APN 410-501-25: This property was previously listed with an incorrect parcel size of 0.74 acres. Upon correction, the property now reflects an increased parcel size of 2.5 acres.
- APN 419-031-09: This property was previously listed with an incorrect parcel size of 1.17 acres. Upon correction, the property now reflects an increased parcel size of 4.35 acres.
- APN 439-312-12: This property was previously listed with an incorrect APN.

1.4.3 Changes to Housing Element Sites

At the time of preparation of the Draft PEIR, the Housing Element sites included in the Project's Planning Area reflected those adopted in the adopted Housing Element as of May 9, 2023. On March 17, 2026, the City adopted an amendment to the Housing Element to remove 17 sites and add 2 sites per property owner requests. In accordance with "No Net Loss" provisions of State law (pursuant to Government Code Section 65863), which requires the City to identify new sites to accommodate the City's Regional Housing Needs Allocation (RHNA), the City has since amended its Housing Element to reflect the addition of 95 new sites (identified from existing Measure K sites) and removal of an additional 6 sites as described further below. This action contributed to the increase in residential buildout of the Revised Project, but it did not contribute to the decrease in nonresidential/commercial buildout of the Revised Project.

Removal and Addition of Housing Element Sites

The Revised Project reflects the removal of 23 original sites from the Housing Element, which equates to 17 original sites removed per City Council direction in March 2026 plus and an additional 6 original sites requested for removal thereafter per property owners, representing a loss of 7,288 dwelling units in residential capacity from the Housing Element. These removed sites included several large parcels (up to 30 acres in area) and parcels with high residential densities (up to 90 dwelling units per acre). Because these relatively few sites accounted for a substantial amount of housing capacity, replacing the lost capacity required the City to identify a larger number of generally smaller sites across a broader range of densities (30 to 90 dwelling units per acre). As a result, the City identified 95 additional sites to compensate for the removal of 23 sites. A list of removed and added sites is provided in Appendix A-2.

Realistic Residential Capacity Assumptions

Pursuant to Government Code Section 65583.2(c), housing elements are required to apply a "realistic capacity" methodology to all housing element sites. Realistic capacity refers to the number of units a site is reasonably expected to yield when accounting for site-specific constraints and development conditions. This differs from the theoretical maximum yield which is calculated strictly from allowable maximum density and parcel size. Whereas the previously adopted Housing Element generally assumed development capacity at approximately 90 to 110 percent of maximum permitted residential density, the revised Housing Element assumes a more conservative

approach that sites may achieve approximately 80 percent of their maximum permitted residential density (in comparison to the assumptions made in the original Housing Element). While the revised methodology reduces the assumed yield per site, the expanded number and diversity of sites in the inventory more than offsets this reduction, resulting in an overall increase in residential capacity.

Affirmatively Furthering Fair Housing Compliance

In addition, the Revised Project consisting of new Housing Element sites reflects the City's statutory obligation to affirmatively further fair housing (AFFH). Housing Element Law requires the identification of sites to be consistent with the City's duty to AFFH, rather than evaluating sites solely on the basis of whether they provide sufficient capacity and density to accommodate the RHNA. State Law and the California Department of Housing and Community Development's guidance directs jurisdictions to identify housing opportunities throughout the community by both avoiding the concentration of lower-income housing opportunities in lower-resource or segregated areas and the identification of housing capacity in higher-resourced and racially concentrated areas of affluence areas to ensure equitable distribution of housing at all income levels throughout the community. Accordingly, the Revised Project expands the geographic distribution of Housing Element sites to include areas such as North Costa Mesa, 19 West, SoBECA and Newport Boulevard, consistent with the revised Housing Element. This broader distribution required the City to identify sites with varying sizes, existing uses, and permitted densities rather than concentrating replacement capacity within a limited number of high-density locations. The changes to the Housing Element sites reflect the combined effect of replacing the capacity lost through removal of previously identified sites, applying a more conservative 80 percent realistic capacity assumption when compared to the original Housing Element's assumptions, and distributing sites more equitably throughout the city in accordance with AFFH requirements.

1.4.4 Resulting Change to Realistic Residential Buildout

The proposed Project identified 21,522 net new dwelling units across 1,079 parcels. The Revised Project identifies 22,441 net new dwelling units across 1,058 parcels. This represents an increase of approximately 4.3% to the proposed realistic residential buildout. Figure 2, Difference in Realistic Future Dwelling Unit Capacity, illustrates those parcels which resulted in either a decrease of residential capacity (given the parcel's removal from the Housing Element), no change in residential capacity, or increase in residential capacity (given a change in either the parcel's area and/or assumed maximum residential density).

1.4.5 Resulting Change to Realistic Non-Residential/Commercial Buildout

The proposed Project identified 10,630,361 square feet of net new non-residential/commercial floor area across 1,079 parcels, resulting in approximately 14,454 employees. The Revised Project identifies 10,459,263 square feet of net new non-residential floor area across 1,058 parcels, resulting in approximately 14,221 employees. This represents a decrease of approximately 1.6% to the proposed realistic non-residential/commercial buildout. This decrease is the result of a decrease in total number of parcels within the Planning Area. The reduction in total parcels resulted in a reduction in total site area of the Planning Area, which further reduced the total non-residential/commercial square footage capacity (both existing and new/future) of the Project. As a result of the reduced non-residential/commercial capacity, the number of net new employees was correspondingly reduced.

Costa Mesa City Boundary
Parcel Boundaries
Housing Element Opportunity Sites
Measure K Sites

SOURCE: City of Costa Mesa, Orange County Sanitation District, Open Street Map

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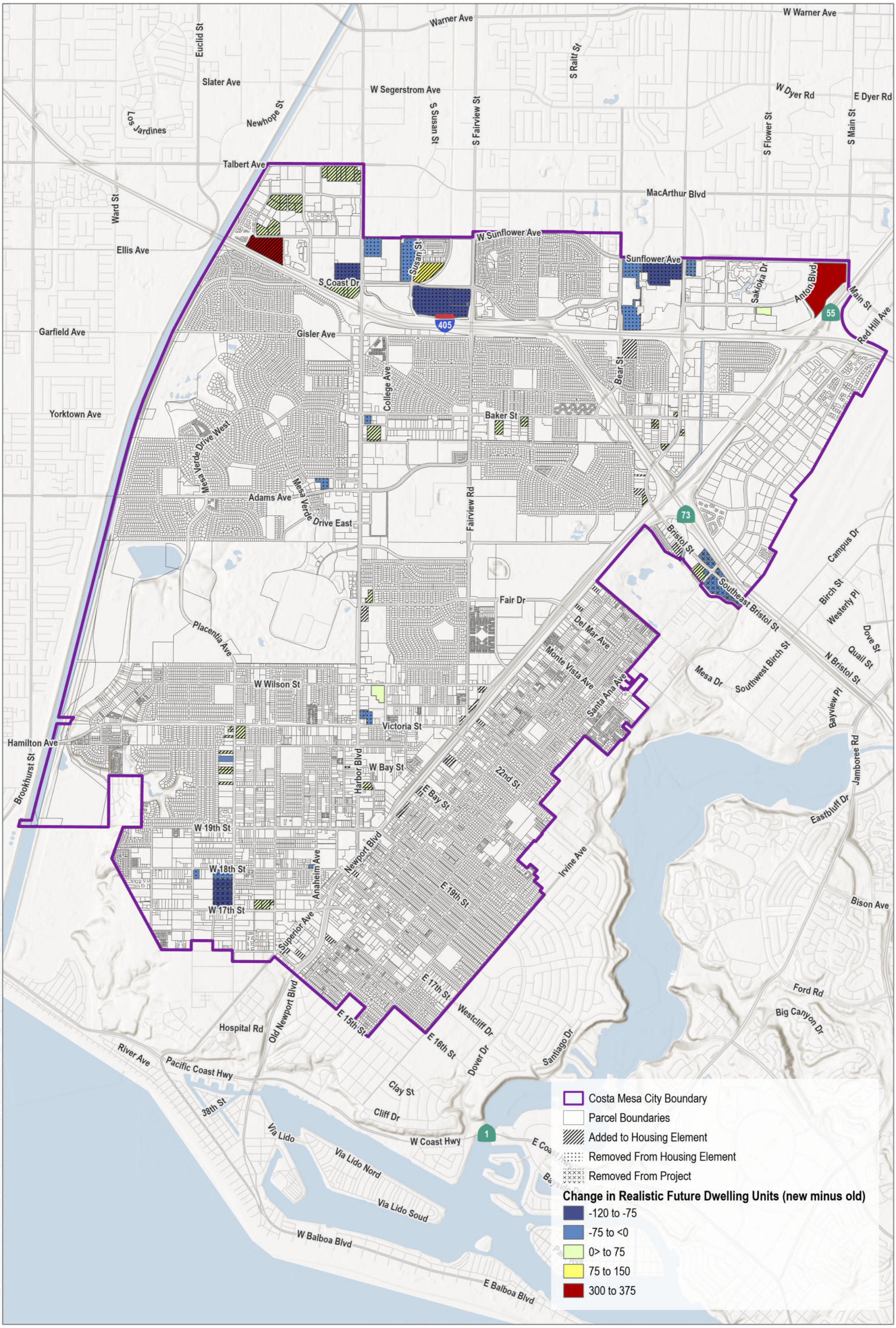
0 0.25 0.5 Miles

FIGURE 1

Revised Planning Area

Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation

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SOURCE: City of Costa Mesa, Orange County Sanitation District, Open Street Map

FIGURE 2

Costa Mesa

0 0.25 0.5 Miles

Change in Realistic Future Dwelling Unit Capacity

Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation

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1.5 Environmental Analysis for the Revised Project

As outlined in CEQA Guidelines Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification.

> *As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
>
> > *(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
> >
> > *(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
> >
> > *(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.*
> >
> > *(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish & Game Com. (1989) 214 Cal.App.3d 1043).*
>
> *(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*
>
> *(c) If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.*
>
> *(d) Recirculation of an EIR requires notice pursuant to Section 15087, and consultation pursuant to Section 15086.*
>
> *(e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.*

As set forth by the analysis in Sections 1.5.1 through 1.5.20, below, none of the revisions that have been made to the Draft PEIR resulted in new significant environmental impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft PEIR; and none of the revisions brought forth a feasible project alternative or mitigation measure that is considerably different from those set forth in the Draft PEIR. Furthermore, the revisions do not cause the Draft PEIR to be flawed such that it precludes meaningful public review. As none of the CEQA criteria for recirculation have been met, recirculation of the Draft PEIR is not warranted.

1.5.1 Aesthetics

a) Would the project have a substantial adverse effect on a scenic vista?

As stated in the Initial Study, this threshold was determined to have a less-than-significant impact. According to the City's General Plan EIR, scenic vistas within the City are limited to large areas of undeveloped land that offer views of scenic resources such as the Santa Ana River and the Santa Ana Mountains. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, increases in height on these parcels have already been considered in the Draft PEIR. As shown in Figure 2 of this Final PEIR, the Revised Project would result in increases and decreases in building height potential throughout the Planning Area. The amended MUOD would implement maximum building height standards that are tied to the maximum allowable residential density. The maximum density allowed under the amended MUOD would be 90 du/ac. As such, the maximum building height under the amended MUOD would be 108 feet. Parcels with a 108-foot building height maximum would be limited to the North Costa Mesa subarea and other parcels north of I-405. Increases in building height potential beyond what was assessed in the Draft PEIR would occur in North Costa Mesa, which would be limited to 108-foot maximum, and would not affect scenic vistas of the Santa Ana River or undeveloped areas (e.g., Fairview Park). Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As stated in the Initial Study, this threshold was determined to have no impact. The California Department of Transportation (Caltrans) California Scenic Highway Mapping System includes officially designated and eligible State scenic highways within the Planning Area's vicinity. As with the proposed Project, the closest officially designated state scenic highway is a portion of State Route (SR) 91 located between the SR-55 interchange and Imperial Highway over 10 miles north of the City. Given the distance, the Planning Area is not within the viewshed of this scenic highway. As such, additional development associated with the Revised Project would not substantially damage scenic resources within the viewshed of SR-91. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

c) In non-urbanized areas, would the project 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?

As stated in Section 4.1, Aesthetics of the Draft PEIR, this threshold was determined to have significant and unavoidable impacts even with the implementation of MM-4.1-1. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. As with the proposed Project, implementation of the Revised Project would incorporate development standards associated with the amended MUOD, which would subject future development to regulations on height, setbacks, and open space in accordance with the development standards of their respective permitted

uses. The City maintains scenic quality through regulations within the Municipal Code and goals/policies within the General Plan. As further detailed in Section 4.1, Aesthetics, of the Draft PEIR, the proposed Project would have a potential to conflict with General Plan Policy LU 2.7 and Policy LU 7.2.

> *Policy LU 2.7. Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.*
>
> *Policy CD-7.2. Preserve the character and scale of Costa Mesa's established residential neighborhoods where possible; when new residential development is proposed, encourage that the new structures are consistent with the prevailing character of existing development in the immediate vicinity, and that new development does not have a substantial adverse impact on adjacent areas.*

Similar to the proposed Project, the Revised Project would implement the amended MUOD with maximum building heights tied to residential density. Maximum density from 20 dwelling units per acre to 40 dwelling units per acre would have a maximum allowable building height of 60 feet. Maximum building height would be 72 feet for projects with a maximum density of 60 dwelling units per acre, and would be 108 feet for projects with a maximum density of 90 dwelling units per acre. Given the Revised Project, the residential density permitted on Planning Area parcels would increase or decrease, as shown in Figure 2 to the Final PEIR. In turn, the maximum building height would change, as applicable. This incremental change in building height on select parcels within the Planning Area would not result in a substantial increase in the severity of potential impacts on scenic quality when compared to the Draft PEIR. In addition, some of the development potential under the Revised Project would be on parcels in a Transit Priority Area (TPA). In accordance with SB 743, aesthetic impacts for future projects in a TPA would not be considered significant. However, there are areas outside of a TPA and adjacent to single-family or lower-profile residences that would have increased maximum height due to the Revised Project. As such, MM-4.1-1, Shade and Shadow Analysis, would continue to be required to address potential compatibility issues, such as building height. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

As stated in the Initial Study, this threshold was determined to have a less-than-significant impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. As described in Chapter 3, Project Description, of the Draft PEIR, building height for residential and vertical mixed-use projects allowed under the proposed MUOD amendments would fluctuate depending on the maximum allowable residential density. The changes in building height would have an incremental effect on lighting and glare. The Revised Project would be subject to provisions governing lighting and glare in accordance with the development standards set forth in the MUOD, as well as all applicable regulations in the Costa Mesa Municipal Code (CMMC) and General Plan. This incremental change in building height on select parcels within the Planning Area would not result in a substantial increase in the severity of potential impacts related to lighting or glare when compared to the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.2 Agriculture and Forestry Resources

a) Would the project 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?

As stated in Section 4.2, Agriculture and Forestry Resources of the Draft PEIR, this threshold was determined to have significant and unavoidable impacts with no feasible mitigation to reduce impacts to a less-than-significant level. As illustrated on Figure 2-4, Existing Zoning, in Chapter 2, Environmental Setting, of the Draft PEIR, under existing conditions, the Planning Area includes land that is zoned to support agricultural use. The two parcels containing Important Farmland are zoned as Planned Development Commercial (PDC), as shown on Figure 2-4.

As described in Chapter 3, Project Description, of the Draft PEIR, the MUOD would supersede the base zones of identified Housing Element sites. Specifically, Housing Element sites are required under California Government Code Section 65583.2(h) to provide a minimum amount of residential floor area and achieve a minimum residential density, such that projects consisting of 100 percent of residential uses would be permitted. Note that such requirements do not preclude the possibility of a mixed-use project on a Housing Element site, as long as it is compliant with State law, including the requirement to provide at least 50 percent of the total floor area as residential uses at a minimum density of 20 du/ac. Given these site restrictions as Housing Element sites, the two parcels would be required to be redeveloped in accordance with State Housing Law.

The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. As with the proposed Project, the Revised Project would apply the amended MUOD on land designated as Prime Farmland and Farmland of Statewide Importance. However, under the Revised Project, the western parcel previously identified as Housing Element sites have been removed from the sites inventory, but would remain under the Planning Area and subject to the provisions of the amended MUOD. However, the eastern parcel, also referred to as “Sakioka Lot 2” would remain as a Housing Element site (and would result in an increase potential of residential capacity, see Figure 2). Given this, the Revised Project would continue to have the potential to redevelop land designated as Farmland of Statewide Importance, which is identified by the Land Evaluation Site Assessment (LESA) analysis in the Draft PEIR as a significant agricultural resource. Given this, the impact conclusions in the Draft PEIR would not change because the Sakioka Lot 2 would remain as a Housing Element site and would be developed in accordance with the requirement to provide at least 50 percent of the total floor area as residential uses at a minimum density of 20 du/ac. No new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Would the project 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) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e) Would the project 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?

As stated in Section 4.2, Agriculture and Forestry Resources of the Draft PEIR, Threshold B) was determined to have a less-than-significant impact, and Threshold E) was determined to have no impact. As stated in the Initial Study, Thresholds C) and D) were determined to have no impact. As discussed in the Draft PEIR, two parcels within the Planning Area support agricultural uses under existing conditions and are zoned Planned Development Commercial (PDC). Under the Revised Project, the western parcel previously identified as Housing Element sites have been removed from the sites inventory, but would remain under the Planning Area and subject to the provisions of the amended MUOD. Therefore, these removed parcels are not subject to the Housing Element site requirement to provide at least 50 percent of the total floor area as residential uses at a minimum density of 20 du/ac. Removal of these parcels would reduce impacts on agricultural land when compared to the analysis presented in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.3 Air Quality

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Section 4.3, Air Quality, of the Draft PEIR concluded that the proposed Project could conflict with or obstruct implementation of the applicable air quality plan and, therefore, would result in a significant and unavoidable impact. Based on the South Coast Air Quality Management District's (SCAQMD) recommended air quality plan consistency criteria, implementation of the proposed Project was anticipated to exceed SCAQMD regional construction and operational emissions thresholds and could exceed the growth forecasts and underlying land use assumptions incorporated into the SCAQMD's 2022 Air Quality Management Plan (AQMP), which is the current applicable air quality plan. As such, under Section 4.3, Air Quality of the Draft PEIR, this threshold was determined to have a significant and unavoidable impact even with implementation of MM 4.3-1 through MM-4.3-11.

Similarly, the Revised Project would have the potential to conflict with or obstruct implementation of the 2022 AQMP based on these same consistency criteria. With respect to Consistency Criterion No. 1, the analysis of below evaluates whether the Revised Project could violate an air quality standard or substantially contribute to an existing or projected air quality violation through application of SCAQMD regional construction and operational emissions thresholds. The Revised Project would continue to be subject to all applicable federal, state and local regulations as well as MM-4.3-1 through MM 4.3-11. As discussed below, the Revised Project would continue to exceed both construction and operational emissions thresholds.

With respect to Consistency Criterion No. 2, implementation of the Revised Project would facilitate additional population growth and housing development within the Planning Area. Although the Revised Project would include a modest reduction in non-residential development relative to the proposed Project, it would result in an overall increase in residential capacity. Similar to the proposed Project, the Revised Project affects the demographic projections and growth assumptions that underlie the Southern California Association of Governments (SCAG) forecasts and, consequently, the assumptions incorporated into the 2022 AQMP.

Accordingly, even with mitigation, the Revised Project would continue to have the potential to conflict with or obstruct implementation of the applicable air quality plan, and the significant and unavoidable impact conclusion identified in the Draft PEIR would not be changed. However, the proposed changes in development intensity associated with the Revised Project are minor and do not materially alter the basis of the PEIR's conclusions. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

b) Would the project 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?

The Draft PEIR determined that the proposed Project, even with implementation of MM-4.3-1 through MM 4.3-11, could result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and impacts would be significant and unavoidable. As with the proposed Project, the Revised Project consists of a rezoning program and does not propose any direct development; however, the proposed land use changes would allow for incrementally more dense development than was analyzed in the Draft PEIR. As such, construction and operation of the Revised Project would similarly result in emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$), as discussed below.

Construction Emissions

As discussed in Section 1.4 of this Final PEIR, the Revised Project would an increase of approximately 4.3% to the proposed realistic residential buildout and a decrease of approximately 1.6% to the proposed realistic nonresidential/commercial buildout. Given the relatively minor changes in overall land use development, the speculative nature of future project-specific construction activities, and the methodology used to estimate construction emissions in the Draft PEIR, construction emissions associated with the Revised Project would not differ substantially from those previously evaluated. Accordingly, the Revised Project would continue to result in significant and unavoidable short-term construction emissions. However, these impacts would not be substantially more severe than those disclosed in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Operational Emissions

Operation of future development under the Revised Project within the Planning Area could potentially generate criteria air pollutant emissions from mobile sources (vehicular travel), energy sources (natural gas), and area sources (landscaping equipment, hearths, consumer products, and architectural coatings). To estimate the change in operational emissions between the Revised Project and the Project, emissions were modeled using the California Emissions Estimator Model (CalEEMod). For consistency and comparability, the same methodology described in Section 4.3.4.1, Methodology, of the Draft PEIR, was applied to the Revised Project. The primary difference between the Revised Project and Project model runs were the land use inputs. For the Revised Project, 22,441 residential dwelling units and 10,459,263 square feet of nonresidential land uses were assumed. All other modeling assumptions, including trip generation rates and CalEEMod default parameters, were consistent with those used for the Project.

Table AQ-1 presents the estimated maximum daily operational emissions for the Revised Project at buildout in 2056, along with the Project (see Table 4.3-8 of the Draft PEIR), and the net change between the Revised Project and the Project as analyzed in the Draft PEIR.

Table AQ-1. Estimated Buildout Maximum Daily Operational Criteria Air Pollutant Emissions – Unmitigated

Revised Project						
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Emission Source	Pounds per day					
Area	967.36	358.34	1,908.74	2.27	29.08	28.74
Energy	6.97	122.71	76.41	0.76	9.64	9.64
Mobile	769.14	422.27	5,409.80	14.78	1,745.09	446.15
Total	**1,743.47**	**903.32**	**7,394.95**	**17.81**	**1,783.81**	**484.53**
SCAQMD Operational Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Project						
Area	949.14	345.41	1,862.88	2.19	28.06	27.72
Energy	6.89	121.31	76.21	0.75	9.52	9.52
Mobile	773.22	419.07	5,418.44	14.17	1,743.51	445.7
Total	**1,729.25**	**885.79**	**7,357.53**	**17.11**	**1,781.09**	**482.94**
SCAQMD Operational Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Comparison of the Revised Project and Project						
Revised Project	1,743.47	903.32	7,394.95	17.81	1,783.81	484.53
Project	1,729.25	885.79	7,357.53	17.11	1,781.09	482.94
Net Change (Revised Project – Project)	**14.22 (0.82%)**	**17.53 (1.98%)**	**37.42 (0.51%)**	**0.70 (4.09%)**	**2.72 (0.15%)**	**1.59 (0.33%)**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; SCAQMD = South Coast Air Quality Management.

CalEEMod's latest forecast year for mobile source emissions factors is 2050. Therefore, while the Project's buildout year is 2056, 2050 emissions factors for mobile sources were utilized.
No California Air Resources Board Adjustments made for either scenario.
See Appendix B to the Final PEIR for complete results.

As shown in Table AQ-1, maximum daily operational emissions from full buildout of the Revised Project would exceed the SCAQMD daily significance thresholds for VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$. This is consistent with the conclusion reached for the Project in the Draft PEIR. The incremental net change in emissions between the Revised Project and the Project as analyzed in the Draft PEIR is anticipated to be negligible, with estimated emissions for all pollutants differing from 0.15% to 4.09%, as shown in Table AQ- 1. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

The assessment in Section 4.3, Air Quality, of the Draft PEIR determined that the Project could expose sensitive receptors to substantial pollutant concentrations, and even with implementation of MM-4.3-1 through MM-4.3-11, impacts would be significant and unavoidable. Because the Revised Project would not introduce new types of land uses previously not evaluated and would result in nominal changes to land use buildout (less than 4%), the Revised Project would result in the same conclusions as the Project for this threshold, as summarized below.

Localized/Ambient Air Quality. The Draft PEIR explains that the SCAQMD localized significance threshold methodology is intended for use in evaluating localized air quality impacts at the project-specific level and is not applicable to broad planning-level analyses, such as the Project. Because the Revised Project remains a program-level planning effort and does not alter the nature or scope of the analysis in this regard, a localized significance threshold analysis would similarly not be warranted. Accordingly, the conclusions presented in the Draft PEIR regarding localized air quality impacts remain applicable to the Revised Project.

Air Movement in the Planning Area. The Draft PEIR evaluated the potential effects of building height on air movement. As described in the Chapter 3, Project Description, of the Draft PEIR, the height of residential and vertical mixed-use buildings permitted under the proposed MUOD amendments may vary based on the maximum allowable residential density. As a result of the Revised Project, some parcels (notably in North Costa Mesa) would have an increase in building height maximum when compared to what was analyzed under the Draft PEIR. As shown in Figure 2, the parcels with an increase in residential capacity would generally demonstrate an increase in building height maximums. However, the increases shown are limited to a few parcels that are not adjacent to each other and would not have the potential to influence air flow patterns. Moreover, the I-405 freeway runs roughly parallel to the prevailing wind direction, and would reduce pollutant concentrations. Furthermore, as similar to the discussion in the Draft PEIR, predicting dispersion effects for hypothetical buildings that may be constructed as a result of the Revised Project would require speculative assumptions regarding future site layouts and architectural forms. CEQA does not require speculative analysis where impacts cannot be meaningfully assessed absent site-specific proposals. Instead, program-level review appropriately evaluates whether the plan introduces new sources of emissions, increases emissions, or changes traffic conditions; none of which occurs as a function of allowable building height. Accordingly, the analysis and conclusions presented in the Draft PEIR regarding air movement and building height remain applicable to the Revised Project.

Health Effects of Carbon Monoxide. The Draft PEIR concluded that future development facilitated by the Project would not create new or worsen existing traffic congestion to a level that would result in CO hotspots. The Revised Project would generate only a nominal increase in vehicle trips relative to the Project and would not materially alter the traffic conditions evaluated in the Draft PEIR. Accordingly, the Revised Project would similarly result in a less-than-significant impact related to CO hotspots, and the impact would not be substantially more severe than that previously evaluated and disclosed in the Draft PEIR.

Toxic Air Contaminants – Construction. The Draft PEIR determined that construction activities associated with implementation of the Project could expose existing and future sensitive receptors to toxic air contaminants (TACs), resulting in a potentially significant impact. Construction activities anticipated under the Revised Project would be potentially incrementally increased in intensity (e.g. potentially additional floors on a building that would otherwise have been constructed under the proposed Project) when compared to those evaluated in the Draft PEIR. Accordingly, the Revised Project would result in the same potentially significant impact conclusion identified for the Project and construction-related TAC sources and exposure conditions would remain substantially similar. Therefore, impacts would not be substantially more severe than those previously evaluated in the Draft PEIR.

Toxic Air Contaminants – Operation. The Draft PEIR concluded that future development projects could expose sensitive receptors to substantial pollutant concentrations during long-term operations, resulting in a significant and unavoidable impact. The Revised Project would not alter the types of land uses evaluated in the PEIR and, therefore, would have the potential to include similar sources of TAC emissions, such as emergency generators and boilers. Accordingly, the Revised Project would result in the same significant and unavoidable impact identified for the Project. Because the land use types and associated TAC-emitting sources would remain substantially similar, the impact would not be substantially more severe than that previously evaluated in the Draft PEIR.

Valley Fever. The Draft PEIR determined that implementation of the Project would not result in a significant impact related to exposure to Valley fever (*coccidioidomycosis*), based on the Planning Area's geographic location and compliance with applicable regulatory requirements and dust control measures designed to minimize the release of and exposure to fungal spores. The Revised Project would not alter the geographic setting of the Planning Area or the types of land uses evaluated in the Draft PEIR and there would be no increased potential for Valley Fever.

Given the above, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The Draft PEIR explained that, although the Project identifies the general locations where future development may occur and allows assumptions to be made regarding permitted land use types, the specific characteristics of future development projects, including individual tenants and site-specific operational details, have not yet been identified. As a result, the precise nature and location of potential odor sources associated with Project buildout cannot be determined at this time. However, future development within the Planning Area would be required to comply with SCAQMD Rule 402, Nuisance,

which prohibits emissions that cause injury, detriment, nuisance, annoyance, or damage to the public or to property. Based on these considerations, the Draft PEIR concluded that the Project would not generate new or substantially greater odor emissions that could adversely affect a substantial number of people, and impacts were determined to be less than significant.

The Revised Project includes the same land use types evaluated in the Draft PEIR, with only minor changes to the maximum anticipated development intensity. Therefore, no new sources of emissions that could generate odors would result from the Revised Project, and the slight reduction in non-residential development anticipated would incrementally reduce operational odors associated. Given the above, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.4 Biological Resources

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

c) Would the project 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?

As stated in Section 4.4, Biological Resources of the Draft PEIR, Threshold A) was determined to have a significant and unavoidable impact even with implementation of MM 4.4-1 through MM-4.4-6, and Threshold B) was determined to have a less than significant impact. As stated in the Initial Study, Threshold C) was determined to have a less than significant impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

As stated in Section 4.4, Biological Resources of the Draft PEIR, this threshold was determined to have no impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to

the elimination of 21 parcels from the Planning Area. However, the residential density permitted on Planning Area parcels would increase or decrease, as shown in Figure 2 to the Final PEIR. In turn, the maximum building height would change, as applicable with the Revised Project.

As discussed in Section 4.4, Biological Resources, of the Draft PEIR, the Planning Area does not reside within any designated wildlife corridors and/or habitat linkages. As further discussed in Section 4.4 of the Draft PEIR, the Planning Area is near the Orange Coast Wetlands, including the Upper Newport Bay and the Santa Ana River Mouth. As with the proposed Project, the Revised Project is not expected to have an impact on these areas and migrating birds due to the intervening distance between, and the existing highly urbanized area. Some of the building heights anticipated under the Revised Project would be potentially incrementally increased in intensity as shown in Figure 2 (e.g. potentially additional floors on a building that would otherwise have been constructed under the proposed Project) when compared to those evaluated in the Draft PEIR. As further discussed in Section 4.4 of the Draft PEIR, bird-window collision mortality has been shown to be strongly associated with an interaction effect between building size and regional urbanization, with the positive effect of building size on mortality strongest in areas with low levels of regional urbanization and weak to nonexistent in regions with high levels of urbanization. As a result of the Revised Project, some parcels (notably in North Costa Mesa) would have an increase in building height maximum when compared to what was analyzed under the Draft PEIR. However, the increases shown are limited to a few parcels that are adjacent to highly urbanized areas and the I-405 freeway runs roughly adjacent to these parcels in North Costa Mesa, an increase in building height as a result of the Revised Project would not be expected to substantially increase bird-window collisions.

Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

As stated in the Initial Study, this threshold was determined to have a less than significant impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As stated in the Initial Study, this threshold was determined to have no impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. According to the General Plan Program EIR, the Talbert Nature Preserve is located within Talbert Regional Park and habitat restoration areas are identified within Fairview Park (City of Costa Mesa 2016). The Revised Project would not result in future development projects within these areas. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial

increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.5 Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

As stated in Section 4.5, Cultural Resources of the Draft PEIR, this threshold was determined to have a significant and unavoidable impact even with implementation of MM 4.5-1. The removal of parcels, the addition of Housing Element sites, and the modest increase in net residential buildout results in no changes to the previous Draft PEIR analysis for historical resources under Section 15064.5, as none of the parcels removed from the Revised Project include the six identified historical resources. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

As stated in Section 4.5, Cultural Resources of the Draft PEIR, this threshold was determined to have a significant and unavoidable impact even with implementation of MM 4.5-2. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

As stated in Section 4.5, Cultural Resources of the Draft PEIR, this threshold was determined to have a less than significant impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.6 Energy

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

As stated in Section 4.6, Energy of the Draft PEIR, this threshold was determined to have a less than significant impact. As discussed in Section 4.6, Energy, of the Draft PEIR, it would be reasonably foreseeable for the construction and operation of future development projects under the proposed Project

to increase demands for electricity, natural gas, gasoline, and diesel consumption in the Planning Area. However, construction and operational energy use would not represent wasteful, inefficient, or unnecessary consumption of energy use and impacts would be less than significant.

Construction Emissions

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. The Revised Project would incrementally increase the use of energy resources due to the increased construction activities and increased population associated with the land use changes (see Table AQ-1 in Section 1.5.3). The Draft PEIR quantitatively evaluated petroleum demand during construction from off-road equipment, trucks, and worker vehicles. Electricity and natural gas consumption during construction was qualitatively evaluated because use is anticipated to range from minimal to negligible. As explained in Section 1.5.3, Air Quality, given the relatively minor changes in overall land use development, the speculative nature of future construction activities, and the methodology used to estimate construction emissions and thus, associated energy consumption, in the Draft PEIR, construction energy demand associated with the Revised Project are not expected to differ substantially from those previously evaluated under the proposed Project.

Operational Emissions

Regarding operational energy use, the Draft PEIR quantitatively estimated electricity, natural gas, and petroleum usage based on the greenhouse gas (GHG) emissions analysis (Section 4.8 of the Draft PEIR). As shown in Section 1.5.8, GHG emissions are not anticipated to be substantially different between the Project as analyzed in the Draft PEIR and the Revised Project. As such, the Revised Project's operational electricity, natural gas, and petroleum usage is similarly not anticipated to be substantially different than evaluated and disclosed for the Project.

With respect to renewable energy, future development under the Project is anticipated to incorporate onsite renewable energy systems, such as solar energy installations, to the extent determined feasible based on site conditions and the characteristics of the proposed development. The Revised Project would be subject to the same conditions and is similarly expected to incorporate onsite renewable energy generation where feasible. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

This threshold was scoped out during the Draft PEIR, as it was adequately addressed in the Initial Study, and was determined the Project would have a less than significant impact. The Revised Project would incrementally increase the use of energy resources due to the increased construction activities and increased population associated with the land use changes (see Table AQ-1 in Section 1.5.3). However, this incremental increase in energy use would not result in a new or more substantial conflict state or local plans for renewable or energy efficiency. The Revised Project would be subject to provisions governing renewable energy and energy efficiency in accordance with all applicable regulation and development review processes set forth in the CMMC and General Plan. Given this, the impact conclusions in the Draft

PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.7 Geology and Soils

a) Would the project 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?

These thresholds were scoped out during the Draft PEIR, as it was adequately addressed in the Initial Study, and was determined the Project would have a less than significant impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. As a result of the Revised Project, some parcels (notably in North Costa Mesa) would have an increase in building height maximum when compared to what was analyzed under the Draft PEIR. Increased building heights may result in the need for more robust geotechnical evaluations to ensure adequate footings and adherence to all seismic-related design requirements. These considerations were addressed in the Draft PEIR.

No parcels within the Planning Area are located within an Alquist-Priolo Zone, the Planning Area does not include parcels within the vicinity of landslide-risk areas, and the landslide potential in the City is considered to be low due to the flat topography in most areas of the City. The CMMC has requirements to address geologic hazards, such as design, engineering, and construction standards requiring a soils engineering and engineering geology report prior to the issuance of grading permits. As such, all future development projects would be required to prepare a site-specific final geotechnical investigation prepared by a qualified licensed soils/engineering geologist and/or geotechnical engineer (geotechnical consultant), who would determine if additional subsurface geotechnical field work (e.g., borings), laboratory testing, and/or geotechnical analysis is necessary in order to provide site-specific geotechnical design recommendations that ensure compliance with the Municipal Code and the most recently adopted California Building Code in effect at the time of building/grading permit issuance. These site-specific recommendations would be incorporated into the project site preparation and building design specifications of the future development projects. All future developments would be required to go through the City's building plan check review to ensure compliance with state and local building code requirements. The building plan check review, with a detailed, site-specific geotechnical investigation, would calculate the seismic design parameters to reduce hazards to people and structures arising from ground shaking. Given this, the impact conclusions in the

Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

c) Would the project 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) Would the project 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) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

These thresholds were scoped out during the Draft PEIR, as it was adequately addressed in the Initial Study, and was determined the Project would have a less than significant impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As stated in Section 4.7, Geology and Soils of the Draft PEIR, this threshold was determined to be significant and unavoidable with implementation of MM-4.7-1. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.8 Greenhouse Gas Emissions

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

Section 4.8, Greenhouse Gas Emissions, of the Draft PEIR determined that even with implementation of applicable MM-4.8-1 through MM-4.8-5, the Project would generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment, and impacts would be significant and unavoidable. GHG emissions are measured in metric tons of CO_2 equivalent (MT CO_2e), which includes estimated emissions of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and refrigerants.

Construction Emissions

The estimated total GHG emissions during construction of future projects that would be facilitated by the Project would be approximately 98,336 MT CO_2e over the 30-year construction period (see Table 4.8-2 of the Draft PEIR). Estimated Project-generated construction emissions amortized over 30 years would be approximately 3,278 MT CO_2e per year.

Due to allowable increase in height on select parcels, construction activities anticipated under the Revised Project would be potentially incrementally increased in intensity (e.g. potentially additional floors on a building that would otherwise have been constructed under the proposed Project) when compared to those evaluated in the Draft PEIR. Given the relatively minor changes in overall land use development, the speculative nature of future construction activities, and the methodology used to estimate construction emissions in the Draft PEIR, construction GHG emissions associated with the Revised Project are not expected to differ substantially from those previously evaluated.

Because there is no separate GHG threshold for construction, the evaluation of significance is included in the operational emissions analysis; however, for comparison purposes, estimated construction GHG emissions for the Revised Project are anticipated to be comparable to the Project. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Operational Emissions

Operation of future development within the Planning Area under the Revised Project could potentially generate GHG emissions from mobile sources (vehicular travel), energy sources (natural gas and electricity), area sources (landscaping equipment and hearths), solid waste disposal, water and wastewater, and refrigerants.

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. To estimate the change in operational emissions between the Revised Project and the Project as analyzed in the Draft PEIR, emissions were modeled using the CalEEMod. For consistency and comparability, the same methodology described in Section 1.5.3 herein and detailed in Section 4.3.4.1, Methodology, of Section 4.3, Air Quality, was applied to the Revised Project. As detailed in Section 1.5.3, the primary difference between the Revised Project and Project model runs was the land use inputs and all other modeling assumptions were consistent with those used for the Project.

Table GHG-1 presents the estimated annual operational emissions for the Revised Project, along with the Project (see Table 4.8-3 of the Draft PEIR), and the net change between the Revised Project and the Project.

Table GHG-1. Estimated Buildout Annual Operational Greenhouse Gas Emissions – Unmitigated

Emission Source	CO_2	CH_4	N_2O	R	CO_2e
	Metric tons per year				
Revised Project					
Mobile	198,135.61	8.14	8.39	10.00	200,850.00
Area	5,536.62	0.12	0.01	NA	5,543.86
Energy	49,446.83	5.30	0.42	NA	49,705.00
Water	2,007.96	58.37	1.40	NA	3,885.92
Waste	4,061.27	405.91	0.0	NA	14,208.99
Refrigerant	NA	NA	NA	197.41	197.41
				Total	**274,391.18**
Project					
Mobile	197,214.81	8.15	8.32	9.92	199,906.70
Area	5,344.87	0.11	0.01	NA	5,351.89
Energy	49,011.13	5.26	0.42	NA	49,267.45
Water	1,989.33	57.83	1.39	NA	3,849.86
Waste	4,047.44	404.53	0.00	NA	14,160.63
Refrigerant	NA	NA	NA	199.25	199.25
				Total	**272,735.77**
Comparison of the Revised Project and Project					
				Revised Project	*274,391.18*
				Project	*272,735.77*
				Net Change (Revised Project – Project)	**1,655.41 (0.61%)**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R= refrigerant; CO_2e = carbon dioxide equivalent; NA = not applicable
Columns may not sum due to rounding.
CalEEMod's latest forecast year for mobile source emissions factors is 2050. Therefore, while the Project's buildout year is 2056, 2050 emissions factors for mobile sources were utilized.
See Appendix B for complete results.

As shown in Table GHG-1, estimated annual operational GHG emissions generated by future development that would be facilitated by the Revised Project would be approximately 1,655 MT CO_2e per year greater than estimated for the Project, which is approximately a 0.6% increase.

As discussed above, construction-related GHG emissions for the Revised Project are expected to be comparable to those of the Project, totaling approximately 3,278 MT CO_2e per year when amortized over a 30-year period. Accordingly, annual operational emissions generated by the Revised Project in 2056, combined with amortized construction emissions, would total approximately 277,669 MT CO_2e per year.

Similar to the Project, the Revised Project would exceed the applicable screening threshold of 3,000 MT CO_2e per year and would therefore result in a potentially significant GHG impact. However, the incremental increase in GHG emissions associated with the Revised Project would not be substantially greater than the impact previously evaluated for the Project and, therefore, would not represent a substantially more severe

environmental effect. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Draft PEIR concluded that the Project would result in a significant and unavoidable impact with implementation of MM-4.8-1 through MM-4.8-5 related to consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. For both the Project and the Revised Project, the relevant plans include the Southern California Association of Governments (SCAG) 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the California Air Resources Board (CARB) 2022 Scoping Plan, as discussed below.

SCAG's 2024–2050 RTP/SCS. The Draft PEIR concluded that the Project's land use pattern, mobility strategies, sustainable building features, clean transportation measures, and infill location would support, rather than conflict with, the goals, policies, and strategies of SCAG's 2024–2050 RTP/SCS. The Project would advance regional objectives related to mobility, sustainable communities, environmental protection, economic development, air quality improvement, clean transportation, natural and agricultural land preservation, and climate resilience. Accordingly, the Project would not impede implementation of the RTP/SCS and would instead facilitate progress toward reduced per-capita vehicle miles traveled (VMT), lower GHG emissions, infill housing production, enhanced multimodal accessibility, and more climate-resilient development patterns. Because the Revised Project would include the same land use types and substantially similar development patterns as the Project, it likewise would not conflict with SCAG's 2024–2050 RTP/SCS.

CARB Scoping Plan, SB 32, and AB 1279. The Draft PEIR determined that implementation of the Project could potentially conflict with certain measures identified in the 2022 Scoping Plan, including measures promoting electrification of new residential and commercial development. The Revised Project would involve the same land use types and development parameters for new and renovated development and, therefore, would similarly have the potential to conflict with applicable measures of the 2022 Scoping Plan.

As with the Project, the Revised Project would not conflict with SCAG's 2024–2050 RTP/SCS but could potentially conflict with the CARB 2022 Scoping Plan. Therefore, the Revised Project would result in the same significant and unavoidable impact previously identified for the Project, and the impact would not be substantially more severe than previously evaluated. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.9 Hazards and Hazardous Materials

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

As stated in Section 4.9, Hazards and Hazardous Materials of the Draft PEIR, impacts to this threshold were found to be less than significant with implementation of MM-4.9-1 and MM 4.9-2. Due to allowable increase in height on select parcels, construction activities anticipated under the Revised Project would be

potentially incrementally increased in intensity (e.g. potentially additional floors on a building that would otherwise have been constructed under the proposed Project) when compared to those evaluated in the Draft PEIR. This incremental increase in building construction activity would still be subject to the same regulations and mitigation measures as set forth in the Draft PEIR. As discussed in the Draft PEIR, significant and unavoidable impacts could result from implementation of the proposed Project even with implementation of MM-4.9-1 and MM-4.9-2, which would evaluate future development sites for contaminated soils and soil vapor (including Cortese List sites); hazardous building materials, such as asbestos, lead-based paint, and PCBs.

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. Therefore, the routine use, transport, or disposal of hazardous materials would be incrementally decreased for non-residential/commercial uses, but would be incrementally increased for residential-related activities under the Revised Project. Given the relatively minor changes in overall land use development and the speculative nature of future project-specific construction and operational activities, the incremental increases in the operational activities of increased residential population in the Planning Area associated with the Revised Project would not differ substantially from those previously evaluated. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

c) Would the project 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?

d) Would the project be located on a site that 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) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As stated in Section 4.9, Hazards and Hazardous Materials of the Draft PEIR, impacts to these thresholds were found to be less than significant with implementation of MM-4.9-1 MM 4.9-2, and MM-4.9-3. The use of hazardous materials would be incrementally decreased for non-residential/commercial uses, but would be incrementally increased for residential-related activities under the Revised Project. The operation of residential uses would not be a source of significant hazardous materials use in the Planning Area. Further, the Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project related to well hazardous building materials (asbestos, lead-based paint, and universal wastes); industrial operations; oil and gas hazards (oil wells, pipelines, and landfills) and soil, soil vapor, and groundwater contamination; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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?

As stated in Section 4.9, Hazards and Hazardous Materials of the Draft PEIR, impacts to this threshold were found to be less than significant. Under the proposed Project, portions of the Planning Area overlap with the AELUP for JWA, including noise contours, notification zones, and safety zones. The Draft PEIR identified parcels within Safety Zones 3 and 6, and comments received on the Draft PEIR (see Comment Letter A3 within Chapter 2, Responses to Comments of this Final PEIR) indicate that some parcels are also within Safety Zone 2 and partially in Safety Zone 1.

In response to ALUC's recommendations, the Revised Project removed parcels within Safety Zones 1, 2, and 3 and the 65+ dBA CNEL contour in order to address compatibility with the AELUP. However, although the City has removed parcels from the Planning Area based on ALUC's recommendations, one parcel (APN 439-312-12) within Safety Zone 3 and the 65+ dBA CNEL contour would remain under the Revised Project given that this site is listed in the latest Housing Element. As such, the amended MUOD would apply to this parcel within Safety Zone 3 and the 65+ dBA CNEL contour in order to be consistent with the Housing Element sites inventory. This parcel is identified as a conversion of an existing hotel to 78 residential units (76 deed-restricted affordable housing units and 2 manager units), utilizing funds from Project Homekey, a state program that provides grant funding to local public entities to acquire and convert properties like hotels, motels, and commercial buildings into permanent or interim housing for people experiencing homelessness. The parcel has been retained in the Planning Area to reflect the underutilized portion of the site that will likely accommodate future phases of the entitled project. For these reasons, the site's development has been recorded in the City's Annual Progress Report in support of its RHNA goals. Removal of this parcel from the Planning Area could jeopardize HCD's approval of the City's Housing Element. As such, this parcel remains within the Planning Area overlapping with Safety Zone 3 and the 65+ dBA CNEL contour.

As with the proposed Project, the Revised Project via the amended MUOD would be required to comply with requirements of the AELUP related to safety hazards, including building height, and excessive noise for future phases of that one remaining parcel. In accordance with the provisions of the California Building Code, future development projects within the 65+ dBA CNEL contour would be required to conclusively shown that sufficient sound attenuation is present in order for interior residential noise levels to be less than 45 dBA. Therefore, compliance with the MUOD requirements and standard permitting processes would apply to Revised Project, consistent with the Draft PEIR, and impacts would be less than significant.

Similarly, the Revised Project would not remove parcels within Safety Zone 6 and the 60 dBA CNEL contour. Safety Zone 6 is considered a Traffic Pattern Zone, representing the outermost safety zone with a low likelihood of accident occurrence, in which residential uses are allowed and acceptable in this area. Implementation of the Revised Project would result in increases to density and associated increases in building height and population potential. Similar to the proposed Project, maximum building heights under the amended MUOD are tied to residential density. As shown in Figure 2, select parcels would have an increase in dwelling unit capacity and associated increase in building height potential. Notably, parcels within the Safety Zone 6 or the 60 dBA CNEL contour would not exceed the amended MUOD's maximum building height of 108 feet. Given this, the Revised Project's changes in building height potential would not penetrate the 206-foot horizontal surface for JWA. Thus, implementation of the Revised Project would be consistent with the proposed Project's implementation via the amended MUOD, requiring future development projects to comply with applicable requirements of the AELUP for JWA.

Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

As stated in Section 4.9, Hazards and Hazardous Materials of the Draft PEIR, impacts to this threshold were found to be less than significant. Due to allowable increase in height on select parcels, construction activities anticipated under the Revised Project would be potentially incrementally increased in intensity (e.g. potentially additional floors on a building that would otherwise have been constructed under the proposed Project) when compared to those evaluated in the Draft PEIR. This incremental increase in building construction activity would still be subject to the same regulations as set forth in the Draft PEIR. Future development would be required to comply with all applicable building code requirements related to access and design requirements to allow for emergency services to access all structures and service all residents. Any construction, related impacts to public rights-of-way would require traffic control permits, which would require preparation and implementation of traffic management plans that would be reviewed and approved by the City, as analyzed in the Draft PEIR.

The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts related to emergency access may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

This threshold was scoped out during the Draft PEIR, as it was adequately addressed in the Initial Study, and was determined the Project would have a less than significant impact. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Incremental changes in building height or population would not significantly increase risks of wildland fires because the Planning Area is not within a Very High Fire Hazard Severity Zone and is fully developed with urban uses. Moreover, the Revised Project would be subject to provisions governing fire safety in accordance with all applicable regulation and development review processes set forth in the CMMC and General Plan, as analyzed in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.10 Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

As stated in Section 4.10, Hydrology and Water Quality of the Draft PEIR, impacts to this threshold were found to be less than significant. Due to allowable increase in height on select parcels, construction activities anticipated under the Revised Project would be potentially incrementally increased in intensity (e.g. potentially additional floors on a building that would otherwise have been constructed under the proposed Project) when compared to those evaluated in the Draft PEIR. This incremental increase in building construction activity would still be subject to the same regulations as set forth in the Draft PEIR. Future development disturbing one acre or more would be required to prepare and implement a SWPPP under the NPDES Construction General Permit, incorporating site-specific BMPs for erosion control, sediment control, and materials and waste management. Projects disturbing less than one acre would still be required to implement BMPs consistent with the Countywide Drainage Area Management Plan (DAMP) and City standards. The incremental increase in use of construction materials and activities would not substantially alter the analysis of impacts in the Draft PEIR.

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. This incremental increase in population-related activities in the Planning Area would not substantively alter the analysis of operational water quality impacts in the Planning Area. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Moreover, the Revised Project would be subject to provisions governing water quality in accordance with all applicable regulations in the CMMC and General Plan, including best management practices (BMPs) and associated permits, as analyzed in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

As discussed in Section 4.10, Hydrology and Water Quality, of the Draft PEIR, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin, and impacts would be less than significant. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Furthermore, Section 1.4 of this Final PEIR demonstrates the Revised Project would result in a nominal increase in residential buildout a nominal decrease in non-residential square footage when compared to the proposed Project. As such, the overall difference in the buildout potential does not represent a substantial change in comparison to the proposed Project with regard to water supplies. Therefore, as with the proposed Project, the Revised Project's net increase in water demand would be relatively small when set against Orange County Water District (OCWD)'s managed supply volumes and planned operating basin production percentage. As discussed in the Draft PEIR, given OCWD's enforceable limits on pumping, its storage range criteria, the base flow minimum on the Santa Ana River that supports recharge, and expanding recharge projects, the water-demand increase would not substantially decrease groundwater supplies in a manner that would impede sustainable groundwater management of the OC Basin.

Additionally, similar to the proposed Project, the Revised Planning Area parcels are predominantly developed and therefore have negligible if any groundwater recharge potential. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR, and no new impervious surfaces would be created under the Revised Project. Therefore, because the development associated with the Revised Project would likely have very little net effect on groundwater recharge, and because OCWD carefully manages the OC Basin's recharge system, the Revised Project would not reduce the groundwater recharge potential of the area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

c) Would the project 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 off site;

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, would the project risk release of pollutants due to project inundation?

As stated in Section 4.10, Hydrology and Water Quality of the Draft PEIR, impacts to these thresholds were found to be less than significant. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR, and no new impervious surfaces would be created under the Revised Project. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As stated in Section 4.10, Hydrology and Water Quality of the Draft PEIR, impacts to this threshold were found to be less than significant. The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. This incremental increase in population-related activities in the Planning Area would not substantively alter the analysis of implementation of regional water quality or sustainable groundwater management plans. As discussed in detail under Section 4.10, Hydrology and Water Quality, applicable water quality control plans include the Santa Ana Water Board Basin Plan, the DAMP, and the OC. Construction activities on future redevelopment

sites in excess of one acre would be required to comply with the NPDES Construction General permit that would include typical BMPs for erosion control, sediment control, and waste management. Similarly, future redevelopment sites less than one acre would be required to implement the BMPs specified in the DAMP, as required in the Municipal Code. Operational activities associated with future development projects under the Revised Project would be required to demonstrate municipal separate storm sewer system (MS4) permit requirements through preparation of a Water Quality Management Plan (WQMP) or Water Quality Project Plan or would be subject to other terms, conditions, and/or requirements at the discretion of the City to minimize urban runoff and protect water quality. Furthermore, future projects under the Revised Project would be subject to development impact fees to pay for required improvements to the City's storm drain system in accordance with the updated Storm Drain System Master Plan. Thus, the Revised Project would not conflict with or obstruct implementation of a water quality control plan.

With respect to sustainable groundwater management, both Mesa Water District and Irvine Ranch Water District (IRWD) supply water to the Planning Area and both water purveyors receive groundwater from the OC Basin, as overseen by OCWD. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR, and no new impervious surfaces would be created under the Revised Project. As further detailed in Section 4.10, Hydrology and Water Quality, of the Draft PEIR, OCWD will continue to ensure that management of the OC Basin complies with the applicable SGMA requirements. Additionally, OCWD's long-term planning documents project sufficient groundwater availability to reliably meet demands during normal and drought years. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.11 Land Use and Planning

a) Would the project physically divide an established community?

This threshold was not evaluated in the Draft PEIR because the Initial Study determined the impact would be less than significant. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

As stated in Section 4.11, Land Use and Planning of the Draft PEIR, impacts to this threshold were found to be less than significant. Section 4.11, Land Use and Planning, of the Draft PEIR includes a goals and policies consistency analysis. As a result, it was determined that the proposed Project would not conflict with applicable goals and policies in the General Plan and Housing Element. Under the Revised Project, parcels were removed from the Planning Area and proposed densities and buildout potential was shifted. The removal of parcels under the Revised Project, as discussed in Section 1.4 of this Final PEIR, would support the Revised Project's consistency with goals and policies associated with the John Wayne Airport

Environs Land Use Plan (e.g., Policy N-1.6 related to the 65 CNEL noise contour and Policy S-1.17 related to land use compatibility within the Safety/Runway Protection Zone) given that the removal of parcels is associated with ALUC recommendations. In addition, the Revised Project's changes would be consistent with the changes proposed to the Housing Element, and would continue to support Housing Goal 3 to identify adequate, suitable sites for residential use and development to meet the City's Regional Housing Needs Assessment. Overall, the change in conditions between the proposed Project and the Revised Project would not result in a change in consistency with applicable goals and policies adopted for the purpose of avoiding or mitigating an environmental effect. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.12 Mineral Resources

a) Would the project 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) Would the project 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?

As stated in Section 4.12, Mineral Resources of the Draft PEIR, the Project was determined to have no impacts to these thresholds. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.13 Noise

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Section 4.13, Noise, of the Draft PEIR concluded that even with implementation of MM-4.13-1 and MM- 4.13-2, it cannot be guaranteed that the 80 dBA Leq(8h) construction noise threshold can be achieved at all receptor locations adjacent to all construction sites across the Planning Area, particularly at zero-lot-line infill sites during grading and demolition phases. Therefore, impacts related to temporary construction noise would be significant and unavoidable. Similarly, even with compliance of existing regulations, feasible mitigation measures are not available to reduce the permanent noise increases associated with project-generated traffic volume doublings on South Coast Drive, Hyland Avenue, Placentia Avenue, and Sunflower Avenue. MM-4.13-2 would reduce interior noise exposure at new noise-sensitive uses but would not reduce outdoor noise levels at existing receptors along the affected corridors. Therefore, impacts related to permanent traffic noise increases would be significant and unavoidable. Finally, with implementation of MM-4.13-2, on-site operational noise from future development would comply with the City's enforceable noise standards and would not result in a substantial permanent increase in ambient noise levels at nearby receptors beyond adopted standards. Therefore, impacts related to on-site operational noise would be significant and unavoidable.

Consistent with the programmatic level of analysis utilized in Section 4.13, Noise of the Draft PEIR, an assessment of the Revised Project is qualitative for construction noise, construction vibration, on-site operational noise, and airport noise, each of which is governed by source characteristics and adopted standards rather than by citywide unit counts. An assessment of traffic noise is quantitative with the use of the volume-ratio screening using updated Orange County Transportation Analysis Model (OCTAM) output prepared for the Revised Project (Appendix D to the Final PEIR).

In summary, an increase in dwelling units, if assigned entirely to a single roadway segment and producing a proportional increase in that segment's with-Project average daily traffic, would change the predicted noise level by approximately 0.2 dBA, which is below the ±0.5 dBA precision ascribed to the screening method, an order of magnitude below the approximately 3 dBA change that is barely perceptible to the average listener, and well below both the 3 dBA and 5 dBA significance increments in Table 4.13-6, Quantified Noise and Vibration Significance Criteria, of the Draft PEIR. The concurrent reduction in non-residential floor area offsets part of the residential trip increase.

Construction Noise

Because parcels are removed and none were added to the Planning Area, the geographic extent within which construction noise could occur is marginally smaller than analyzed in the Draft PEIR. Additional units on a given parcel do not increase the maximum instantaneous or 8-hour equivalent sound level produced by the analyzed roster, although they may extend the duration of building construction on individual sites. Construction remains exempt from the quantified standards of Costa Mesa Municipal Code (CMMC) Section 13-279 during permitted hours, and MM-4.13-1 applies throughout the Planning Area irrespective of change in residential capacity under the Revised Project. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

On-Site Operational Noise

The inventory of reasonably foreseeable on-site operational noise sources in Table 4.13-13, Typical On-Site Operational Noise Sources and Control Pathways, of the Draft PEIR. The Revised Project does not result in new land uses and no new category of stationary source. Additional units distributed among parcels already carrying under the Planning Area would proportionally increase the number of individual sources without changing their character, reference emission levels, or the setback, shielding, and enclosure measures by which compliance with the property-line standards of CMMC Section 13-280 is achieved. Those standards are fixed limits applying to each future project at the receiving property line irrespective of parcel size, and MM-4.13-2 requires each future discretionary project to demonstrate compliance. Where Housing Element sites are relocated, sources and receptors relocate together within an already built-out infill setting, and the same standards apply at the new locations. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Traffic Noise — Near-Term Conditions

The 2019 Existing without-Project volumes for the Revised Project would not change from those relied upon for the proposed Project in the Draft PEIR. The analysis for the Revised Project identifies five roadway segments with volume ratios of 1.95 or greater, compared with six under the proposed Project, and the

maximum predicted increase is 5.0 dBA on South Coast Drive (Link 24784) compared with 4.9 dBA. One segment previously identified, South Coast Drive Link 24783, falls below both the screening ratio and the 3 dBA increment applicable to its exposure range, at a revised increase of 2.8 dBA. The segment would not result in a significant impact under the Revised Project, although South Coast Drive remains a significantly affected corridor on the strength of Link 24784. No segment that was below the applicable significance increment crosses Link 24784, and no roadway corridor is newly identified as significantly affected; the affected corridors remain South Coast Drive, Hyland Avenue, Placentia Avenue, and Sunflower Avenue, consistent with the Draft PEIR.

Table NOI-1. Near-Term Traffic Noise Screening Comparison

Link ID	Roadway	Proposed Project Δ dBA	Revised Project Δ dBA	Change (dBA)
24784	South Coast Dr	+4.9	+5.0	+0.1
24794	South Coast Dr	+4.8	+4.4	−0.4
24782	Hyland Av	+3.2	+3.9	+0.7
21312	Placentia Av	+3.2	+3.1	−0.1
24783	South Coast Dr	+3.1	+2.8	−0.3
24781	Sunflower Av	+3.0	+3.5	+0.5

Note: Δ dBA = 10 × $\log_{10}$(with-Project ADT ÷ without-Project ADT). Source: OCTAM network data (Dudek 2026).
Note: Significance is assessed against the two-tier increment in Table 4.13-6 of the Draft PEIR — 3 dBA where without-Project exposure exceeds 65 dBA CNEL, 5 dBA where it is at or below 65 dBA CNEL. Links 24784, 21312 and 24781 exceed the 3 dBA increment applicable to them. Link 24783 falls below it at 2.8 dBA and is no longer identified as significantly affected. Links 24794 and 24782 lie in the exposure range where the 5 dBA increment applies and remain below it; consistent with the conservative approach taken in the Draft PEIR, they continue to be identified as potentially significantly affected.

Of the six segments listed, the predicted increase declines on three and rises on three, and the largest change is 0.7 dBA on Hyland Avenue. Notably, Link 24783 decreases from 3.1 to 2.8 dBA, below its applicable increment, and is no longer identified as significantly affected. Neither segment on which the increase rises by 0.5 dBA or more (Hyland Avenue and Sunflower Avenue) changes its significance determination. Both were identified in the Draft PEIR as segments where Project-generated traffic produces a significant and unavoidable permanent increase, as with the Revised Project. On Hyland Avenue, where the without-Project exposure is at or below 65 dBA CNEL, the 5 dBA increment applies, and the 3.9 dBA increase under the Revised Project remains below the baseline exposure. Additionally, where exposure exceeds 65 dBA CNEL, the 3 dBA increment applies, and was exceeded at 3.2 dBA under the proposed Project. On Sunflower Avenue, the 3 dBA increment applies and was already exceeded under the proposed Project.

Traffic Noise — Buildout Year Conditions

The 2050 Future without-Project volumes are unchanged from the Draft PEIR. The analysis for the Revised Project identifies four segments with volume ratios of 1.95 or greater, compared with two under the proposed Project in the Draft PEIR, and the maximum predicted increase is 4.5 dBA on Hyland Avenue (Link 24782) compared with 3.3 dBA.

Table NOI-2. Buildout Year Traffic Noise Screening Comparison

Link ID	Roadway	Proposed Project Δ dBA	Revised Project Δ dBA	Change (dBA)
24782	Hyland Av	+3.3	+4.5	+1.2
24784	South Coast Dr	+3.3	+4.3	+1.0
24794	South Coast Dr	+2.8	+3.8	+1.0
24796	South Coast Dr	+2.5	+3.2	+0.7

Note: Δ dBA = 10 × $\log_{10}$(with-Project ADT ÷ without-Project ADT). Source: OCTAM network data (Dudek 2026).

The two segments that exceed the screening ratio under the Revised Project, South Coast Drive Links 24794 and 24796, are additional segments of a corridor already identified as significantly affected rather than a new corridor. At buildout the segment that exceeds its applicable increment is Link 24784, at 4.3 dBA against the 3 dBA increment for exposure above 65 dBA CNEL. The segment was determined to have significant and unavoidable impact for South Coast Drive in both scenarios under the proposed Project. The without-Project volumes of 4,703 and 1,400 ADT result in an exposure range to which the 5 dBA increment applies, which neither the 3.8 dBA nor the 3.2 dBA increase reaches. All four segments lie on South Coast Drive or Hyland Avenue, both identified in the Draft PEIR as significant and unavoidable.

The buildout increments are larger than the near-term increments because the 2050 without-Project network incorporates planned circulation improvements that divert traffic away from several corridors, lowering the without-Project volumes against which the with-Project condition is compared. That is a feature of the adopted future baseline rather than an effect of the Revised Project. Across all 365 segments analyzed, the median change in predicted increase is 0.05 dBA, and ten segments change by more than 0.5 dBA.

Conclusion

The set of corridors identified as significantly affected is unchanged in both scenarios under the Revised Project: South Coast Drive, Hyland Avenue, Placentia Avenue, and Sunflower Avenue. No corridor and no segment is added; one segment, South Coast Drive Link 24783, is reduced to insignificance.

As discussed in the Draft PEIR, a change of 0.5 to 1.2 dBA in a predicted increase is not perceptible. Caltrans guidance identifies approximately 3 dBA as the smallest change in community noise that the average healthy ear can barely perceive, and roughly 1 dBA as the practical limit of detectability under controlled listening conditions. The Revised Project would not result in a substantially more severe traffic noise effect than the Draft PEIR disclosed. The feasibility analysis for traffic noise mitigation is unaffected. Therefore, significant and unavoidable impacts remain under the Revised Project. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

As stated in Section 4.13, Noise of the Draft PEIR, impacts to this threshold were found to be significant and unavoidable. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. The setback distances in Table 4.13-15 of the Draft PEIR

derive from equipment reference vibration levels and propagation attenuation and not affected by increases in unit count. The equipment types analyzed would not change under the Revised Project, and no new vibration-generating activity is introduced. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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?*

Section 4.13, Noise, of the Draft PEIR concluded that the Project would not result in the exposure of people residing or working in the Planning Area to excessive aircraft noise levels and impacts would be less than significant. Future residential development on within the JWA 65 dBA CNEL contour would be subject to the AELUP noise compatibility requirements, General Plan Noise Element Policy N-1.A, State Building Code interior noise standards (45 dBA CNEL), and the CMMC Section 13-62(g) acoustical analysis requirement. Compliance with these existing regulatory requirements would ensure that aircraft noise exposure at new noise-sensitive uses remains within acceptable limits. No mitigation measures are required. Therefore, impacts related to airport noise exposure would be less than significant.

As further detailed in Section 1.5.9, Hazards and Hazardous Materials, in response to ALUC's recommendations, the Revised Project removed parcels within the 65+ dBA CNEL contour in order to address compatibility with the AELUP. However, the Revised Project would keep one parcel (APN 439-312-12) within the 65+ dBA CNEL contour given that this site is listed in the latest Housing Element. As with the proposed Project, the Revised Project via the amended MUOD would be required to comply with requirements of the AELUP related to excessive noise on that one remaining parcel. In accordance with the provisions of the California Building Code, future development projects within the 65+ dBA CNEL contour would be required to conclusively shown that sufficient sound attenuation is present in order for interior residential noise levels to be less than 45 dBA. Therefore, compliance with the MUOD requirements and standard permitting processes would apply to Revised Project, consistent with the Draft PEIR. Overall, the number of parcels lying wholly or partially within the 65+ dBA CNEL boundary is therefore fewer than those identified under the proposed Project, and the geographic extent within which the Revised Project could place new noise-sensitive land uses in the highest aircraft noise exposure environment is correspondingly reduced. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR.

As discussed in the Draft PEIR, regulatory compliance relied upon under the proposed Project would apply to the Revised Project: ALUC consistency review under the AELUP, General Plan Noise Element Policy N- 1.A, the State interior noise standard of 45 dBA CNEL under Title 24, the acoustical analysis requirement of CMMC Section 13-62(g), and the noise study required by the amended MUOD for development abutting a freeway or within the Airport Influence Area. The Revised Project would reduce the number of noise-sensitive receptors that could be sited in the 65+ dBA CNEL environment, and impacts would be less than significant. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.14 Population and Housing

a) Would the project 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)?

As stated in Section 4.14, Population and Housing of the Draft PEIR, impacts to this threshold were found to be significant and unavoidable. As discussed above in Section 1.4 of this Final PEIR, the Revised Project would result in a buildout potential of 22,441 dwelling units[2] and 10,459,263 square feet of net new non-residential floor area, which would occur over time with a horizon year of 2056 (or 30 years from adoption). As shown in Table POP-1, implementation of the Revised Project would result in unplanned growth, similar to the proposed Project. This would represent an increase of approximately 4.3% to the anticipated residential buildout and a decrease of approximately 1.6% to the anticipated nonresidential/commercial buildout. However, this incremental increase in buildout potential would not represent a substantial increase in the severity of the unplanned growth, as analyzed in the Draft PEIR.

The Draft PEIR provides analysis comparing the General Plan's 2035 buildout year to the Project's 2056 buildout year and amortized the growth potential over 30 years. Consistent with the assumptions in the Draft PEIR, the Revised Project would result in a buildout of approximately 53,858 new residents.[3] Therefore, with an assumed annual growth rate of approximately 748 dwelling units[4] and 1,795 residents[5] per year, the Revised Project would result in 7,480 dwelling units[6] and 17,950 residents[7] between 2026 and 2035. As shown in Table POP-1, implementation of the Revised Project would result in unplanned population and housing growth due to the secondary effects of the proposed rezoning. Buildout under the Revised Project would exceed the General Plan's planned growth projections by approximately 4,639 dwelling units (or 63% from planned growth).[8] In comparison to the Draft PEIR, the proposed Project would exceed growth projections by approximately 3,788 dwelling units (or 34% from planned growth).[9] As such, the difference in unplanned growth between the Revised Project and the proposed Project would be 29% in the short-term under 2035 buildout conditions.

2 22,949 units at buildout – 508 existing units = 22,441 net new buildout
3 22,441 x 2.4 persons per household = 53,858 new residents. As with the proposed Project, the Revised Project's population growth is based on a 2.4 persons per household (i.e., dwelling unit) generation factor, which represents the average household size of the Transportation Analysis Zones (TAZs) for the Planning Area (Appendix J to the Draft PEIR).
4 22,441 dwelling units under the Revised Project / 30 years = approximately 748 dwelling units per year
5 53,858 residents under the Revised Project / 30 years = approximately 1,795 residents per year
6 748 dwelling units per year × 10 years = approximately 7,480 dwelling units
7 1,795 residents per year under the Revised Project × 10 years = approximately 17,950 residents
8 (4,639 – 2,841) / 2,841 = 63%
9 (3,788 – 2,821) / 2,821

Table POP-1. General Plan 2035: Planned and Unplanned Growth in the Planning Area

Category	PLANNING AREA				
		General Plan (2035)			
	Existing Conditions1	Planned Buildout2	Planned Growth3	2035 Project-Related Buildout4	2035 Unplanned Growth5
Housing (DU)	508	3,349	2,841	7,480	4,639
Population	1,300	8,573	7,273	17,950	10,677

Sources: Appendix A-1; Section 4.14, Population and Housing, of Draft PEIR.
Notes: DU = dwelling unit

1 For further details related to existing Planning Area conditions, please refer to Table 4.14-4 of Draft PEIR.
2 For further details related to planned buildout per the General Plan, please refer to Appendix A-1 to the Final PEIR.
3 "Planned Buildout" – "Existing Conditions" = "Planned Growth"
4 In order to compare Project-related buildout to planned growth anticipated under the General Plan for 2035, buildout of the Project was amortized over 30 years (i.e., 2026 to 2056). With an assumed annual growth rate of approximately 748 dwelling units and 1,795 residents, the Project would result in approximately 7,480 dwelling units and 17,950 residents between 2026 and 2035 (10 years).
5 "2035 Project-Related Buildout" – "Planned Growth" = "2035 Unplanned Growth"

The following analysis compares the Revised Project's growth to SCAG's Connect SoCal projections for the city. As shown, the city, in combination with the Revised Project's housing buildout and the General Plan's housing buildout of non-Planning Area parcels would exceed Connect SoCal projections in 2050 by 6,793 units (or 12.5% from planned buildout). In comparison to the Draft PEIR, the proposed Project would exceed growth projections by approximately 6,424 dwelling units (or 11.9% from planned buildout). As such, the difference in unplanned growth projections between the Revised Project and the proposed Project would be 0.6% in the long-term under 2050 buildout conditions.

Table POP-2. Connect SoCal Buildout and Growth Comparisons for the City in 2050

Category	General Plan Land Use Buildout (2035)[1]	Project Buildout (2050)[2]	General Plan Buildout + Project Buildout	Connect SoCal Projected Buildout (2050)[3]	Difference Between Buildout Projections	Exceeds Growth Projections?
Housing (DU)	43,240	17,953	61,193	54,400	**+6,793**	**Yes**
Population	103,596	43,087	146,683	139,264	**+7,419**	**Yes**

Source: Appendix A-1; Section 4.14, Population and Housing, of Draft PEIR.
Notes: DU = dwelling unit.

1 This represents the General Plan buildout of all non-Planning Area parcels in the city. See Table 2-3 within Chapter 2, Environmental Setting, of the Draft PEIR.
2 In order to compare Project-related buildout to planned growth anticipated under Connect SoCal's 2050 projections, buildout of the Project was amortized over 30 years (i.e., 2026 to 2056). With an assumed annual growth rate of approximately 748 dwelling units and 1,795 residents, the Project would result in approximately 17,953 dwelling units and 43,087 residents between 2026 and 2050.
3 See Connect SoCal projections for the City of Costa Mesa under Table 4.14-1 of the Draft PEIR. Of note, SCAG did not provide population projections for local jurisdictions within the SCAG region. As such, an estimate of the future population in the city is based on Connect SoCal's household forecast and the city's existing persons per household ratio of 2.56. Therefore, population projections for the city are estimated to be 139,264 in 2050.

As with the proposed Project, the Revised Project would result in unplanned population growth, the associated impacts of which are analyzed throughout this Final PEIR. Unplanned growth is growth that is not anticipated under local or regional planning documents, such as the General Plan and Connect SoCal. Implications of this unplanned growth affect other local and regional plans that rely on SCAG and city projections, such as the region's Air Quality Management Plan (AQMP) and the County's Urban Water Management Plan (UWMP). As with the proposed Project, implementation of the Revised Project would occur gradually overtime through 2056; therefore, the impacts associated with the unplanned growth would be short-term. Regional planning associations such as SCAG are required by law to update the RTP/SCS every 4 years. To ensure compliance, the Revised Project would implement MM-4.14-1 in which the City would coordinate with the South Coast Air Quality Management District (SCAQMD) and SCAG to update the AQMP and Connect SoCal with the new growth projections as a result of the Revised Project.

Further, even though the unplanned growth would be a short-term exceedance that would be remedied at the time that the regional plans (e.g., RTP/SCS, UWMP, AQMP) would undergo mandatory updates/ revisions, the unplanned growth would still be considered substantial in the short-term. Even with the implementation of MM-4.14-1, the Revised Project would have a significant and unavoidable impact related to unplanned population growth in the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

As stated in Section 4.14, Population and Housing of the Draft PEIR, impacts to this threshold were found to be less than significant. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.15 Public Services

a) 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:

Fire protection?

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. This incremental increase in population-related activities in the Planning Area would not substantively alter the analysis of impacts to fire protection services. As discussed in Section 4.15, Public Services, of the Draft PEIR, the Planning Area is served by the Costa Mesa Fire &

Rescue Department (CMFRD), and CMFRD's standard for adequate response time is five minutes for 80 percent of emergency calls (City of Costa Mesa 2016). Implementation of the Revised Project would facilitate future development projects that would increase demand on fire protection services as a result of construction and operation. As stated by CMFRD, the existing fire facilities in the city would not be sufficient to accommodate full buildout of the proposed Project and the Project would therefore require new facilities and/or physically altered facilities in order to maintain acceptable service ratios, response times, and operational performance objectives (Appendix I to the Draft PEIR). As with the proposed Project, the Revised Project is anticipated to exceed service ratios with an increase in residential capacity. However, the Revised Project would be subject to existing City policies and regulations intended to minimize impacts to performance objectives of fire protection services (i.e., standard response times), as well as applicable development standards set forth in the amended MUOD, as analyzed in the Draft PEIR. All future development under the Revised Project would undergo project-level review for compliance with applicable Zoning Code provisions and other regulatory requirements. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Police protection?

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. This incremental increase in population-related activities in the Planning Area would not substantively alter the analysis of impacts to police protection services. Police protection services for the City are provided by Costa Mesa Police Department (CMPD). Under existing conditions, CMPD currently maintains a ratio of 1.26 police officer per 1,000 residents and maintains 0.72 professional staff support personnel per officer (Appendix I to the Draft PEIR). CMPD operates with a customer service goal response time of 5 minutes or less for emergency response incidents and 30 minutes or less for non-emergency calls (Appendix I). However, response time is variable, particularly because the nearest responding patrol car may be located anywhere within the station's patrol area and may not necessarily respond directly from the station itself. In 2025, CMPD met their 5-minute response time goal for emergency calls for approximately 97 percent of emergency calls and met their non-emergency response time goal of 30 minutes or less for approximately 88 percent of calls (Appendix I). Therefore, according to CMPD's performance measures and customer service goals, police protection services are currently meeting standard response times within the city.

As with the proposed Project, the Revised Project would result in an increase in population and employment throughout the Planning Area. Therefore, the Revised Project could create capacity or service level problems and result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. The Revised Project would be gradually implemented through 2056, and the CMPD would add staff and equipment to the existing stations on an as-needed basis over time to accommodate increased demand, including but not limited to modification to contracts, establishment of new or expanded substations, collection of fees and tax revenue, and allocations during the city's budgeting process. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Schools?

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% with a population increase of 2,286 additional residents[10] relative to the Project evaluated in the Draft PEIR, resulting in a new population at buildout of 53,858 new residents. This would generate an anticipated corresponding increase of 643 students[11] at buildout beyond what was discussed in the Draft PEIR, resulting in a new student generation of 15,709 additional students.[12] This incremental increase in population-related growth in the Planning Area would not substantively alter the analysis of impacts to schools. Newport–Mesa Unified School District (NMUSD) offers education to all school-age residents within the city. Land use changes proposed by the Project would facilitate future residential development in the city, which would generate demand for school services provided by the NMUSD. Under the Revised Project, additional dwelling units within the Planning Area are anticipated to result in additional students at buildout. As such, the Revised Project would increase demand on schools to provide school services. To maintain acceptable service ratios or other performance objectives, NMUSD indicated that the construction of new or expansion of existing school facilities would be required (Appendix I to the Draft PEIR). However, implementation of the Revised Project would be gradually implemented through 2056. Moreover, existing funding mechanisms would lessen potential impacts related to an increase in the student population. The schools serving the City are, in part, funded through the payment of development fees pursuant to SB 50 (Government Code Section 65995). According to SB 50, payment of these fees constitutes adequate mitigation related to impacts to school facilities. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Parks?

As described further in Section 4.16, Recreation, of the Draft PEIR, the City is currently exceeding the General Plan's goal to provide 4.26 acres of parkland for every 1,000 residents (Appendix I to the Draft PEIR). As with the proposed Project, the Revised Project would increase demand on parks to maintain acceptable service ratios. The Revised Project would represent an increase of approximately 4.3% to the proposed realistic residential buildout and a decrease of approximately 1.6% to the proposed realistic nonresidential/commercial buildout. An increase in population associated with an increase in dwelling units would require that the City provide additional acres of parkland to meet the General Plan goal. Without an increase in parkland throughout the city through 2056 to meet the anticipated demand, the City's parkland per 1,000 residents ratio would fall below the General Plan goal.

Although implementation of the Revised Project may result in a corresponding increase in private and communal/shared open space on site of future developments, and future park facilities may be created as a result of additional Quimby Act fees/dedications and the City's parks and recreation impact fees, the Revised Project would result in an increased population that would contribute to the City's anticipated deficient parkland service ratios. However, this incremental contribution of the Revised Project's impacts to parks would not create a substantial increase in the deficiency in parkland needed. Instead, the Revised

10 53,858 net new residents under the Revised Project - 51,572 net new residents under the proposed Project = 2,286 additional residents

11 15,709 additional students under the Revised Project - 15,066 additional students under the proposed Project = 643 students

12 22,441 net new dwelling units x 0.7 students per dwelling unit (see Section 4.15, Public Services, of the Draft PEIR) = 15,709 additional students

Project would slightly increase demand, which would be subject to the same open space provisions under the amended MUOD and state and local regulations governing the collection of park fees and the dedication of open space, as analyzed in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Other public facilities?

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% with a population increase of 2,286 additional residents, which would incrementally increase demands for library services. Library services in the city are provided by the Orange County Public Libraries (OCPL) system. The Revised Project would incrementally increase demand on existing library services and facilities, resulting in the need for ongoing operational and maintenance activities (e.g., infrastructure upgrades) and additional materials/personnel in order to maintain acceptable service ratios and other performance objectives (Appendix I to the Draft PEIR).

As stated in the Draft PEIR, the libraries serving the City currently meet the minimum requirements for the service population under existing conditions, and no new facilities are currently required. Implementation of the Revised Project would be gradually implemented through 2056 and OCPL would experience new users over time, which would be correspondingly funded through County property taxes dedicated to the library. These funds would be used to upgrade and expand existing facilities, as needed. Future residential development facilitated under the Revised Project would be required to provide payment of fees to reduce impacts to library facilities and services. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.16 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?

As described in Section 4.16, Recreation, of the Draft PEIR, the City is currently exceeding the General Plan's goal to provide 4.26 acres of parkland for every 1,000 residents (Appendix I to the Draft PEIR). As with the proposed Project, the Revised Project would increase demand on parks to maintain acceptable service ratios. Moreover, Section 1.4 of this Final PEIR states the Revised Project would represent an increase of approximately 4.3% to the proposed realistic residential buildout and a decrease of approximately 1.6% to the proposed realistic nonresidential/commercial buildout. An increase in population associated with an increase in dwelling units would require that the City provide additional acres of parkland in the city to meet the General Plan goal. Without an increase in parkland throughout the city through 2056 to meet the anticipated demand, the City's parkland per 1,000 residents ratio would fall below the General Plan goal.

At this time, there are no feasible mitigation measures to reduce impacts to less than significant. Although the collection of required Quimby fees, City parks and recreation impact fees, and/or parkland dedication, and the open space minimums established in the MUOD, would mitigate some of the burden on the existing recreation system, as with the proposed Project, the Revised Project does not have the mechanism to

ensure that new parks and recreation facilities are funded and constructed through the 2056 buildout year. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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?

This threshold was not evaluated in the Draft PEIR because the Initial Study determined the impact would be less than significant. The Revised Project does not directly propose the construction of new publicly accessible recreational facilities, nor does it include land use changes that would facilitate the future development of parkland, as further discussed above. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.17 Transportation

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

Section 4.17, Transportation, of the Draft PEIR concluded that the Project would have a less than significant impact related to conflicts with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Construction Impacts

The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts related to short-term construction activities that could temporarily impact the circulation system may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Operational Impacts

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% with a population increase of 2,286 additional residents, which would incrementally increase demands for transit, roadway, bicycle, and pedestrian facilities. This incremental increase in transportation demands is also anticipated to generate future funding sources for local and/or regional improvements that are based on population and demand for services. All new future projects would be required to be consistent with the General Plan policies applicable to the circulation system including bike and pedestrian facilities, goals of the Regional Transportation Plan (i.e. Connect SoCal), transit services and programs facilitated by OCTA, the City's Bicycle Master Plan and the Pedestrian Master Plan. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

Section 4.17, Transportation, of the Draft PEIR concluded that the proposed Project would have a less than significant impact related to conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b). The Revised Project was analyzed using the Orange County Transportation Analysis Model (OCTAM) to evaluate its consistency with CEQA Guidelines section 15064.3, subdivision (b) using the same methodology and vehicle miles traveled (VMT) metric as the proposed Project. The daily origin-destination (OD) VMT per service population has been compared to the citywide baseline VMT to estimate the Revised Project's potential impacts under baseline and cumulative conditions. The current OCTAM's base year is 2019 and horizon year is 2050. The analysis for the Revised Project is representative of years 2025 and 2056 to correspond with the proposed Project's analysis years.

The Service Population calculation includes the population and employee as shown in Table TRA-1. As shown in Table TRA-1, the population of the Revised Project increased and the employment of the Revised Project decreased compared to the Project analyzed in the Draft PEIR. This result in an increase in service population for the Revised Project compared to the Project analyzed in the Draft PEIR. Because the VMT analysis uses the population, employees and service population as its inputs and metric, the analysis of the Revised Project was conducted using the same methodology as the Draft PEIR. The results of the VMT analysis for the Revised Project under baseline and cumulative conditions are provided in Table TRA-2 and Table TRA-3.

Table TRA-1. Project Socio-Economic Data

Input	Revised Project	Project (per Draft PEIR)
Population	53,838[a]	52,872
Employees	14,221[b]	14,454
Service Population (Population plus Employees)	**68,059**	**67,326**

Notes:

[a] Population estimated using household size corresponding to the average household size 2.40 pph derived from the traffic analysis zones in the OCTAM model which includes net new number of residential units (i.e. 22,441) proposed in the parcels that lie within each traffic analysis zone.

[b] Employment estimation methodology used in the Revised Project's buildout calculation is included in the Project Description.

Project-Generated VMT

As shown in Table TRA-2, the Revised Project's baseline Project-generated VMT (i.e., 17.2) and cumulative Project-generated VMT (i.e., 16.9) would be slightly higher than the Project's Project-generated VMT (i.e., 16.7) and cumulative Project-generated VMT (i.e.,14.4), respectively. However, similar to the Project and as shown in Table TRA-2, the Revised Project's baseline Project-generated VMT (i.e., 17.2) and cumulative Project-generated VMT (i.e., 16.9) would not exceed the City's baseline VMT per service population (i.e., 25.4). Because the Revised Project would not exceed the City's VMT per Service Population threshold under both the Baseline and Cumulative scenarios, the Revised Project would not have a significant Project-generated VMT impact.

Table TRA-2. Project Generated VMT

Area	OD VMT	Service Population	OD VMT/ Service Population
Baseline			
Revised Project	1,171,776	68,059	17.2
Project (per Draft PEIR)	1,123,710	67,326	16.7
Citywide Average	6,786,444	227,111	29.9
Significance Threshold (15 percent below citywide VMT/SP)	—	—	*25.4*
Exceeds Threshold/Potentially Significant Impact		**No**	
Cumulative			
Revised Project	1,149,181	68,059	16.9
Project (per Draft PEIR)	968,889	67,326	14.4
Citywide Average	8,325,117	284,101	29.3
Significance Threshold (15 percent below citywide VMT/SP)	—	—	*25.4*
Exceeds Threshold/Potentially Significant Impact		**No**	

Source: OCTAM Travel Demand Forecast Model (Appendix D to the Final PEIR)

Project Effect on VMT

As shown in Table TRA-3, the Revised Project's baseline VMT per service population (i.e., 18.7) and cumulative VMT per service population (i.e., 16.7) would be slightly higher than the Project's baseline VMT per Service Population (i.e., 15.7) and cumulative VMT per Service Population (i.e.,14.1), respectively. However, similar to the Project and as shown in Table TRA-3, the Revised Project VMT per service population (i.e., 18.7) would not exceed the No Project VMT per Service Population (i.e., 19.2) under baseline conditions. The Revised Project VMT per service population (i.e., 16.6) would not exceed the No Project VMT per Service Population (i.e., 16.7) under cumulative conditions. Because the Revised Project would not exceed the City's no Project VMT per Service Population under both the Baseline and Cumulative scenarios, the Revised Project would not have a significant Project-effect on VMT impact.

Table TRA-3. Project Effect on VMT – Baseline and Cumulative Conditions

Criteria	No Project	With Revised Project	With Project from Draft PEIR
Baseline			
Boundary VMT	4,350,607	5,522,383	4,629,012
Service Population	227,111	295,170	294,437
Boundary VMT per service population	19.2	18.7	15.7
Exceeds Threshold/Potentially Significant Impact	**No**	**No**	**No**
Cumulative			
Boundary VMT	4,731,643	5,830,824	4,963,085
Service Population	284,101	352,160	351,427

Table TRA-3. Project Effect on VMT – Baseline and Cumulative Conditions

Criteria	No Project	With Revised Project	With Project from Draft PEIR
Boundary VMT per service population	16.7	16.6	14.1
Exceeds Threshold/Potentially Significant Impact	**No**	**No**	**No**

Source: OCTAM Travel Demand Forecast Model (Appendix D to the Final PEIR)

Therefore, the Revised Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b) related to the VMT threshold. Impacts would be less than significant, and no mitigation is required.

Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

This threshold was not evaluated in the Draft PEIR because the Initial Study determined the impact would be less than significant. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

d) Would the project result in inadequate emergency access?

This threshold was not evaluated in the Draft PEIR because the Initial Study determined the impact would be less than significant.

Construction Impacts

Due to allowable increase in height on select parcels, construction activities anticipated under the Revised Project would be potentially incrementally increased in intensity (e.g. potentially additional floors on a building that would otherwise have been constructed under the proposed Project) when compared to those evaluated in the Draft PEIR. This incremental increase in building construction activity would still be subject to the same regulations as set forth in the Draft PEIR. Future development would be required to comply with all applicable building code requirements related to access and design requirements to allow for emergency services to access all structures and service all residents. Any construction related impacts to public rights-of-way would require traffic control permits, which would require preparation and implementation of traffic management plans that would be reviewed and approved by the City, as analyzed in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Operational Impacts

The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts related to emergency access may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.18 Tribal Cultural Resources

a) 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:

a) 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)?

b) 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.

The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project; in fact, impacts may be incrementally reduced due to the elimination of 21 parcels from the Planning Area. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.19 Utilities and Service Systems

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. As a result of the Revised Project, some parcels (notably in North Costa Mesa) would have an increase in building height maximum when compared to what was analyzed under the Draft PEIR. Increased building heights (and associated increased density) may result in the need for infrastructure improvements to ensure adequate supplies, capacity, and generation of utilities. As described in Section 4.19 of the Draft PEIR, impacts associated with construction of pipeline laterals and

upgraded water mains within the primary Planning Area roadways have been considered as part of the reasonably foreseeable environmental impact of future project development throughout the Draft PEIR, for example, as quantified in Table 4.3-6, Open Trench Construction Infrastructure Scenario Assumptions in Section 4.3, Air Quality of this PEIR. Incremental increases in flows associated with the additional 4.3% increase in units would not require additional trenching beyond what was analyzed in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. As such, the overall difference in the buildout potential does not represent a substantial change in comparison to the proposed Project with regard to water supplies. Therefore, as with the proposed Project, the Revised Project's net increase in water demand would be relatively small when set against Orange County Water District (OCWD)'s managed supply volumes and planned operating basin production percentage. As discussed in the Draft PEIR, given OCWD's enforceable limits on pumping, its storage-range criteria, the base-flow minimum on the Santa Ana River that supports recharge, and expanding recharge projects, the water-demand increase would not substantially decrease groundwater supplies in a manner that would impede sustainable groundwater management of the OC Basin. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

c) Would the project result in a determination by the waste water 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?

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. As such, the overall difference in the buildout potential does not represent a substantial change in comparison to the proposed Project with regard to wastewater treatment capacity. Because the collective Project-related and Revised Project incremental increase in sewage generation is expected to continue to constitute less than 2 percent of the existing sewage loads for the Planning Area, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads within the Planning Area at full plan buildout. Future capacity needs are assessed by incorporating growth projections associated with adopted General Plan buildout within OC San's service area. These projections are evaluated alongside historical flow data, including wet-weather inflow and infiltration and observed trends in water use, to assess whether existing conveyance and treatment facilities can accommodate buildout conditions. Where capacity limitations are identified, improvements are incorporated into OC San's long-range capital planning, including its rolling 20-year Capital Improvement Program. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

f) Would the project 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?

Construction Impacts

Due to allowable increase in height on select parcels, construction activities anticipated under the Revised Project would be potentially incrementally increased in intensity (e.g. potentially additional floors on a building that would otherwise have been constructed under the proposed Project) when compared to those evaluated in the Draft PEIR. This incremental increase in building construction and associated construction waste would still be subject to the same regulations as set forth in the Draft PEIR. For example, at least 50 percent of waste would be diverted through source reduction, recycling and composting, and 65 percent of construction and demolition waste would be diverted in accordance with CALGreen, AB 939, and City Municipal Code regulations, as analyzed in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

Operational Impacts

The Revised Project would increase the anticipated realistic residential buildout by approximately 4.3% and decrease the proposed realistic nonresidential/commercial buildout by approximately 1.6% relative to the Project evaluated in the Draft PEIR. This incremental increase in population-related activities and decrease in commercial activities in the Planning Area would not substantively alter the analysis of impacts related to solid waste when compared to the Project as analyzed in the Draft PEIR. Considering current landfill capacity for solid waste, compliance with CALGreen's 50 percent diversion requirement diversion rate, and required compliance with state and local regulations, the incremental increase in development associated with the Revised Project would not 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. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

This threshold was scoped out during the Draft PEIR, as it was adequately addressed in the Initial Study, and was determined the Project would have a less than significant impact. The incremental 4.3% increase in population-related activities would not alter or otherwise reduce the ability of future development projects to comply with federal, state or local management and reduction statutes related to solid waste. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

1.5.20 Wildfire

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Would the project 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) Would the project 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?

These thresholds were not evaluated in the Draft PEIR because the Initial Study determined the impact would be less than significant. The Revised Project would not include any new parcels or result in development in areas that were not already assessed in the Draft PEIR. Therefore, no new impacts related to the geographic extent of development would result from the Revised Project. Incremental changes in building height or population would not significantly increase risks of wildland fires because the Planning Area is not within a Very High Fire Hazard Severity Zone and is fully developed with urban uses. Future development under the Revised Project would be subject to provisions safety and access in accordance all applicable regulation and development review processes set forth in the CMMC and General Plan, as analyzed in the Draft PEIR. Given this, the impact conclusions in the Draft PEIR would not change; no new significant impacts nor a substantial increase in the significance of a previously identified impact would occur; and recirculation of the Draft PEIR is not required.

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2 Responses to Comments

2.1 Introduction

State CEQA Guidelines Section 15088(a) states that "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments."

The City circulated the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program Draft PEIR for public review from June 16, 2026, through August 3, 2026. This chapter of the Final PEIR includes a copy of each comment letter provided during the public review period for the Draft PEIR, and the City's responses to those comments.

2.2 List of Commenters

As shown in Table 2-1, the City received comment letters from three agencies, two organizations, and four comment letters from individuals. Comment letters are organized into three categories: Category A (written comments from public agencies), Category O (written comments from organizations), and Category I (written comments from individuals). In accordance with the requirements of CEQA Guidelines Section 15088(b), the City will provide a written response on comments submitted by public agencies to each respective public agency at least 10 days prior to the public hearing that considers whether to approve the Final PEIR.

Table 2-1. List of Commenters

Comment Letter	Name	Type	Date
Agencies			
A1	California Department of Transportation, District 12	Federal Agency	July 28, 2026
A2	Orange County Transportation Authority	Local Agency	July 24, 2026
A3	Airport Land Use Commission for Orange County	Local Agency	August 3, 2026
Organizations			
O1	Morongo Band of Mission Indians	Tribe	August 3, 2026
O2	Costa Mesa First		August 3, 2026
Individuals			
I1	Harris Trust Housing Element Letter Costa Mesa 418-101-03	Individual	July 13, 2026
I2	Farhad Edward Khosravi, P.E.	Individual	July 31, 2026
I3	Austin Mattison	Individual	August 3, 2026
I4	Gibson Dunn on behalf of the Sakioka family	Individual	August 6, 2026

Note: Category A (written comments from public agencies), Category O (written comments from organizations), Category I (written comments from individuals).

2.3 Lead Agency Responses

All responses to comments on the Draft PEIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Responses focus on comments that raise important environmental issues or pertain to the adequacy of the analysis in the Draft PEIR or to other aspects pertinent to the potential effects of the Project on the environment pursuant to CEQA. Comments that address policy issues, opinions, or other topics beyond the purview of the Draft PEIR or CEQA are noted as such for the public record. Where appropriate, the information and/or revisions suggested in the comment letters have been incorporated into the Final PEIR. All revisions made to the content of the Draft PEIR are included in Chapter 3, Errata, of this Final PEIR.

All comments received on the Draft PEIR have been carefully reviewed and evaluated for any environmental issues raised, and it was determined that none of the public comments on the Draft PEIR would require significant new information to be added such that a recirculation of the Draft PEIR would be required, either in its entirety or in part. State CEQA Guidelines Section 15088.5, Recirculation of an EIR Prior to Certification, describes the thresholds for recirculation of an environmental impact report. Pursuant to Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification. New information can include a disclosure showing that a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented, a substantial increase in the severity of an environmental impact, a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project (but the project's proponents decline to adopt it), or the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. The Draft PEIR revisions and information presented in this document do not constitute significant new information, as defined in State CEQA Guidelines Section 15088.5; this information merely clarifies, amplifies and makes insignificant modifications to an adequate PEIR. Information presented in the Draft PEIR, and this document support this determination. As such, the Draft PEIR is not required to be recirculated.

2.4 Comments and Responses

This section presents all comments received on the Draft PEIR and responses to all comments received.

Comment Letter A1

Comment Letter A1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
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TTY 711
www.do.ca.gov/caltrans-near-me/district12

Making Conservation California Way of Life.

July 28, 2026

Michelle Halligan, Senior Planner
Economic and Development Services
77 Fair Drive
Costa Mesa, CA 92625

File: IGR/CEQA
SCH: 2025110783
LDR LOG #2025-02814
I-405; SR-55; SR-73

Dear Ms. Halligan,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation in the City of Costa Mesa. The proposed project is a comprehensive effort to address housing needs, comply with State Housing Law, and address the City Council goal to "diversity, stabilize and increase housing to reflect community needs.

The proposed project implements the rezoning of select sites across the City. The Project analyzes the capacity of the Housing Element sites, which as identified in the Housing Element is comprised of 17,042 units (the Regional Housing Needs Assessment of 11,760 units and Housing Element-required buffer capacity) as well as additional capacity for Measure K non-Housing Element sites. At full buildout in 2056, the proposed Project studies an increased capacity for the development of approximately 21,522 dwelling units and approximately 17,306,003 square feet of commercial uses. Given that the Planning Area contains existing non-residential land uses (i.e., commercial and industrial), including approximately 11,619,124 square feet of existing commercial uses and approximately 5,223,256 square feet of existing industrial uses, the net new non-residential buildout for all Measure K sites is anticipated to be approximately

A1-1

"Improving lives and communities through transportation."

10,630,361 square feet within the Planning Area by 2056. Regional access to the sites is from I-405, SR-55, SR-73. A1-1 Cont.

The mission of Caltrans is Improving lives and communities through transportation. Caltrans is a commenting agency on this project and has the following comments:

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies. A1-2

2. Please note that future projects should not present adverse impacts to the overall transportation system including traffic circulation and the local State Highway Systems (SHS). If future developments disrupt or impede traffic circulation or the local State Highway System, Caltrans will request a Traffic Impact Analysis (TIA) of these assets. The TIA will also need to include existing and future average daily traffic volumes, traffic generation including peak hour, traffic distribution, Highway Capacity Manual (HCM) intersection analysis along with current and projected capacities of local street, and state highways or freeways including ramps that might be impacted. A1-3

3. When analyzing future proposed projects, please note potential short- and long-term traffic impacts with respect to regional vehicle miles traveled (VMT's), please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts. A1-4

4. If future impact analysis leads to findings of significance on State facilities, please coordinate with Caltrans District 12 Local Development on development of a Traffic Mitigation Agreement or similar effort. A1-5

5. The city should evaluate whether major corridors (Newport, Harbor, Bristol, Sunflower) can support increased truck activity, including ramps, intersections, turning radii, and signal timing. A1-6

6. Where applicable zoning changes are proposed, the DEIR should evaluate state highways' capacity to support heavier freight and identify conflicts with pedestrian, bicycle, and transit infrastructure. A1-7

7. New commercial/industrial sites should include on site truck parking and staging with driver amenities to prevent spillover parking in neighborhoods or along highway shoulders. Safety and Site Design

8. Site plans must ensure safe truck access, circulation, and loading areas without blocking pedestrian, bicycle, or transit facilities. Off hour deliveries should be encouraged. A1-8

9. Identify and mitigate conflict points between freight vehicles and vulnerable users, especially near schools, parks, and dense housing.

10. Consider incentivizing zero emission truck fueling infrastructure (electric, hydrogen) aligned with state climate goals. A1-9

11. Coordinate with Caltrans and regional agencies to designate truck routes that avoid sensitive neighborhoods. Analyze truck VMT, noise, and emissions, and include mitigations such as greening, sound walls, or air filtration. A1-10

12. Ensure impacts do not disproportionately affect disadvantaged communities by using CalEnviroScreen and local CERP data. Intermodal and Last-Mile Connectivity A1-11

13. Encourage infrastructure that supports intermodal connections (truck rail, last mile hubs, off street loading) for sites near rail or airports. A1-12

14. Support shared package lockers, cargo bikes, and low emission last mile delivery options to reduce truck trips. A1-13

15. In addition to the comments above, please see the comments in the attached Caltrans comment letter dated December15, 2025 on the Notice of Preparation of the Draft Environmental Impact Report for this project. A1-14

Please continue to coordinate with Caltrans for any future developments that could potentially impact the State transportation facilities. If you have any questions, please do not hesitate to contact at Maryam Molavi at Maryam.Molavi@dot.ca.gov. A1-15

Sincerely,

Scott Shelley (Jul 28, 2026 16:11:08 PDT)

Scott Shelley
Branch Chief – Local Development Review/Climate Change/Transit Grants
District 12

"Improving lives and communities through transportation."

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
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Making Conservation California Way of Life.

December 15, 2025

Michelle Halligan, Senior Planner
Economic and Development Services
77 Fair Drive
Costa Mesa, CA 92625

File: IGR/CEQA
SCH: 2025110783
LDR LOG #2025-02814
I-405; SR-55; SR-73

Dear Ms. Halligan,

Thank you for including the California Department of Transportation (Caltrans) in the review of Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation in the City of Costa Mesa. The proposed project is a comprehensive effort to address housing needs, comply with State Housing Law, and address the City Council goal to "diversity, stabilize and increase housing to reflect community needs."
The proposed project implements the rezoning of select sites across the City. Given the citywide nature of the project, the location of identified parcels is collectively defined as the "Planning Area." Moreover, the Planning Area is comprised of all Measure K sites, which include Housing Element sites and non-Housing Element sites, or sites that were not included in the City's Housing Element but were identified under Measure K. Regional access to the sites is from I-405, SR-55, SR-73.

A1-16

The mission of Caltrans is Improving lives and communities through transportation. Caltrans is a commenting agency on this project and has the following comments:

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and

A1-17

"Improving lives and communities through transportation."

congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

A1-17 Cont.

2. With the increase in residential units near commercial land ~~uses~~ use, there is an opportunity to reduce short car trips and replace them with walking and bicycling trips. Consider complete streets designs for the streets surrounding the project area.

3. New residential land use provides an opportunity to encourage a variety of travel choices. Please consider opportunities to increase active transportation and transit use through active transportation infrastructure to/from the project site (such as Complete Streets designs) and wayfinding directional signage to transit stops within the project vicinity and local roadways to encourage non-motorized modes and transit use. This may include safety measures such as physically separated sidewalks and bike lanes, pedestrian-oriented LED lighting, high-visibility continental crosswalk striping, raised crosswalks, refuge islands, wayfinding signage, and safe connections to existing and proposed bicycle facilities.

4. Caltrans supports the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable connections to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation.

A1-18

5. Caltrans encourages the City to continue coordination with the Orange County Transportation Authority (OCTA) for opportunities to enhance multimodal transit strategies.

A1-19

6. OCTA developed the Orange County Transportation Demand Management Plan (TDM), which outlines strategies to promote multimodal travel and reduce single-occupancy vehicle trips countywide. Caltrans encourages continued coordination with OCTA to align TDM strategies with development, particularly around Housing Element Opportunity Sites and Measure K sites. A1-20

7. Please include a discussion/make a reference to Costa Mesa's Circulation Element, specifically Goal C-4, which promotes Transportation Demand Management, transit, and overall transportation efficiency which includes policies that support and enhance transit mobility. A1-21

8. Caltrans encourages the City to look at transit mobility opportunities to connect current/existing bus services to nearby John Wayne Airport. A1-22

9. Please consider the following for Freight/Good movement where it can be applied/implemented": A1-23

    a) Consider delivery areas to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts). Loading docks and parking spots should be Well-lit to improve safety.

    b) Identify potential conflict areas with environmental justice communities. Pricing strategies to incentivize and encourage greater use of ZEV trucks can reduce emissions for surrounding communities. Caltrans encourages coordination with local/regional Travel Demand Manager to ensure workers can travel to warehouse/distribution center without needing personal vehicles to reduce air pollution and roadway congestion

    c) Consider dedicated truck routes to decrease truck impacts to the local community. Incident Response Plans can keep critical entrances open for emergency personnel. Plans should also include alternative local roads and highways, so roadways do not become congested during an emergency.

d) Please consider leveraging strategic investments to maintain and modernize a multimodal freight transportation system with innovative approaches, including advanced technology to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction.

e) Establish freight pick up & drop off times that do not coincide with peak commute hours to reduce passenger vehicle conflicts and congestion for freight. Consider designating on-street freight-only parking and delivery time windows so trucks will not resort to double parking, thus causing street traffic congestion.

A1-23 Cont.

10. For the multifamily residential units proposed, consider how many individual packages will be delivered daily to individual residences. Amazon lockers or an equivalent shared drop-off location can help reduce the number of trips by delivery trucks and can increase the efficiency of deliveries

A1-24

Please continue to coordinate with Caltrans for any future developments that could potentially impact the State transportation facilities. If you have any questions, please do not hesitate to contact at Maryam Molavi at Maryam.Molavi@dot.ca.gov.

A1-25

Sincerely,

Scott Shelley (Dec 15, 2025 12:16:36 PST)

Scott Shelley
Branch Chief – Local Development Review/Climate Change/Transit Grants
District 12

"Improving lives and communities through transportation."

Response to Comment Letter A1

California Department of Transportation (Caltrans)
Scott Shelley, Branch Chief, Local Development Review/Climate Change/Transit Grants
July 28, 2026

A1-1 The comment provides an introductory statement and correctly summarizes the project description. The comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR.

A1-2 The comment notes the connection between transportation and land use and the effects on vehicle miles traveled (VMT). The comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR. For informational purposes, Section 4.17, Transportation, of the Draft PEIR evaluates the Project's VMT impacts under baseline and cumulative conditions and concludes that transportation impacts would be less than significant.

A1-3 The comment states a potential for adverse effects on State highways as a result of potential future development under the Project, and requests a Traffic Impact Analysis if future development disrupts or impedes traffic circulation. As discussed on page 4.17-16 of the Draft PEIR, "[o]peration of these future projects could result in changes to the existing traffic levels due to the introduction of residential and mixed-use land uses. Pursuant to California Public Resources Code Section 21099(b)(2) and CEQA Guidelines Section 15064.3(a), a project's effect on automobile delay is not considered a significant environmental effect. Therefore, no discussion or analysis of level of service or delay is provided in this document."

Although automobile delay is not a CEQA significance threshold and therefore does not require analysis within the Draft PEIR, MUOD projects would remain subject to applicable traffic-study requirements under CMMC, Article 3 (Transportation System Management) of Chapter XII of Title 13. As described on page 3-7 of the Draft PEIR, applicable discretionary projects estimated to generate 100 or more vehicle trip ends during a peak hour would be required to prepare a traffic impact study, and measures identified through that study may be required as conditions of approval. Section 4.17 concludes that the Project's transportation impacts under the applicable CEQA thresholds would be less than significant and no CEQA mitigation is required.

A1-4 As described in Section 4.17, Transportation, of the Draft PEIR, the Project does not propose any site-specific development that could directly result in construction or operational impacts to the environment. Therefore, the Draft PEIR does not assess the site-specific details of each future development. Instead, the Draft PEIR evaluates the potential VMT effects associated with the proposed land use changes and anticipated buildout of the proposed Project, where reasonably foreseeable physical changes to the environment could occur using the Orange County Transportation Analysis Model (OCTAM), which is developed and maintained by the Orange County Transportation Authority (OCTA) and provides detailed Orange County travel-demand modeling. The analysis applies the City's VMT methodology and evaluates baseline and cumulative conditions. Future discretionary projects subject to CEQA review would be required to evaluate VMT under the requirements and methodology applicable to the particular development proposal. Ministerial or other non-discretionary projects would remain subject to applicable federal, State, and local transportation regulations, but would not undergo separate CEQA review solely by virtue of the proposed Project.

A1-5 As described in Response to Comment A1-3, applicable future discretionary MUOD projects would be subject to the City's traffic-study requirements. If review of a future project identifies a potential effect on a State transportation facility or a need for a Caltrans approval, the City and project applicant would coordinate with Caltrans as applicable, including regarding any project-specific analysis, permit, or agreement required for improvements within the State Highway System. The comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR.

A1-6 As stated in Response to Comment A1-3, future MUOD projects would be subject to the applicable traffic-study requirements under Article 3 (Transportation System Management) of Chapter XII of Title 13. The Project does not authorize a specific development, roadway improvement, ramp modification, or new industrial use, and the MUOD is intended to facilitate residential and mixed-use development rather than high truck-generating industrial development. Accordingly, the location, site plan, access points, turning movements, and trip generation of any future projects are not currently known. For a future discretionary project, traffic due to construction activities would be managed by obtaining required encroachment and/or transportation permits as discussed in response to A1-7. For future development projects, the City would consider circulation effects, trip-generation characteristics, consistency with the City's traffic model, and the future project's evaluation must determine if physical modification in the roadway infrastructure is necessary. Where a future proposal would modify State Highway System right-of-way, add trips by any mode (e.g. cars, trucks, pedestrians or bicycles) to the State Highway System, add trips to a State facility, or require a Caltrans approval, project-level coordination and any additional analysis requested by Caltrans would occur at that time. Based on those factors, a future project may be recommended by Caltrans or the City to conduct a transportation safety analysis per Local Development Review Safety Review Practitioners' Guidance (Caltrans February 2024). This is the appropriate stage to evaluate corridor, ramp, intersection, turning-radius, and signal-timing conditions for an actual project-specific proposal.

A1-7 The comment asks whether State highways can support heavier freight and whether zoning changes could conflict with pedestrian, bicycle, and transit infrastructure. The Project would not permit new industrial uses through the MUOD; it would facilitate residential and mixed-use development, including commercial uses that are not anticipated to generate the level of heavy freight. Heavy freight is understood to include Class B vehicles over 26,001 pounds (e.g. dump trucks, flatbeds) and Class A vehicle combinations where a towed vehicle exceeds 10,000 pounds (e.g. tractor-trailer combinations). Heavy vehicles are more likely to be associated with temporary construction activity, and oversized or overweight vehicles would remain subject to applicable State permitting requirements. These types of vehicles are predominately anticipated during short-term construction activities, which are limited in duration. Further, any large oversized/overweight vehicles must obtain a special permit to operate if it exceeds the maximum limitations specified in the California Vehicle Code. The Caltrans Office of Commercial Vehicle Operations is responsible for the issuance of these special transportation permits for oversize/overweight vehicles on the State Highway System.

Regarding pedestrian, bicycle, and transit facilities, Section 4.17 of the Draft PEIR evaluates whether the Project would conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Page 4.17-6 of the Draft PEIR describes the City's active transportation network, and page 4.17-11 of the Draft PEIR identifies General Plan policies supporting sidewalks and pedestrian- and bicycle-friendly street design. The Draft PEIR concludes that the Project would not conflict with applicable circulation-system policies and that

this impact would be less than significant. Future project-level review would address site-specific access and circulation where the details of a development proposal are known.

A1-8 The proposed Project does not include development of new industrial uses; the MUOD would facilitate residential and mixed-use development, including commercial uses on Planning Area parcels. Future development projects would be required to comply with applicable development standards governing site design, parking, circulation, access, loading, fire, and operational standards. The Draft PEIR explains that nonresidential components must be designed to minimize traffic conflicts and integrate parking, service areas, landscaping, and lighting into the overall site plan. Applicable standards also address separate entrances and circulation for residential uses and limitations on hours of operation where appropriate. Future project-specific review would evaluate the actual site plan, including safe vehicle access, internal circulation, loading areas, turnaround space, and potential conflicts with pedestrian, bicycle, and transit facilities. If construction would occupy or close a public right-of-way, the future project would also be subject to applicable encroachment, transportation, and traffic-control requirements. These requirements provide the appropriate mechanism to address truck access and pedestrian safety when the construction methods and site-specific circulation plan are known.

Regarding potential conflicts between heavy freight vehicles and vulnerable users, because the Project is programmatic in nature and does not approve a specific development proposal, the construction access routes, truck volumes, staging areas, and temporary right-of-way effects of future development are not known. If a future project would temporarily close or redirect a sidewalk, bicycle facility, transit stop, or travel lane, or would otherwise require work within the City or State right-of-way, the City or Caltrans would require project-specific traffic-control measures through the applicable permit and plan-review process. Typical traffic control plans address topics such as construction access, warning devices, temporary pedestrian routing, accessible detours, truck staging, and separation of construction vehicles from vulnerable roadway users.

The comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR. The comment will be provided to the City’s decision makers for review and consideration as part of this Final PEIR.

A1-9 The proposed MUOD amendments would allow for electric vehicle parking and charging stations subject to the requirements of CMMC Title 13 Chapter IV, 13-30 (not subject to a Minor Conditional Use Permit or Conditional Use Permit). In addition, MM-4.8-3, Electric Vehicle Ready New Construction, requires future development projects to meet or exceed the voluntary California Green Building Standards Code standards for electric vehicle charging infrastructure applicable at the time of project approval. The Draft PEIR also considered State policies supporting the transition to zero-emission passenger vehicles and medium- and heavy-duty trucks. Because the proposed Project is programmatic and cannot identify future tenants, truck fleets, vehicle classes, duty cycles, or fueling demand, the feasibility and appropriate scale of electric or hydrogen truck infrastructure cannot be known at this time. Potential project-specific constraints may include vehicle availability, utility and charging capacity, operational needs, cost, and whether the applicant controls the commercial carriers serving the site. Section 4.8 of the Draft PEIR does include MM-4.8-1 through MM-4.8-7 to reduce GHG emissions from future discretionary development. Caltrans' recommendation to incentivize zero-emission truck infrastructure will be provided to the City's decision makers for consideration.

A1-10 The Project does not designate or modify any City truck routes. Because the Project does not approve site-specific development, the location and operating characteristics of future truck activity are not known. Future discretionary projects subject to CEQA review would be required to evaluate reasonably foreseeable project-specific transportation, air-quality, GHG, and noise effects, including truck-related effects where applicable, and to implement mitigation for significant impacts. Coordination with Caltrans and regional agencies would occur where a future project could affect a State transportation facility or require a Caltrans approval. The recommendation to consider truck routes that avoid sensitive neighborhoods is noted and will be provided to the City's decision makers.

A1-11 The comment recommends use of CalEnviroScreen and local Community Emissions Reduction Program data to evaluate truck-related environmental effects. The Draft PEIR does not approve a truck route, or any warehouse or industrial development that could generate heavy freight, and does not identify the site-specific truck activity for future mixed-use projects. Section 4.9, Hazards and Hazardous Materials, uses CalEnviroScreen as part of its cumulative hazards analysis, but the Draft PEIR does not contain an environmental-justice analysis of potential future truck activity. CEQA Guidelines Section 15064(e) provides that economic and social changes are not, by themselves, treated as significant environmental effects; however, physical environmental effects associated with a future discretionary project, would be required to implement the mitigation measures set forth in the Draft PEIR, where applicable. Caltrans' recommendation will be provided to the City's decision makers for consideration.

A1-12 The Project does not include a site-specific rail, airport, freight-hub, or off-street loading improvements. The proposed MUOD would not preclude a future applicant or the City from pursuing intermodal or last-mile improvements where appropriate. Any future discretionary proposal involving such facilities would be evaluated based on its location, design, operations, and potential environmental effects. Caltrans' recommendation will be provided to the City's decision makers for review and consideration.

A1-13 The Project does not include site-specific multifamily building plans or delivery operations; therefore, the Draft PEIR does not prescribe a particular package-delivery system. The proposed MUOD would not preclude shared package lockers, cargo bicycles, or low-emission last-mile delivery options in a future development. These features may be considered through future project design and review when the number of units, site configuration, delivery demand, and operating characteristics are known. Caltrans' recommendation will be provided to the City's decision makers for review and consideration.

A1-14 The comment incorporates the attached December 15, 2025, NOP comment letter, which is addressed in Responses to Comments A1-16 through A1-25.

A1-15 The comment requests continued coordination with Caltrans regarding future development that could affect State transportation facilities. As described in Responses to Comments A1-3 through A1-6, coordination between the City and Caltrans would occur when a future proposal would affect a State facility or require a Caltrans approval.

A1-16 Similar to Comment A1-1, this comment provides an introductory statement and summarizes the project description. The comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR.

A1-17 This comment is similar to Comment A1-2. See Response to Comment A1-2. The comment will be provided to the City's decision makers for review and consideration.

A1-18 The comment recommends Complete Streets and active-transportation improvements around future development. Page 4.17-6 of the Draft PEIR describes pedestrian and bicycle facilities as critical components of Complete Streets, and page 4.17-11 of the Draft PEIR identifies General Plan policies supporting sidewalks, pedestrian- and bicycle-friendly street design, walking paths, and wayfinding. Section 4.11 of the Draft PEIR further concludes that the Project would not alter or inhibit compliance with the Circulation Element, Active Transportation Plan, Bicycle Master Plan, or Pedestrian Master Plan. In addition, MM-4.3-9, Trip Reduction Program; MM-4.3-10, Enhanced End-of-Trip Bicycle Facilities; and MM-4.3-11, Transit Oriented Features, would support reduced vehicle travel, bicycle use, and transit access for applicable future discretionary projects. The proposed MUOD would not preclude the City from implementing Complete Streets improvements or pursuing additional pedestrian, bicycle, transit, lighting, or wayfinding improvements. Caltrans' recommendation will be provided to the City's decision makers for review and consideration.

A1-19 The comment encourages continued coordination with OCTA regarding multimodal transit. Section 4.11 of the Draft PEIR explains that the Project would not preclude OCTA from implementing projects, programs, and services, including bus and rail transit, rideshare, active transportation, and freeway programs. MM-4.3-11 would also require applicable future project applicants to consult with the City regarding an appropriate and reasonable contribution toward transit features. Caltrans' recommendation for continued OCTA coordination will be provided to the City's decision makers.

A1-20 The comment recommends alignment with OCTA's Transportation Demand Management Plan. The Project would not impede future coordination between the City and OCTA. The Draft PEIR concludes that the Project would not conflict with applicable circulation-system plans and policies and that VMT impacts would be less than significant. In addition, TDM strategies are required in Section 4.3, Air Quality of the Draft PEIR. MM-4.3-9, Trip Reduction Program; MM-4.3-10, Enhanced End-of-Trip Bicycle Facilities; and MM-4.3-11, Transit Oriented Features, would require applicable future discretionary projects to implement transportation-demand, bicycle, and transit-supportive measures. The comment's recommendation will be provided to the City's decision makers.

A1-21 The Draft PEIR includes discussion and consistency analysis with the General Plan, including Circulation Element Goal C-4. Table 4.11-1 concludes that the Project would not conflict with Goal C-4 and section 4.3, Air Quality of the Draft PEIR identifies TDM measures, including MM-4.3-9, Trip Reduction Program; MM-4.3-10, Enhanced End-of-Trip Bicycle Facilities; and MM-4.3-11, Transit Oriented Features. These measures would support transportation-demand reduction, enhanced bicycle facilities, and future transit features for applicable future discretionary projects. See also Responses to Comments A1-18 through A1-20.

A1-22 The comment encourages transit connections between existing bus service and John Wayne Airport. The Project does not include a transit-service or route proposal and would not preclude future coordination between the City, OCTA, airport operators, or other transit providers. Because route planning, service frequency, funding, and stop locations are not components of the proposed Project, those topics would be appropriately considered through regional and local transit planning. Caltrans' recommendation will be provided to the City's decision makers.

A1-23 The comment presents freight, delivery-area, environmental-justice, truck-route, emergency-access, delivery-timing, and package-locker recommendations. The Project does not approve a warehouse, industrial use, freight facility, or site-specific delivery operation. See Response to Comment A1-8 regarding site design, access, loading, circulation, and construction traffic controls; Response to Comment A1-10 regarding truck routes, noise, emissions, and future project-level review; Response to Comment A1-11 regarding CalEnviroScreen and environmental justice; and Response to Comment A1-13 regarding shared package lockers and last-mile delivery.

A1-24 The comment recommends shared package lockers or an equivalent delivery location for multifamily development. As explained in Response to Comment A1-13, the Project does not include site-specific multifamily building plans or delivery operations, and the Draft PEIR therefore does not prescribe a particular package-delivery system. The proposed MUOD would not preclude shared lockers or similar amenities for future development projects.

A1-25 This comment provides a conclusory statement and summarizes the concerns presented in the comment letter and requests continued coordination with Caltrans regarding future development that could affect State transportation facilities. See Responses to Comments A1-3 through A1-6 regarding future traffic studies, State-facility review, and coordination.

Comment Letter A2

Comment Letter A2

From: Judith Trujillo
To: Neighborhoods
Cc: Dan Phu
Subject: Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program Draft Program Environmental Impact Report (State Clearinghouse No. 2025110783)
Date: Friday, July 24, 2026 11:50:15 AM
Attachments: image001.png
image002.png
7.24.26 - Halligan - City of Costa Mesa - Neighborhoods Where We All Belong Draft PEIR.pdf

Sent on behalf of Dan Phu, Director of Transportation Planning and Analysis

Ms. Halligan,

Attached please find a letter regarding the **Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program Draft Program Environmental Impact Report (State Clearinghouse No. 2025110783).**

A2-1

Should you have any questions, please contact Dan Phu at (714) 560-5907 or dphu@octa.net.

Thank you,

Judith M. Trujillo
Executive Assistant
Planning
Phone: (714) 560-5656
Email: jtrujillo@octa.net
600 S Main St. | Orange, CA 92868

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OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

July 24, 2026

Ms. Michelle Halligan
Senior Planner
City of Costa Mesa
Community Development Department
77 Fair Drive
Costa Mesa, CA 92626

Via email: neighborhoods@costamesaca.gov

Subject: **Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program Draft Program Environmental Impact Report (State Clearinghouse No. 2025110783)**

Dear Ms. Halligan:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Draft Program Environmental Impact Report (PEIR) for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program. OCTA appreciates the opportunity to review the Draft PEIR and provides the following comments for your consideration. A2-2

- On Page 2-15, under Section 2.2.3 (*Transportation, Circulation, and Public Transit*), please revise the transit service descriptions to:
  - Include OC Bus Local Route 57 and OC Bus Rapid Route 553;
  - Remove OC Bus Rapid Routes 543 and 533, as Route 543 does not serve the City of Costa Mesa and Route 533 no longer exists;
  - Replace "Senior Taxi Program" with "Senior Mobility Program"; and
  - Replace "Bravo!" with "OC Bus Rapid" to reflect current OCTA service names.
- On Page 4.17-3, under Section 4.17.1.1 (*Transportation System in the City*) in the Public Transit subsection, please replace "BRAVO" with "OC Bus Rapid."
- On Page 4.17-4, under Section 4.17.1.1 in the OCTA BRAVO Routes subsection, please:
  - Replace all references to "BRAVO" with "OC Bus Rapid"; and
  - Remove Route 543, as it terminates in Santa Ana and does not serve the project area.

A2-3

Orange County Transportation Authority
550 South Main Street / P.O Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

July 24, 2026
Ms. Halligan
Page 2

Thank you for the opportunity to review this document. Should you have any questions or comments, please contact me at (714) 560-5907 or at dphu@octa.net.

A2-4

Sincerely,

Dan Phu
Director, Transportation Planning and Analysis

DP:pv

Orange County Transportation Authority
550 South Main Street / P.O Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

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Response to Comment Letter A2

Orange County Transportation Authority (OCTA)
Dan Phu, Director, Transportation Planning and Analysis
July 24, 2026

A2-1 The comment represents an email in which a comment letter was included as an attachment. The comment letter is included as Comments A2-2 through A2-4.

A2-2 This comment provides an introductory statement that is further discussed in subsequent comments. The comment itself does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR.

A2-3 The comment notes several revisions to the Draft PEIR related to updated OCTA information serving the City. The revisions to Chapter 2, Environmental Setting, and Section 4.17, Transportation, have been accepted, as shown in Chapter 3, Errata, of this Final PEIR. These revisions provide clarifications to the Draft PEIR and do not change the analysis or impact conclusions in the Draft PEIR, nor do they result in any new significant impacts or the need for new or altered mitigation measures. The revision merely clarifies the environmental setting presented in the Draft PEIR. Therefore, this revision does not warrant recirculation of the Draft PEIR.

A2-4 This comment provides a conclusory statement. This comment does not express any environmental concerns related to the environmental analysis contained in the Draft PEIR.

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Comment Letter A3

Comment Letter A3

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AIRPORT LAND USE COMMISSION
FOR ORANGE COUNTY
3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

August 3, 2026

Michelle Halligan, Senior Planner
City of Costa Mesa
Community Development Department
77 Fair Drive
Costa Mesa, CA 92626

Subject: Comments on the Draft Program Environmental Impact Report for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation

Dear Ms. Halligan:

Thank you for the opportunity to review the Draft Program Environmental Impact Report (Draft PEIR) for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation (Project). In the context of the *Airport Environs Land Use Plan for John Wayne Airport* (*AELUP for JWA)*, the Airport Land Use Commission (ALUC) offers the following comments and requests that they be addressed in the Final PEIR prior to certification and prior to City action on the proposed project.

The Project consists of General Plan Amendments, Zoning Code Amendments, and Specific Plan Amendments that would incorporate the Mixed-Use Overlay District (MUOD) and apply the MUOD to selected properties throughout the City, including parcels within the JWA Notification Area. At a public meeting on July 16, 2026, the ALUC considered the Project and found the proposed amendments *inconsistent* with the *AELUP for JWA*. The determination was based on issues related to noise and safety. A copy of the July 16, 2026 staff report (Agenda Item #3) is attached.

A3-1

The Executive Summary of the Draft PEIR includes Table ES-1 Summary of Project Impacts which identifies possible project impacts and related mitigation measures. Item 4.13-3 refers to projects within an airport land use plan area. In response to the question, "would the project expose people residing or working in the project area to excessive noise levels," the answer provided in Table ES-1 indicates that there would be a "less than significant impact," and that no mitigation measures are required. In addition, Item 4.9-5 of the same table asks if there is a "safety hazard or excessive noise for people residing or working on the project area." The response to that item included in Table ES-1 is the same, that there would be a "less than significant impact," and that no mitigation measures are required.

A3-2

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The ALUC strongly disagrees with this assessment, as mentioned in the July 16, 2026 ALUC Agenda Item #3 staff report, and discussed at the July 16th meeting. The Project includes 17 Measure K parcels located wholly or partially within the JWA 65 dB-and-above Community Noise Equivalent Level contour, and also includes parcels within Safety Zones 2 and 3, including one partially in Safety Zone 1 (RPZ). **ALUC recommends that residential uses in these areas be avoided** as they would cause potentially significant health and safety impacts for future residents. While the Draft PEIR contains a discussion of noise, safety and height in Sections 4.9, 4.11, and 4.13, the Final PEIR should include mitigation measures for sound insulation, posting of airport in the area, limiting the number of residential units in the applicable Safety Zones, and complying with other AELUP requirements to address land use compatibility conflicts associated with the Project.

A3-2 Cont.

The Final PEIR should also provide mitigation measures for the maximum building heights in relation to the applicable JWA obstruction imaginary surfaces. The mitigation measure should describe Federal Aviation Administration notification requirements and require any proposed structure 200-feet-and-above (ground level) file an FAA Form 7460-1 and that the results must be submitted to ALUC prior to issuance of a permit. In addition, it should be mentioned that any proposed structure that would penetrate the 100:1 JWA notification area would require filing of FAA Form 7460.

A3-3

Thank you for the opportunity to provide these comments.

Sincerely,

DocuSigned by:
Julie Fitch
9A52604B4060425...

Julie Fitch
Executive Officer

Attachment: July 16, 2026 Agenda Item #3

cc: ALUC

Docusign Envelope ID: 6E66AD58-4607-8F6C-808B-B1E518BCEA63

AIRPORT LAND USE COMMISSION
FOR ORANGE COUNTY
3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

AGENDA ITEM 3

July 16, 2026

TO: Commissioners/Alternates

FROM: Julie Fitch, Executive Officer

SUBJECT: City of Costa Mesa Request for Consistency Determination of Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation

Background

In March 2022, the City of Costa Mesa submitted its 2021-2029 6th Cycle Housing Element Update to the Airport Land Use Commission (ALUC) for a consistency review. The Housing Element Update identified 99 potential future candidate housing sites within five Focus Areas. The Commission found the Housing Element Update inconsistent with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)* based mainly on the maximum height of proposed sites in North Costa Mesa area of Focus Area 2 that would penetrate the 206-foot horizontal surface for JWA. See Attachment 1 for location of Housing Element Focus Area 2.

A3-4

Proposed Project

The City is now submitting the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation ("Project") for an ALUC consistency review. The City proposes to apply an overlay to increase housing and mixed-use development capacity and to amend related documents for consistency, clarity, and compliance with State law. The proposed Project would implement portions of the City's Housing Element by applying an updated Mixed-Use Overlay District (MUOD) to selected parcels ("Measure K" sites) throughout the City. This would allow for future residential and mixed-use development in areas currently designated as Commercial and Industrial within the JWA Notification Area. See Attachment 2 for project sites. The Project includes the following:

A3-5

Zoning Code Amendments

Proposed amendments to Costa Mesa Municipal Code Title 13, Article 11 Mixed Use Overlay District (MUOD) which would increase/change the allowable densities and building heights on

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most Measure K properties, including Housing Element sites. Other Zoning Code amendments are proposed such as changes to planning application processing, definitions, site improvements, etc.

General Plan Amendments

The City's submittal indicates that proposed General Plan amendments include amendments to the Housing Element and Land Use Element which would change land uses by adding the Mixed-Use Overlay District (MUOD) to numerous sites throughout the City. The proposed amendments to the Noise, Circulation, Community Design, and Open Space and Recreation Elements would remove references to Urban Plans and Master Plans for mixed-use development (the City will be utilizing the MUOD and objective design standards); remove references to districts to reduce confusion with actual land use or zoning districts; and other text edits for clarity and consistency.

Specific Plan Amendments

There are three specific plans that would be amended to incorporate the application of the MUOD to Measure K sites, including Housing Element sites.

- The Newport Boulevard Specific Plan encompasses properties fronting the east side of Newport Boulevard between Mesa Drive and 19th Street. The proposed amendment would clarify that the MUOD provides additional development opportunities on Measure K sites and that properties listed in the Housing Element would be developed according to the Housing Element-related provisions of the MUOD, except where the specific plan allows greater capacity.
- The North Costa Mesa Specific Plan covers approximately 423 acres in northeast Costa Mesa. The proposed amendment would clarify that the MUOD is applicable to Measure K sites and that properties listed in the Housing Element would be developed according to the Housing Element-related provisions of the MUOD, except where the specific plan allows for greater building height or capacity.
- The One Metro West Specific Plan establishes standards for one 15.23-acre site on Sunflower Avenue at Cadillac Avenue in far northwest Costa Mesa. This property is in the proposed Housing Element amendment. The proposed amendment would clarify that the Housing Element-related provisions of the MUOD are applicable to the property, except where the specific plan allows for greater height or capacity.

The City anticipates scheduling the following Public Hearings:

September 14, 2026	Planning Commission
October 6, 2026	City Council

A3-5
Cont.

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AELUP for JWA

Regarding Aircraft Noise Impacts

The Project would allow future residential and mixed-use development on sites within the JWA 65-and-above dBA CNEL noise contours by applying the MUOD. These sites are just south of Bristol Street and west of the Golf Course. Attachment 3 shows the proposed land uses in relation to the JWA noise contours.

As stated in *AELUP for JWA* Section 3.2.3 Noise Impact Zone "1" - High Noise Impact (65 dB CNEL and above), "the ALUC does not support residential development within the 65 dB CNEL noise contour." The section further states that residential units in this area are inconsistent unless it can be shown conclusively that such units are sufficiently sound attenuated for present and projected noise exposures so as not to exceed an interior standard of 45 dB CNEL, and may require the dedication of an avigation easement for noise to the airport proprietor. Section 3.2.3 also conditions that all residential units are to be indoor-oriented to preclude noise impingement on outdoor living areas.

The City's submittal identifies existing and proposed policies and zoning requirements related to aircraft noise. The Land Use Element includes the following policy:

- ***LU-3.17:*** *New residential developments within the 60 dB CNEL noise contour of the airport shall provide designated outdoor signage informing the public of the presence of operating aircraft.*

A3-6

The Noise Element includes the following policies:

- ***N-1.1:*** *Enforce the maximum acceptable exterior noise levels for residential areas at 65 CNEL.*
- ***N-1.4:*** *Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels. When necessary, require field testing at the time of project completion to demonstrate compliance.*
- ***N-1.6:*** *Discourage sensitive land uses from locating within the 65 CNEL noise contour of John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.*

The proposed MUOD includes additional airport-related standards for future projects within the Airport Planning Area. Section 13-83.11.5(c) requires applicable MUOD projects located within the Airport Planning Area to prepare a noise study by a qualified acoustical engineer. The noise study would be required to certify compliance with Costa Mesa Municipal Code Title 13, Chapter XIII, Noise Control, and the *AELUP for JWA*. This chapter also states that MUOD projects on

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properties located within the Airport Planning Area shall comply with applicable requirements of the *AELUP for JWA*, **unless overridden** by the City Council.

While the City's General Plan and Zoning Code include policies related to noise, the Project would allow future residential and mixed-use development within the 65 and above dBA CNEL contour for JWA. The proposed reliance on future acoustical studies and project-level review does not remove the underlying *AELUP* incompatibility issues associated with new residential uses in Noise Impact Zone 1 (65 dBA and above), nor does it "conclusively" ensure that all appropriate sound-attenuating mitigation measures will be implemented.

A3-6 Cont.

Regarding Height Restrictions

As shown in Attachment 4, the Project would apply to sites within the JWA Notification Area. The MUOD would allow maximum building heights of 60 to 108 feet for sites designated as residential or mixed-use depending on the applicable MUOD density tier and location. Non-residential buildings would be limited to 40 feet in height.

The MUOD would also apply to selected properties within the North Costa Mesa Specific Plan area where the existing maximum heights are up to 315 feet (with an FAA determination of no hazard). The MUOD would provide an optional route for residential/mixed-use projects within the North Costa Mesa Specific Plan, so it does not preclude City approval of projects within the North Costa Mesa Specific Plan with those maximum heights. See Attachment 5 for Table 2 Maximum Building Heights for the North Costa Mesa Specific Plan.

Attachment 6 shows the proposed MUOD maximum heights in relation to the obstruction surfaces for JWA. The project sites closest to JWA (south of Bristol) are located within the transitional surface for JWA. With approximate ground elevation of 30 feet and proposed MUOD maximum heights of 60 feet above ground level in that area, the maximum height allowed project height of 90' AMSL would come very close to penetrating the JWA transitional surface of 92 feet AMSL. While the MUOD project sites would not penetrate the Obstruction Imaginary Surfaces for JWA, the underlying heights for the North Costa Mesa Specific Plan would penetrate the obstruction surfaces as indicated in the March 2022 ALUC Inconsistent finding for the Housing Element Update.

A3-7

The City's Land Use Element includes the following airport-related policies addressing height and FAA notification.

- ***LU-3.13:*** *Prohibit the construction of buildings or structures that would present a hazard to air navigation, as determined by the Federal Aviation Administration.*

- ***LU-3.14:*** *Development proposals that include construction or alteration of structures more than 200 feet above ground level, or that otherwise require filing with the Federal Aviation Administration and Airport Land Use Commission pursuant to federal and State law, shall comply with applicable filing requirements.*

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> *If filing is required in accordance with State or federal agency procedures, a Notice of Proposed Construction or Alteration, FAA Form 7460-1, shall be filed prior to review and consideration of the proposed development.*

Development under the MUOD, or under the North Costa Mesa Specific Plan, would be required to file FAA Form 7460-1 and comply with applicable FAA and ALUC review requirements if the development exceeds applicable FAA notification criteria or otherwise triggers Part 77 review. Note that Section 2.1.3 of the *AELUP for JWA* states:

> "A Determination of No Hazard to Air Navigation does not automatically equate to a Consistency determination by the ALUC. The FAA may also conclude in their aeronautical study that a project is an Obstruction but not a Hazard to Air Navigation. The Commission may find a project Inconsistent based on an Obstruction determination."

A3-7 Cont.

Regarding Safety Zones and Flight Tracks

Attachment 7 shows the Project in relation to the Safety Zones for JWA. Portions of the MUOD area would be located within Safety Zones 2, 3, and 6, with a small part of one parcel located within Safety Zone 1 - Runway Protection Zone (RPZ). The RPZ is the "very close final approach or departure" for aircraft and has a "very high risk level." As indicated in the California Airport Land Use Planning Handbook, all structures and residential land uses in this area should be prohibited.

Safety Zone 2 is the Inner Approach/Departure Zone where aircraft are flying at low altitudes on final approach and departure. The Handbook indicates avoiding residential uses except as infill in developed areas and limiting nonresidential uses to activities that attract few people. The Handbook states that assembly uses, children's schools, large daycare centers, hospitals, nursing homes, stadiums, group recreational uses, and hazardous uses should be prohibited.

A3-8

The MUOD would also apply to areas located within Safety Zones 3 and 6. Safety Zone 3 is the Inner Turning Zone, where residential uses should be limited to very low densities, and higher-intensity non-residential uses should be avoided. Safety Zone 6 is the Traffic Pattern Zone, where residential uses are generally allowed, but overflight should be considered. Attachment 8 includes JWA Flight Tracks for three separate days in June 2026. As shown on the illustration, the area south of Bristol Street included in the MUOD (allowing residential uses) is subject to numerous general aviation flights at altitudes between 400 and 800 feet. See Attachment 9 for Safety Zone information provided in the Handbook.

AELUP for Heliports

The City's Land Use Element allows for the development of heliports and includes Policy LU-3.15, which requires development proposals involving a heliport or helistop to comply with State permit procedures, including referral to ALUC by the applicant, and with conditions imposed or recommended by FAA, ALUC, and Caltrans.

A3-9

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Environmental Compliance

The City has prepared a Draft Program Environmental Impact Report (PEIR) for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation effort. The Draft PEIR is currently available for public review and comment, and the public comment period ends August 3, 2026.

A3-10

Conclusion

ALUC staff has reviewed the proposed Project, including amendments to the Zoning Code, General Plan (including the Noise Element and Land Use Element), and three Specific Plans with respect to compliance with the *AELUP for JWA*, including review of noise, height, and safety. The Project would allow new residential and mixed-use development within the 65-and-above dBA CNEL for JWA; within Safety Zones 1, 2, 3 and 6; and would continue to allow development that would exceed the obstruction imaginary surfaces for JWA (North Costa Mesa Specific Plan).

Attachment 10 contains excerpts from the City of Costa Mesa submittal for the Project. The Draft Housing Element, Zoning Code Updates and other Project materials can be found on the City's website: https://www.costamesaneighborhoods.com/

A3-11

Recommendation

That the Commission find the proposed City of Costa Mesa Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation ***inconsistent*** with the *AELUP for JWA* per:

1. Section 2.1.1 Aircraft Noise, because aircraft noise from airports may be incompatible with the general welfare of inhabitants within the vicinity of an airport;
2. Section 2.1.2 Safety Compatibility Zones, because the purpose of the Safety Zones is to support continued airport use and operation by establishing compatibility and safety standards to promote air navigational safety and reduce potential safety hazards for persons living, working, or recreating near JWA;
3. Section 3.2.1 General Policy, because within the boundaries of the *AELUP*, land uses may be found inconsistent if they place people so that they are affected adversely by aircraft noise or concentrate people in areas susceptible to aircraft accidents;
4. Section 3.2.3 Noise Impact Zone "1" - High Noise Impact, because the *AELUP* does not support residential development within the 65 dB CNEL noise contour and finds residential units inconsistent unless they are sufficiently sound attenuated to meet the 45 dB CNEL interior standard and sufficiently indoor oriented to preclude noise impingement on outdoor living areas;

A3-12

Docusign Envelope ID: 6E66AD58-4607-8F6C-808B-B1E518BCEA63

5. Section 3.2.5 Runway Protection Zone "RPZ," Extreme Crash Hazard, because only airport-related uses and open space uses, including agriculture and certain types of transportation and utility uses, are permitted, and no buildings intended for human habitation are permitted in the RPZ.

A3-12 Cont.

Respectfully submitted,

Julie Fitch
Executive Officer

Attachments:

1. Housing Element Focus Area 2
2. Project Sites
3. JWA Noise Contours
4. JWA Notification Area
5. NCMSP Table 2 Maximum Heights
6. Proposed Maximum Heights/JWA Obstruction Surfaces
7. JWA Safety Zones
8. JWA Flight Tracks
9. Safety Zones - California Airport Land Use Handbook
10. Excerpts from Costa Mesa Submittal

A3-13

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Response to Comment Letter A3

Airport Land Use Commission for Orange County
Julie Fitch, Executive Director
August 3, 2026

A3-1 The comment states the Airport Land Use Commission (ALUC) considered the proposed Project at a public meeting on July 16, 2026, and found the Project inconsistent with the Airport Environs Land Use Plan (AELUP) for the John Wayne Airport (JWA) based on noise and safety zone considerations. The comment letter attached the staff report from the July meeting, which is included as Comments A3-4 through A3-9. See Response to Comments A3-4 through A3-13 for more discussion concerning aircraft noise, safety zones and the Runway Protection Zone (RPZ), building height and Federal Aviation Administration (FAA) notification, and heliports.

The City has carefully reviewed ALUC's concerns and continues to conclude that the Draft PEIR adequately evaluated airport-related noise, safety, and land use compatibility impacts and appropriately determined that the applicable airport-related impacts would be less than significant. Nevertheless, in consideration of ALUC's recommendations, the City determined that specified parcels could be removed from the Planning Area without jeopardizing the State's Department of Housing and Community Development (HCD) pending certification of the City's Housing Element; therefore, the City refined the Project by removing those parcels from the Planning Area. For more information, see Section 1.4, Revised Project, of this Final PEIR.

A3-2 The comment disagrees with the Draft PEIR's impact determinations in Section 4.13, Noise, and Section 4.9, Hazards and Hazardous Materials, regarding excessive noise levels and safety hazards. Specifically, the comment notes there are parcels located wholly or partially within the JWA 65 decibel (dB) and above Community Noise Equivalent Level (CNEL) contour. In addition, the comment notes there are parcels that are within Safety Zones 1, 2, and 3. The comment recommends mitigation measures for sound insulation, posting signs that there is an airport in the area, limiting the number of residential units in the applicable Safety Zones, and complying with "other AELUP requirements to address land use compatibility" concerns from ALUC.

The City's conclusions as set forth in the Draft PEIR state that the potential environmental impacts associated with Thresholds 4.9-5, 4.11-1 and 4.13-3 would be less than significant. These conclusions are supported with substantial evidence on page 4.9-29, pages 4.11-44 through 4.11-45, and pages 4.13-40 through 4.13-41 of the Draft PEIR, respectively. Regarding the incorporation of mitigation, CEQA Guidelines Section 15126.4(a)(3) states mitigation measures are not required for effects which are not found to be significant. Because the City has determined that impacts would be less than significant, no mitigation is provided.

Moreover, the recommendations suggested in the comment letter are addressed in the Draft PEIR. For instance, Section 4.13 of the Draft PEIR cites provisions of the California Building Code (Draft PEIR page 4.13-20) and in the AELUP (Draft PEIR page 4.13-6) where noise insulation for new residential construction is mandatory, in which interior noise levels attributable to exterior noise sources shall not exceed 45 dBA in any habitable room. Compliance with regulations, which are mandatory with or without evaluation pursuant to CEQA, do not constitute mitigation under CEQA. Furthermore, the impact

analysis determined the parcels within the 65 dBA CNEL contour would have a maximum height of 60 feet under the amended MUOD. It is noted on page 4.13-7 that upper-story receptors may experience reduced ground-effect attenuation compared with ground-level exposure. However, where exterior noise levels at a proposed residential development exceed 60 dBA CNEL, an acoustical analysis must be prepared by a qualified acoustical consultant to demonstrate that the proposed building design will achieve compliance with the 45 dBA CNEL interior standard. This requirement applies to all new residential construction facilitated by the Project, regardless of the noise source type (traffic, aircraft, or industrial/commercial). As a result, airport-noise impact would be less than significant.

Additionally, General Plan Policy LU-3.17 states new residential uses within the 60 dB CNEL noise contour of the airport shall provide designated outdoor signage informing the public of the presence of an operating airport (Draft PEIR page 4.11-16). Project implementation would not conflict with this policy, as detailed in Table 4.11-1. The amended MUOD would require a noise study for future developments within the Airport Influence Area, which would certify compliance with the City's Noise Ordinance and be consistent with the requirements in the AELUP for JWA. As such, the Project would comply with the General Plan Policy LU-3.17 and would not prevent outdoor signage for new residential developments.

The remaining concerns raised are addressed in subsequent comments. Regarding noise contour compatibility, see Response to Comment A3-6 for more discussion. Regarding Safety Zones, see Response to Comment A3-8 for more discussion.

The ALUC's disagreement with the City's assessment of environmental impacts is noted and has been considered. In order to be responsive to ALUC's concerns, the City has determined that select non-Housing Element parcels within Safety Zones 1, 2, and 3, and/or within the 65 dB CNEL noise contour, can be eliminated from the proposed Project without jeopardizing the City's ability to satisfy HCD and the state's pending certification of the Housing Element. As such, the City has revised the scope of the Project's Planning Area to address ALUC's concerns. See Section 1.4.1, Removal of Selected Sites, of this Final PEIR for detailed discussion on the revised project description. In summary, the City has removed parcels from the Project's Planning Area within Safety Zones 1, 2, and 3, as well as within the 65 dB CNEL noise contour and above. This results in the removal of 18 parcels, including 16 parcels consistent with ALUC determination and requests, and 2 parcels that were removed given the lack of remaining parcels in the immediate area to enable the potential for lot consolidation of sites greater than 0.5 acres in area. Although the City removed parcels from the Planning Area in response to ALUC's recommendations, one parcel, APN 439-312-12, remains because the site is listed in the Sixth Cycle (2021-2029) Housing Element. The parcel has a permitted, and now fully constructed, project to convert a hotel to 76 deed-restricted affordable housing units and two manager units using Project Homekey funding. The parcel remains in the Planning Area to reflect the underutilized portion of the site that may accommodate Phase 2 of the entitled project. The site's conversion from a hotel to lower income housing has been recorded in the City's Annual Progress Report in support of its Regional Housing Needs Allocation goals, and removal of the parcel from the Planning Area could jeopardize HCD pending certification of the City's Housing Element. Therefore, this parcel remains within the Planning Area. As demonstrated in Section 1.5, Environmental Analysis for the Revised Project, the impact conclusions in the Draft PEIR do not change, nor do they result in any new significant impacts or a substantial increase in the significance of a previously identified impact. Therefore, the Revised Project does not warrant recirculation of the Draft PEIR.

A3-3 The comment recommends mitigation to implement Federal Aviation Administration (FAA) requirements. Similar to the discussion in A3-2, CEQA Guidelines Section 15126.4(a)(3) states mitigation measures are not required for effects which are not found to be significant. The Draft PEIR addresses FAA and ALUC requirements in Table 4.11-1 of the Draft PEIR. As detailed in the consistency analysis, the Project would not have a potential to conflict with Policy LU-3.13, which prohibits the construction of buildings that FAA determines would present a hazard to air navigation, and Policy LU-3.14, which states that a Notice of Proposed Construction or Alteration, FAA Form 7460-1, must be filed before City review and consideration when State or federal agency procedures determine that filing is required (Draft PEIR pages 4.11-14 and 4.11-15). Moreover, the amended MUOD would implement maximum building height standards that are tied to the maximum allowable residential density. As such, parcels with a proposed maximum density of 90 du/ac would have a maximum building height of 108 feet. Parcels with a 108-foot building height maximum would be limited to the North Costa Mesa subarea and other parcels north of I-405 (Draft PEIR page 4.1-15). As such, the proposed Project would not result in future development projects that would exceed the 200-foot limit. For these reasons, the Draft PEIR determined impacts related to safety hazards associated with an airport or airport land use plan would have less than significant impacts. As further detailed in Response to Comment A3-7, the Project would comply with existing regulations, including the submittal of FAA Form 7460-1, consistent with the General Plan Policy LU-3.14. Compliance with regulations would reduce the potential for a significant impact to occur and no mitigation is required. See Response to Comment A3-7 for more discussion.

A3-4 The comment notes a prior inconsistency determination made in March 2022 on the City's Housing Element. Specifically, ALUC raised concern for the potential of future projects on Housing Element sites to penetrate the 206-foot horizontal surface for JWA. As further detailed in Response to Comment A3-7, below, the North Costa Mesa Specific Plan includes development standards that exceed the horizontal surface for JWA. This is an existing condition under the regulatory setting for the Planning Area. Project implementation would apply an overlay on parcels within the North Costa Mesa Specific Plan and provide an optional route for future residential or mixed-use projects to be developed in this area via the amended MUOD or the Specific Plan (Draft PEIR page 4.1-15). If a future project utilizes the Specific Plan's development standards and proposes a building height that exceeds the FAA notification criteria or otherwise triggers Part 77 review, then the future project would be required to comply with applicable FAA and AELUP regulations. The amended MUOD would not preclude future development projects from utilizing the underlying Specific Plan standards, nor would it alter this requirement. Instead, the amended MUOD would implement maximum building height standards that are tied to the maximum allowable residential density. As such, parcels with a proposed maximum density of 90 du/ac would have a maximum building height of 108 feet. Given this, the comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR or the proposed Project.

A3-5 The comment accurately summarizes some of the components of the project description and identifies the anticipated public hearing schedule for the proposed Project. This comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR or the proposed Project. No further response is required.

A3-6 Similar to the discussion provided under Response to Comment A3-2, the City has revised the proposed Project to remove parcels within the Planning Area to implement ALUC recommendations, where

feasible; these removed parcels would not be subject to the amended MUOD. See Response to Comment A3-2 for more discussion and Section 1.4 of this Final PEIR for more details on the Project revisions.

Regarding interior noise standards, the Project would not result in a significant impact due to compliance with provisions of the California Building Code where noise insulation for new residential construction is mandatory and an acoustical analysis must be prepared by a qualified acoustical consultant to demonstrate that the proposed building design will achieve compliance with the 45 dBA CNEL interior standard (Draft PEIR pages 4.13-20 and 4.13-6, respectfully). As detailed throughout the Draft PEIR, the amended MUOD would require future development projects to submit a noise study to the City, which would certify compliance with the City's Noise Ordinance and be consistent with the requirements in the AELUP for JWA. Additionally, as detailed in Table 4.11-1, Potential to Conflict with General Plan Goals and Policies, the Draft PEIR determined no conflict would occur related to General Plan Policy LU-3.17 (Draft PEIR page 4.11-16) and Noise Element Policies N-1.1, N-1.4, and N-1.6 (Draft PEIR pages 4.11-30 and 4.11-31). See Response to Comment A3-2 for more information.

In addition, the amended MUOD requires MUOD projects on properties located within the Airport Planning Area to comply with applicable AELUP requirements. The City subsequently revised the MUOD to clarify that any inconsistency determination may be addressed through the procedures authorized by State law, including Public Utilities Code Section 21676(b). This provision does not eliminate ALUC's stated compatibility concerns, but it preserves the independently applicable AELUP review and State-law override process for future development proposals.

Regarding City Council's discretion to override the requirements of the AELUP for JWA, the City has revised the proposed MUOD amendments to state that the applicable requirements can be overruled pursuant to State law. Public Utilities Code Section 21676(b) states in part that "The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670." As such, the revision, as shown in Chapter 3, Errata, of this Final PEIR, does not change the impact conclusions in the Draft PEIR. Instead, the proposed amendments are consistent with State law. Therefore, this revision does not warrant recirculation of the Draft PEIR.

A3-7 The comment raises concern for the underlying building height standards within the North Costa Mesa Specific Plan. Under existing conditions, the North Costa Mesa Specific Plan allows for a maximum height of up to 315 feet. The comment correctly notes that the proposed Project does not change the underlying building height requirements under the North Costa Mesa Specific Plan. This comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR. As discussed in Comment A3-4, the Costa Mesa City Council previously voted to override the ALUC's inconsistency determination for the North Costa Mesa Specific Plan, when the Specific Plan was amended in 2006 and 2007. Moreover, the Project includes provisions in the MUOD amendments requiring compliance with requirements of the AELUP. As such, future development projects would be required to comply with applicable FAA requirements, including the filing of a FAA Form 7460-1, consistent with the analysis provided in Table 4.11-1 for General Plan Policy LU-3.13 (Draft PEIR pages 4.11-14 and 4.11-15) and Policy LU-3.14 (Draft PEIR page 4.11-15). Furthermore, as detailed in General Plan Policy LU-3.16, the City is required to refer certain projects to ALUC, as required by Public Utilities Code Section 21676, for a determination of consistency with the AELUP (Draft PEIR page 4.11-

16). Consistent with ALUC's comment, an FAA Determination of No Hazard does not, by itself, constitute a determination that a project will be determined consistent with the AELUP by ALUC. The City would therefore apply the FAA notification and ALUC referral requirements independently, as applicable to a future development proposal.

A3-8 The Draft PEIR adequately analyzes the potential impacts related to parcels within Safety Zones 3 and 6 on page 4.11-45, including the AELUP's restrictions and compatibility requirements. As noted in the comment letter, portions of the Planning Area overlap with Safety Zones 1 and 2. The Draft PEIR has been revised to include discussion on these safety zones. See Chapter 3, Errata, of this Final PEIR for details. Furthermore, the City has revised the proposed Project to remove specific parcels within the Planning Area and would not be subject to the amended MUOD in order to address ALUC's recommendations. See Section 1.4, Revised Project, of this Final PEIR for more discussion on the Project revisions. Overall, implementation would be required to comply with applicable regulations governing Safety Zones associated with JWA. As detailed in Table 4.11-1, General Plan Policy S-1.17 directs the City to use the AELUP as a planning resource and to evaluate future land-use decisions within the Safety/Runway Protection Zone in light of aircraft-related risk (Draft PEIR page 4.11-34). Further, the amended MUOD requires MUOD projects on properties located within the Airport Planning Area to comply with applicable AELUP requirements, unless the City Council overrides an ALUC determination pursuant to State law. The City revised the proposed MUOD amendments to clarify that any override would be governed by Public Utilities Code Section 21676(b).

A3-9 The comment notes requirements for future projects involving a heliport or helistop to comply with State permit procedures, including referral to ALUC, and with conditions imposed or recommended by FAA, ALUC, and Caltrans. The consistency analysis contained in Table 4.11-1 of the Draft PEIR includes discussion on General Plan LU-3.15. The analysis contained within the Draft PEIR evaluates potential effects at a programmatic level and does not assess the site-specific conditions of future development projects. As such, future development projects would be required to comply at the project-level review in order to meet requirements for safety within airport influence areas (Draft PEIR pages 4.11-15 and 4.11-16).

A3-10 The comment states the Draft PEIR for the Project was circulated for public review. This comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR or the proposed Project. No further response is required.

A3-11 This comment provides a conclusory statement and summarizes the concerns presented in the comment letter. This comment does not express any environmental concerns related to the environmental analysis contained in the Draft PEIR. The comment will be provided to the City's decision makers for review and consideration as part of this Final PEIR.

A3-12 Similar to Response to Comment A3-11, this comment provides a conclusory statement and summarizes the recommendations presented in the comment letter. See Section 1.4, Revised Project, of this Final PEIR for more discussion on the Project revisions.

A3-13 This comment represents a list of attachments that were included in the ALUC staff report for the July 16, 2026, meeting. However, the attachments were not included as part of Comment Letter A3. As such, no response is required.

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Comment Letter O1

Comment Letter O1

From: Norman Dimmick
To: Neighborhoods
Cc: Ann Brierty; THPO Department
Subject: Neighborhoods Where We All Belong - Program EIR // MBMI Comments
Date: Monday, August 3, 2026 4:36:10 PM
Attachments: MBMI THPO Comments - NWWAB EIR.pdf

Good afternoon,

The Morongo Band of Mission Indians' Tribal Historic Preservation Office has comments on the Program Environmental Impact Report prepared for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Project. Please see the attached PDF.

O1-1

Additionally, we can provide a copy of MBMI's standard mitigation measures if you wish to have them on file in advance of any further projects resulting from this program.

Respectfully,

Norman Dimmick
Cultural Resource Specialist
Tribal Historic Preservation Office
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220
Phone & Text: (951) 728-0877

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MORONGO BAND OF MISSION INDIANS
A SOVEREIGN NATION

RE: Neighborhoods Where We All Belong PEIR

Program Environmental Impact Report: Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program (Dudek)

MBMI Comments

1. **General:** MBMI is amenable to the findings of this PEIR and the mitigation measures proposed. O1-2
2. **MM-4.5-2, Page ES-29:** "However, if impacts to tribal cultural resources are determined potentially significant during project level review, a Native American monitor shall be required at the outset to monitor all ground-disturbing activities" should be changed to "However, if impacts to tribal cultural resources are determined potentially significant during project level review, *or if requested by the Consulting Tribes,* a Native American monitor shall be required at the outset to monitor all ground-disturbing activities" as AB 52 consultation is the typical process through which the necessity and scope of tribal monitoring are determined. The current phrasing of the mitigation measure implies that the Project Archaeologist is responsible for determining the tribal monitoring requirements, but this is not their jurisdiction, and should be established in consultation between the Lead Agency, Consulting Tribes, and Permit Applicant. O1-3
3. **Threshold 4.5-3, Pages 4.5-34 – 4.5-35:** While it is appropriate for a broad zoning update to rely on existing legislature regarding protection and disposition of project remains, it should be noted somewhere in the EIR that construction projects pursued as a result of this program will likely require further mitigation to lay out project specific procedures (i.e. buffer zones, ESAs, and specific requests by the Consulting Tribes regarding respectful treatment of ancestral remains)—especially in regions of moderate and high archaeological sensitivity, or anywhere in proximity to OR-00190, OR-00406 & CA-ORA-687. O1-4
4. **Paleoindian, Page 4.18-2:** It is worth noting that while known Paleoindian sites in the region are sparse, it is widely acknowledged that many of the earliest habitation sites along the California coast have likely been submerged by sea level rise, and coastal Paleoindian habitation is a topic where absence of evidence is not necessarily evidence of absence. O1-5

Respectfully,

Bernadette Ann Brierty

Bernadette Ann Brierty
Tribal Historic Preservation Officer
Morongo Band of Mission Indians

12700 Pumarra Road – Banning, CA 92220 – (951) 755-5259 – Fax (951) 572-6004 – THPO@morongo-nsn.gov

CC: Morongo THPO

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Response to Comment Letter O1

Morongo Band of Mission Indians
Bernadette Ann Brierty, Tribal Historic Preservation Officer
August 3, 2026

O1-1 The comment represents an email in which a comment letter was included as an attachment. The comment letter is included as Comments O1-2 through O1-5. The comment itself does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR. However, the comment makes note of standard mitigation measures, which could be requested for future development projects. The comment will be provided to the City's decision makers for review and consideration as part of this Final PEIR.

O1-2 The comment expresses the Morongo Band of Mission Indians' acceptance of the findings in the Draft PEIR and proposed mitigation measures. The comment itself does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR.

O1-3 The comment recommends a revision to the Draft PEIR related to MM-4.5-2. The proposed revision was not accepted, by the City given that the two consulting tribes agreed to the existing mitigation measure language. Despite this, future discretionary projects implemented under the amended MUOD would be subject to MM-4.5-2 and the tribal consultation process pursuant to Assembly 52. No revision to the Draft PEIR is required.

O1-4 The comment requests revisions to the Draft PEIR to clarify future development projects would likely require further mitigation with project-specific procedures. The Draft PEIR as presented is clear on the requirements of subsequent projects as a result of Project implementation. As detailed in Section 4.18, Tribal Cultural Resources, mitigation measure MM-4.18-1, outlines compliance with AB 52 and the potential for future mitigation to avoid or minimize impacts to tribal cultural resources as a result of that process. As part of the City's implementation of the Neighborhoods Where We All Belong program, the proposed MUOD ordinance includes a dedicated section addressing CEQA mitigation measures. Specifically, Section 13-83.11.9(a)(1) ("CEQA Mitigation Measures") provides that MUOD projects "shall be subject to the applicable mitigation measures identified in the City's final and adopted Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Final Environmental Impact Report (EIR) Mitigation Monitoring and Reporting Program (MMRP)." Section 13-83.11.9(a)(2) further clarifies that this requirement does not apply to qualifying ministerial projects that are exempt from CEQA under state law. Thus, the MUOD ordinance expressly requires implementation of applicable PEIR mitigation measures for MUOD projects that are subject to CEQA review. Given this, no revision to the Draft PEIR is required.

O1-5 The comment requests revisions to the Draft PEIR to clarify the environmental setting regarding Paleoindian sites in the region. The discussion included in Section 4.18 of the Draft PEIR adequately establishes the environmental setting, which includes a generalized description of cultural patterns extending from coastal San Diego through the Mojave Desert. Further, the City of Costa Mesa's boundaries are located approximately one mile from the Pacific Ocean shoreline and do not include any coastal waters. The requested revision is not specific and does not indicate the Draft PEIR as written is inadequate. Given this, no revision to the Draft PEIR is required.

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Comment Letter O2

Comment Letter O2

COSTA MESA FIRST
Working for a Livable City

August 3, 2026

VIA EMAIL –neighborhoods@costamesaca.gov and Michelle.Halligan@costamesaca.gov

City of Costa Mesa
Attn: Michelle Halligan, Senior Planner
77 Fair Drive
Costa Mesa, California 92626

Re: Draft Program Environmental Impact Report for the Measure K/Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Project; SCH No. 2025110783

Dear Ms. Halligan:

We appreciate the opportunity to provide comments to the City of Costa Mesa ("City") on the Draft Program Environmental Impact Report ("DEIR") for the Measure K/Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Project ("Project").

The Project encompasses 1,079 parcels totaling approximately 1,353.4 acres distributed throughout Costa Mesa which spans approximately 10,143 acres. Most of the identified parcels are already developed with residential, commercial, and industrial uses. At full buildout in 2056, the Project originally would have facilitated the development of up to 21,522 additional dwelling units and approximately 10.6 million square feet of commercial and industrial floor area. The Project has changed in scope, as several property owners requested that their parcels be removed from the list of sites in the Housing Element, and others have been added. In addition, this estimate does not include the up to 4,000 additional dwelling units and 35,000 square feet of commercial space anticipated under the Fairview Developmental Center Specific Plan.

O2-1

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According to the California Department of Finance, Costa Mesa's 2025 population is estimated at 110,321 residents. The City projects only modest growth of approximately 2.2 percent—roughly 2,500 people—between 2020 and 2040, increasing from approximately 111,200 to 116,400 residents. Costa Mesa's existing housing stock is estimated at 44,610 units, with an average household size of 2.7 persons, below the Orange County average of 3.0 per household. Its housing vacancy rate remains low at 4.8 percent, and the majority of its housing stock is more than 30 years old.

02-1 Cont.

As noted in the Notice of Preparation ("NOP"), many sites within the Project area are already designated and zoned for residential uses, including Single-Family Residential , Multi-Family Residential, and Planned Development Residential.

To implement the rezoning of all Measure K sites, the Project proposes to utilize the existing Mixed-Use Overlay District ("MUOD"), as established in Section 13-20(s) of the Costa Mesa Municipal Code, as the primary zoning mechanism. Earlier iterations of the Project proposed eliminating the Mesa West Residential Ownership Urban Plan and revising zoning regulations applicable to the North Costa Mesa Specific Plan, 19 West Urban Plan, SoBECA Urban Plan, Mesa West Urban Plan (collectively, the "Urban Plans"), and the Harbor Mixed-Use Overlay ("Harbor Overlay"). The amended MUOD would apply to both residential-only and mixed-use Measure K sites, including Housing Element sites subject to specific restrictions. The Residential Incentive Overlay and the East 17th Street Specific Plan were originally proposed to remain outside the scope of the Project.

02-2

The Project has since evolved and now includes the following actions:

- Sunset all existing Urban Plans and the Harbor Overlay while incorporating applicable development standards and regulations into the MUOD through the Zoning Code;
- Consolidate all Urban Plan areas within Measure K under a single MUOD framework;
- Refine and expand MUOD development standards, including provisions tailored to specific subareas;
- Apply the amended MUOD to all Measure K sites, including Housing Element sites subject to special requirements; and

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- Amend the North Costa Mesa and Newport Boulevard Specific Plans to apply the MUOD to Measure K sites within those planning areas, while deferring comprehensive updates to those Specific Plans.

Currently, the Urban Plans are implemented through the MUOD but exist outside the City's Zoning Code. Under the Project, the Urban Plans would be retired and their applicable regulations incorporated directly into the Zoning Code through the amended MUOD. The revised MUOD would then serve as the primary zoning framework governing all Measure K sites.

The Planning Area, as defined below, consists of 1,079 parcels totaling approximately 1,353 acres and is generally located along Costa Mesa's major transportation corridors, including Newport Boulevard, Harbor Boulevard, Placentia Avenue, 17th Street, 18th Street, 19th Street, Baker Street, Bristol Street, and areas north of Interstate 405.

The Project includes three primary components:

A. Rezoning of Measure K Sites. The Project would rezone Measure K sites, including both Housing Element and non-Housing Element properties, through application of the amended MUOD. Collectively, these properties are referred to in the DEIR as the "Planning Area." Appendix B provides an inventory of Planning Area parcels, while Figure 2-2 illustrates their locations.

B. Zoning Code Amendments. The Project would amend Title 13 (Planning, Zoning, and Development) of the Costa Mesa Municipal Code. These amendments generally include: (i) implementation of state mandates, including Housing Element programs; (ii) administrative updates and corrections; and (iii) City policy-driven revisions that are not expected to result in environmental impacts. These amendments would apply citywide.

C. Objective Design Standards. The Project would establish Objective Design Standards applicable to all multifamily residential and mixed-use residential development projects throughout the City, including projects within the MUOD. These standards would create a consistent, objective set of design requirements for future residential development citywide.

The documents prepared by the City in connection with items A, B and C above are collectively referred to herein as the "Planning Documents."

O2-3
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The new design standards are:

MUOD Area[1]	Max. Density[2]	Max. Building Height (resi-dential)	Setbacks[3]	Max. Lot Cover-age	Min. Open Space (residential)
Mesa West Bluffs	20-30 du/ac	60 ft.	Front/side along street: Min. 10 ft./ Max. 20 ft. Side/rear along alley: 0 ft Side/rear abutting a) Commercial/ mixed: 20 ft. b) Residential: 20 ft. c) Industrial: 20 ft. Side or rear abutting bluff crest: 10 ft.	90%	Usable common space: 10% of lot Usable private space: 100 sq. ft./unit (ground floor) 50 sq. ft. above ground floor Publicly accessible space: Total area equivalent to min. 5% of commercial gross floor area for developments with commercial gross floor area greater than 100,000 sq. ft.
19 West	20-30 du/ac				
Newport Blvd	30 du/ac				
Harbor Blvd	30 du/ac				
SoBECA	40 du/ac				
North Costa Mesa	60 du/ac	72 ft.			

O2-3 Cont.

Under the Project, the DEIR projects by 2056 the buildout of **21,522** additional housing units and **10,630,361** additional square feet of nonresidential/commercial uses. The projected

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[1] At least **50% of a Housing Element site within the MUOD** must be **housing at a minimum density of 20 du/ac**. Housing Element sites **outside the MUOD** must be 100% housing.
[2] Only applicable to Lower-Income Housing Element Sites and inclusive of Accessory Dwelling Units.
[3] Minimum setbacks shall apply to all portions of a building or structure. Maximum setbacks along public streets shall only apply to a building or structure's ground floor, with exceptions for driveways, walkways, and open space.

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increase in population is **51,572 residents**, exclusive of the **additional 9,926 new residents** added as a result of buildout of the Fairview Developmental Center Specific Plan.

O2-3 Cont.

Introduction to Comments: The following comments are submitted in response to the DEIR for the Project. We recognize the City's obligation to plan for future housing needs and comply with state housing requirements and accommodate its Regional Housing Needs Allocation ("RHNA"). We also recognize and appreciate the substantial effort that City staff, consultants, and members of the public have invested throughout the Measure K process.

However, CEQA requires more than identification of project benefits. It requires full and objective disclosure of environmental impacts, a meaningful evaluation of cumulative effects, a good-faith analysis of alternatives, and an accurate assessment of whether a project's stated objectives are actually being achieved. After carefully reviewing the DEIR and related Planning Documents, we conclude that the DEIR does not satisfy these requirements in several significant respects.

Most notably, the DEIR does not adequately reflect the community vision that served as the foundation of the Measure K process, understates, or fails to fully analyze certain cumulative impacts, and acknowledges an unusually large number of significant and unavoidable environmental impacts that directly contradict assurances that existing neighborhoods would be protected from adverse effects. The DEIR projects the addition of approximately 21,522 housing units, more than 10.6 million square feet of nonresidential development, and approximately 51,572 new residents, exclusive of additional growth anticipated under the Fairview Developmental Center Specific Plan. Yet the environmental consequences of that growth, particularly when considered in combination with nearby regional projects, have not been fully disclosed or addressed.

O2-4

Accordingly, we respectfully request that the City carefully evaluate the following comments and revise the DEIR where necessary to ensure full compliance with CEQA prior to certification of the Environmental Impact Report.

1. The Primary Project Objective is Not Reflected in the DEIR.

CEQA requires that a project's objectives accurately describe the fundamental purpose of the project because those objectives guide both the environmental analysis and the selection of reasonable alternatives. Here, the DEIR's stated objectives emphasize implementation of Housing Element programs, rezoning, and compliance with state housing mandates. While

O2-5

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those objectives are important, they do not fully reflect the primary purpose that was communicated to Costa Mesa residents during the Measure K process.

Measure K was presented to the public as an opportunity to create a community-driven vision for future housing and mixed-use development that would accommodate growth while preserving neighborhood character, protecting quality of life, and maintaining the unique identity of Costa Mesa. Public outreach materials consistently emphasized thoughtful planning, community engagement, neighborhood compatibility, mobility improvements, open space, landscaping, and the preservation of Costa Mesa's distinct character.

Information gathered from the City's websites shows the following community vision for the Measure K and Housing Element sites:

Core Themes from Community Input:

- **Diverse Housing Options:** Strong support for a range of housing types (affordable, mixed-use, ownership opportunities) to serve all ages, incomes, and household sizes, including vulnerable populations.
- **Mobility and Safer Streets:** Emphasis on walkability, bike lanes, transit access, and pedestrian-oriented design to improve connectivity and safety.
- **Community Gathering Spaces:** Desire for more public and private open spaces, parks, and amenities near housing to foster social interaction and recreation.
- **Eclectic Neighborhood Character:** Importance of preserving Costa Mesa's unique, culturally rich, and eclectic feel in new developments.
- **Transparency and Communication:** Calls for ongoing, clear communication and access to technical information throughout the planning process.
- **Landscaping and Open Space:** Requests for more trees, landscaping, and shaded areas to soften the built environment and enhance sustainability.
- **Thoughtful Housing Design:** Considerations for setbacks, building height, parking, traffic, and compatibility with existing neighborhoods.



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Top Priorities Identified by Outreach Participants:

- Outdoor spaces for gathering, recreation, and nature (36%).
- Mobility (safe streets, sidewalks, bikeways, transit, parking) (33%).
- Housing options (types and affordability) (33%).
- Proximity to amenities (shopping, dining, services) (31%).
- Landscaping (trees, plants along streets/sidewalks) (27%).

Neighborhood-Specific Insights:

- **Harbor/Newport Boulevards:** Support for mixed-use, walkable neighborhoods, green spaces, and first-time homeownership pathways.
- **Westside:** Need for high-quality affordable housing, play areas, local business support, and improved multi-modal transportation.
- **North Costa Mesa/SoBECA:** Flexible housing sizes, ground-floor amenities, better connections, and enhanced landscaping.

Pop-Up and Survey Results:

- Pop-up participants prioritized sense of place, proximity to amenities, housing options, and outdoor spaces.
- Survey respondents emphasized mobility, outdoor spaces, landscaping, and housing options as top priorities for good neighborhoods.
- For multistory housing, streetscape/landscaping, ground floor amenities, public open space, and pathway connections were most valued.

Concerns and Considerations:

- Affordability, parking, traffic, infrastructure compatibility, and maintaining neighborhood uniqueness were recurring concerns.



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- Calls for predictable city processes and flexibility in regulations to adapt to changing market demands.

Measure K was intended to produce a **shared vision** for **Costa Mesa's future** through public input. What the DEIR reflects is planning that is driven primarily by the need to satisfy state Housing and Community Development ("HCD") requirements and RHNA numbers. The result feels less like thoughtful city planning that reflects what residents actually want for their community, and more like solving a sudoku or other numbers game. In addition, the Planning Documents do not implement Housing Element Program 3G, because the public was cut out of actively participating in the planning process, as that was done largely behind closed doors.

Because of this inconsistency, the DEIR does not achieve the objective of engaging the public in the planning process, not does it reflect the vision created by the community, but instead creates a series of impacts on the community. This disconnect is particularly evident given the DEIR's conclusion that the Project would result in **31** "**significant and unavoidable**" **environmental impacts**, many of which directly affect the neighborhoods that residents were told would be protected. If the Project's objectives truly include its stated objective of "**reducing potential impacts to existing residential neighborhoods**," the DEIR fails to explain how that objective is achieved when the Project itself acknowledges unavoidable impacts relating to aesthetics, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards, noise, population growth, recreation, tribal cultural resources, and other environmental categories. Each of the impacts, whether mitigated or being impossible to mitigate, are going to impact every existing residence.

For these reasons, the DEIR should be revised to more accurately identify the Project's objectives and evaluate whether the Project, as proposed, actually fulfills the community vision that formed the basis of the Measure K process.

O2-5 Cont.

2. <u>The DEIR Reveals Significant and Unavoidable Impacts that Cannot be Fully Mitigated; the DEIR Fails to Address Impacts and Does Not Address Population and Housing Impacts Adequately</u>.

The findings of the DEIR are that 31 of the impacts identified were determined to be significant and unavoidable impacts, even after mitigation, and some the impacts cannot be mitigated. The significant and unavoidable impacts fall into the following areas:

O2-6

a. **Aesthetics**. The Project would update zoning and design standards to manage building heights, setbacks, and scenic quality. While some General Plan goals are met, there is

potential for significant and unavoidable impacts related to scenic quality, especially regarding shade/shadow effects from taller buildings near residential zones. Mitigation Measure MM-4.1-1 requires shade/shadow analysis and design modifications, but some impacts may remain significant due to state law limitations. This violates the responsibility of the City to reduce potential impacts on existing residential neighborhoods.

b. **Agriculture and Forestry**. The Project would convert Costa Mesa's last parcels of Prime Farmland and Farmland of Statewide Importance (about 68.9 acres) to non-agricultural use, a significant and unavoidable impact. No feasible mitigation is available due to the lack of a local agricultural mitigation program.

c. **Air Quality**. Both construction and operation of future development under the Project would exceed South Coast Air Quality Management District ("SCAQMD") thresholds for several pollutants (VOCs, NOx, CO, PM10, PM2.5). Even with Mitigation Measures MM-4.3-1 through MM-4.3-11, the impacts are considered significant and unavoidable, especially for sensitive receptors and cumulative air quality. The Project area already faces a high environmental burden (CalEnviroScreen 5.0 show a pollution burden of 85.99 in Census Tract 6059063605). Additional development could contribute to cumulative impacts, especially regarding hazardous materials, unless strict regulatory compliance and mitigation are enforced.

d. **Biological Resources**. The Project area is mostly urbanized, with limited sensitive habitats. However, future development could potentially affect sensitive plants, nesting birds, burrowing owls, western spadefoot toads, and Crotch's bumble bees, as well as their habitats. Mitigation Measures (MM-4.4-1 through 4.6-6) require biological surveys, avoidance measures, seasonal restrictions, protective buffers, relocation where necessary, habitat conservation, monitoring, and agency coordination. Even with implementation of these Mitigation Measures, biological resource impacts are still expected to be significant and unavoidable.

e. **Cultural Resources.**

1) Historical Resources (Threshold 4.5-1): The Project could cause significant and unavoidable impacts to historical resources due to potential redevelopment, demolition, or alteration of eligible properties. Even with mitigation (e.g., historical assessments, design review, compliance with Secretary of the Interior's Standards), some impacts cannot be fully avoided.



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2) Archaeological Resources (Threshold 4.5-2): Significant and unavoidable impacts are possible due to ground-disturbing activities that could affect known or unknown archaeological resources. Mitigation includes archaeological surveys, monitoring, and data recovery, but preservation of all resources cannot be guaranteed.

3) Human Remains (Threshold 4.5-3): Impacts are considered less than significant due to robust state and local procedures for discovery and treatment of human remains.

Mitigation Measures MM-4.5-1 and MM-4.5-2 include protocols for documentation, reporting, and consultation with Native American tribes as appropriate. However, the cumulative effect of ongoing and future development is a continued risk of loss to both historic and archaeological resources and is still expected to be significant and unavoidable.

f. Geology and Soils. Future development could disturb, damage, or destroy important paleontological resources (fossils) that may be buried beneath the Project site. The risk varies depending on whether the site is located in an area identified as having low or high paleontological sensitivity. Implementation of Mitigation Measure 4.7-1 requires monitoring, fossil recovery procedures, and professional oversight, however, impacts to paleontological resources could still be significant and unavoidable.

g. Greenhouse Gas Emission. Future development within the Project area could generate greenhouse gas ("GHG") emissions from construction activities, building energy use, transportation, water consumption, and other operational sources, contributing to climate change. This could conflict with state, regional, or local plans and policies designed to reduce greenhouse gas emissions.

During construction and operation the Project is expected to generate approximately 295,238 metric tons of CO2-equivalent GHG emissions per year at full buildout, exceeding the SCAQMD threshold of 3,000 MT CO2e/year. Major sources are transportation (mobile), building energy, waste, water, and refrigerants. The Project's infill and mixed-use development pattern supports reduced vehicle miles traveled ("VMT") and aligns with state and regional climate strategies.

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With implementation of Mitigation Measures MM-4.8-1 through MM-4.8-5, both project-level and cumulative greenhouse gas impacts are expected to be reduced, however impacts could remain significant and unavoidable.

h. **Hazards and Hazardous Materials**. Many sites within the Project area have current or historical industrial, commercial, agricultural, or petroleum-related uses that may have resulted in soil, groundwater, soil vapor, or other contamination. Redevelopment activities could expose construction workers, future residents, the public, or the environment to hazardous materials. Redevelopment requires due diligence (Phase I/II Environmental Site Assessments) and, if necessary, remediation and protective measures. There are numerous idle or plugged oil and gas wells in Costa Mesa; construction near these may require methane mitigation and adherence to state safety protocols. Older buildings may contain hazardous materials (asbestos, lead paint, PCBs), requiring surveys and abatement before demolition or renovation.

   Portions of the Project area overlap with John Wayne Airport's noise and safety zones, imposing restrictions on residential density, building heights, and use types. Some parcels are near moderate or high fire hazard zones, requiring compliance with fire safety and emergency response plans. The Project area already faces a high environmental burden (again, CalEnviroScreen 5.0 show a pollution burden of 85.99 in Census Tract 6059063605).

   Mitigation Measures MM-4.9-1 and MM-4.9.2 require thorough environmental investigations, cleanup under regulatory oversight, hazardous-material abatement, methane monitoring and protection systems, construction management plans, and long-term monitoring. Despite these measures, the DEIR concludes that project-level and cumulative hazards impacts remain significant and unavoidable because future site contamination conditions cannot be fully predicted.

i. **Noise**. Future development could generate construction noise, operational noise, and construction-related vibration that affect nearby residences and other sensitive uses. Mitigation requires detailed noise and vibration analyses, construction management plans, noise barriers, equipment controls, operational design measures, monitoring, and public notification. Despite Mitigation Measures MM 4.13-1 and MM4.13-2, the DEIR concludes that project-level and cumulative noise impacts remain significant and unavoidable because the precise characteristics and timing of future development projects are not yet known.

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j. **Population and Housing**. The Project would support planned population, housing, and employment growth within the Project area. The primary Mitigation Measure (MM-4.14.1) is coordination with the Southern California Association of Governments to ensure that future growth is reflected in regional transportation, housing, and infrastructure planning. This helps regional agencies and local governments accommodate growth in an organized manner and reduces the potential for unplanned population and housing impacts. However, population growth from the Project could place additional demands on transportation systems, infrastructure, public services, and regional planning efforts if not appropriately accounted for in long-range forecasts. Therefore, even after mitigation efforts, the impacts could be significant and unavoidable.

02-6 Cont.

Furthermore, the Project creates a large impact to Costa Mesa because it does not satisfy the biggest selling point of Measure K: **providing for more affordable housing**. While the rezoning of the city and changes to the zoning code and design standards may make it easier to process developer's applications, those changes neither make it easier for developers to overcome the basic hurdle of any project, the cost of land and construction costs, nor do those changes entice developers to build affordable housing. With respect to that final item, it has been over two years since the City Council approved its inclusionary housing ordinance, yet no applicants have expressed a desire to provide affordable units under it. That is a failure of the City to make good on its promises under Measure K.

02-7

k. **Recreation**. "The Project's proposed land use changes would result in a significant impact to park services. As such, implementation of the Project and introduction of an increased parks and recreation service-area population of 51,572 additional residents and 14,454 additional employees through 2056 would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of facilities would occur or be accelerated, thereby resulting in a potentially significant impact.[4]" This population growth would require 684.59 acres of parkland to maintain the 4.26 acres/1,000 residents standard, creating a deficit of 108.59 acres. Without new parkland, the ratio would drop to 3.58 acres per 1,000 residents, below the City's standard of 4.26 acres per 1,000 residents. "Furthermore, as discussed above in Section 4.16.4 under Threshold 4.16-1, implementation of the Project would result in a significant and unavoidable impact related to the **deterioration of existing parks** serving the City.[5]" [Emphasis Added] The impacts on parks and recreation are deemed significant and unavoidable due to the inability to guarantee sufficient new

02-8

[4] See Page 4.16-10, Threshold 4.16.2.
[5] See Page 4.16-11, Threshold 4.16.2.

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parkland or expansion of existing facilities. **No feasible mitigation measures are identified**. This places a burden on residents of existing neighborhoods, yet we were told under Measure K our existing neighborhoods would not be impacted. That is another failure of the City to make good on its promises under Measure K.

l. **Tribal Cultural Resources**. The Project facilitates future development that could result in ground-disturbing activities (grading, trenching, construction) on parcels with potential Tribal Cultural Resources ("TCRs"). Both known and unknown TCRs could be adversely affected, including sites, features, cultural landscapes, sacred places, and objects of value to California Native American Tribes. The majority of the Project area has been previously disturbed, but areas of moderate and high archaeological sensitivity remain, especially near the Santa Ana River and where human remains have been found. Even with regulatory compliance and mitigation, including Mitigation Measure MM-4.18-1, the DEIR concludes that impacts to TCRs are significant and unavoidable due to the inability to guarantee preservation of all resources during future development. The cumulative effect of this and other regional projects is also significant and unavoidable, as ongoing development could further degrade or destroy TCRs, limiting understanding of tribal cultural landscapes.

02-8 Cont.

m. **Transportation**. Because the Project would not directly construct new development, rather would enable future growth, there is no formal traffic study. VMT analysis shows that both baseline and cumulative project-generated VMT per service population (16.7 and 14.4, respectively) are below the City's threshold (25.4), indicating less than significant impact. The Project is consistent with local and regional transportation plans and does not conflict with policies for transit, roadways, or active transportation. However, that analysis is incomplete and the VMT analysis appears to be hiding the reality that residents are already facing, which is traffic on the major corridors and the failure of intersections. Costa Mesa is nearly built out and there is little space for widening of roadways. There is no mention in the DEIR of any attempt to mitigate what will obviously become a traffic nightmare once the Project is built out and the projects across the border in Santa Ana are completed as well. No consideration was given to the cumulative impacts of those projects, which will not only create headaches for residents, but also for first responders. The failure to address the cumulative impacts leads us to conclude that **no feasible mitigation measures could be identified.** See Section 3 below for more on this issue.

02-9

Thirty-one (31) significant and unavoidable impacts is a tremendous number of impacts, even for a programmatic environmental impact report. This, combined with the fact that the DEIR

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does not address transportation issues, is clear evidence that the City is unable to make good on the promises made to the residents that existing neighborhoods would not be impacted by the growth expected under Measure K. In fact, every part of town will be impacted by the approximately 21,522 additional housing units and 10,630,361 additional square feet of nonresidential/commercial uses, and the resulting additional 51,572 residents added under the Project, along with the additional 9,926 new residents added as a result of buildout of the Fairview Developmental Center Specific Plan.

O2-10 Cont.

3. Cumulative Impacts Are Not Fully Identified, or Are Missing From the DEIR.

CEQA requires that an Environmental Impact Report ("EIR") analyze cumulative impacts in a meaningful and comprehensive manner. CEQA Guidelines Section 15130(b)(1) provides that a cumulative impacts analysis must be based on either:

a. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

b. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Courts have repeatedly emphasized that an EIR must include all reasonably foreseeable projects that could contribute to cumulative impacts. In *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 120, the court held that an agency may not rely on an incomplete or improperly limited project list when evaluating cumulative impacts. Similarly, in *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720–721, the court found an EIR inadequate where it failed to sufficiently analyze cumulative impacts, including traffic and air quality effects, from related projects in the surrounding area.

O2-11

The DEIR fails to adequately evaluate regional or area-wide cumulative conditions. This deficiency stems from the omission of (i) the State of California's Southern Regional Emergency Operations Center ("SREOC") currently under construction at the Fairview Developmental Center site, and (ii) two major development projects ("Santa Ana Projects") located immediately adjacent to the border with Santa Ana, all of which are reasonably foreseeable and would contribute to cumulative impacts within Costa Mesa.

The SREOC's environmental report disclosed transportation and air quality impacts that would occur as a result of its operation during an emergency incident.

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The Santa Ana Projects are substantial in scale. The Village at South Coast project includes 1,583 dwelling units, 80,000 square feet of retail space, and 300,000 square feet of office space. The Bristol Related project proposes 3,250 dwelling units, 350,000 square feet of commercial space, a 250-room hotel, and a 200-unit senior living project, with a floor area ratio of 2.7 and residential density of approximately 92 du/ac. Given their proximity and scale, these projects would foreseeably contribute to cumulative impacts related to traffic, air quality, noise, and infrastructure demand within Costa Mesa.

CEQA prohibits agencies from ignoring such related projects or artificially limiting the scope of cumulative analysis. As the California Supreme Court explained, "an EIR must not ignore the cumulative impact of multiple projects" (*Kings County Farm Bureau*, supra, 221 Cal.App.3d at p. 720).

Here, available information indicates that the Santa Ana Projects will generate substantial increases in VMT, yet no traffic impact fees will be paid to the City of Costa Mesa and no corresponding roadway improvements are planned within the City. Moreover, the City of Santa Ana committed to routing construction and project-related traffic away from nearby Santa Ana neighborhoods and toward regional roadways located within Costa Mesa, including Bristol Street, Sunflower Avenue, Bear Street, South Coast Drive, Fairview Road, and Harbor Boulevard. These facts underscore that the impacts of the Santa Ana Projects will not be confined to Santa Ana, but will directly affect Costa Mesa residents and infrastructure.

Despite these reasonably foreseeable conditions, the DEIR does not meaningfully evaluate the cumulative impacts associated with increased traffic volumes, degraded air quality, or related environmental effects within Costa Mesa. Nor does it assess how these cumulative impacts may impair the City's ability to implement its General Plan policies, including safety, or achieve applicable environmental goals. This omission renders the cumulative impacts analysis legally inadequate. (See *Communities for a Better Environment*, supra, 103 Cal.App.4th at p. 120.)

Accordingly, the DEIR fails to satisfy CEQA's requirements for a legally adequate cumulative impacts analysis. The DEIR must be revised to incorporate all reasonably foreseeable related projects, including those in adjacent jurisdictions, and to fully evaluate the resulting cumulative impacts on transportation, air quality, safety, and other environmental resource areas.

Implementation of the proposed Project would result in several environmental impacts that cannot be mitigated. Under CEQA, an impact is considered significant and unavoidable if it would cause a substantial adverse change in the environment that cannot be feasibly mitigated

02-11 Cont.

02-12

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to a less-than-significant level. Where a lead agency nonetheless approves such a project, it must adopt a Statement of Overriding Considerations explaining why the Project's benefits outweigh its significant impacts.[6]

02-12 Cont.

4. Project Alternative Analysis Shows Alternative B to be the Environmentally Superior Alternative.

CEQA requires an EIR to evaluate a reasonable range of alternatives that would feasibly attain most of the project's basic objectives while avoiding or substantially lessening one or more significant environmental impacts.

CEQA Guidelines Section 15126.6(a) provides that an EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project," and must "evaluate the comparative merits of the alternatives." CEQA Guidelines Section 15126.6(f) further provides that the range of alternatives is governed by the "rule of reason," meaning the EIR must include those alternatives necessary to permit a reasoned choice. The alternatives analyzed in detail must be capable of feasibly attaining most of the project's basic objectives while reducing significant environmental impacts.

02-13

We note that DEIR identifies Alternative B, Housing Element Sites Only[7], to be the only feasible environmentally superior alternative. Alternative B would enable the City to achieve its RHNA goals while eliminating significant and unavoidable impacts under the Project for air quality and population and housing. We urge the City and City Council to approve Alternative B as the best project for the City and its residents.

Conclusion. The DEIR acknowledges that implementation of the Project would result in numerous significant and unavoidable environmental impacts, including impacts related to aesthetics, agricultural resources, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, recreation, tribal cultural resources, and other resource areas. At the same time, the DEIR fails to adequately analyze several reasonably foreseeable cumulative impacts and does not sufficiently demonstrate how the Project fulfills the community-based vision that was presented to residents through the Measure K process.

02-14

[6] See CEQA Guidelines Section 15093[b].
[7] See Page 6-42, Section 6.7.

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The record reflects that residents supported Measure K based upon assurances that future growth would be thoughtfully planned, would preserve Costa Mesa's unique neighborhood character, and would minimize impacts on existing neighborhoods. Yet the DEIR itself concludes that many impacts cannot be fully mitigated and that substantial environmental consequences will remain. These findings raise significant questions regarding whether the Project, as currently proposed, achieves its stated objectives or appropriately balances growth with protection of existing community resources.

Furthermore, the DEIR's alternatives analysis identifies Alternative B (Housing Element Sites Only) as the environmentally superior alternative. Alternative B would allow the City to satisfy its RHNA obligations and continue implementing its Housing Element while substantially reducing environmental impacts compared to the proposed Project. For that reason, Alternative B warrants serious consideration by the Planning Commission and City Council before any action is taken on certification of the final environmental impact report.

For all of the foregoing reasons, we respectfully request that the City revise and recirculate the DEIR to correct the deficiencies identified in these comments, fully evaluate all reasonably foreseeable cumulative impacts, and provide a complete analysis of alternatives and mitigation measures as required by CEQA. In the alternative, we urge the City to approve Alternative B as the option that best balances housing obligations, environmental protection, and the interests of existing and future Costa Mesa residents.

O2-14
Cont.

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Thank you for your consideration of these comments and for including them in the administrative record for this Project.

Very truly yours,

Richard J. Huffman Treasurer

Cynthia McDonald Assistant Treasurer

cc: Mayor, City Council, Planning Commission, City Manager, Director of Economic and Development Services

02-14 Cont.

Costa Mesa First's mission is to educate Costa Mesans about planning policies in Costa Mesa so they make knowledgeable choices when voting. We encourage residents to choose walkable, bikeable, and inclusive neighborhoods, and the land use and transportation policies and investments needed to make Costa Mesa flourish. Our primary objective is to require Costa Mesa's leaders to put the residents of Costa Mesa first.

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Response to Comment Letter O2

Costa Mesa First
Richard J. Huffman, Treasurer, and Cynthia McDonald, Assistant Treasurer
August 3, 2026

O2-1 The comment summarizes the Project and provides City population and housing information. Some of the information is consistent with the Draft PEIR, including the projected 2.2 percent population growth between 2020 and 2040 and the 4.8 percent vacancy rate, as discussed in Section 2.3.1 of the Draft PEIR. The comment provides slightly different population, housing, and household-size estimates than those used in the Draft PEIR. Consistent with CEQA Guidelines Section 15125(a)(1), Page 2-1 explains that the Draft PEIR's environmental baseline reflects physical conditions and uses the available information at the time the Notice of Preparation was published on November 17, 2025. The comment does not identify a specific deficiency in that baseline approach.

O2-2 The comment states "earlier iterations of the Project" proposed eliminating the Mesa West Residential Ownership Urban Plan and revising the North Costa Mesa Specific Plan, 19 West Urban Plan, SoBECA Urban Plan, Mesa West Urban Plan, and the Harbor Mixed-Use Overlay. As discussed in Chapter 3, Project Description of the Draft PEIR, this is an accurate summary of the proposed amendments. In addition, the comment correctly notes that the Residential Incentive Overlay and the East 17th Street Specific Plan are not part of the Project. However, it should be noted that the East 17th Street Specific Plan does not overlap with Measure K sites. See Figure 3-1, Current and Proposed Regulatory Framework, for an illustration of the Project's proposed zoning amendments.

O2-3 The comment accurately summarizes most components of the project description. However, the table detailing new design standards incorrectly cites some information. Table 3-3 on page 3-12 of the Draft PEIR shows that the MUOD requires usable common residential open space equal to a total area of at least 30 percent of the lot, rather than 10 percent. The same table in the Draft PEIR shows that the MUOD requires publicly accessible open space equal to at least 5 percent of commercial gross floor area for developments containing more than 50,000 square feet of commercial gross floor area, rather than 100,000 square feet. Table 3-3 also establishes a 5-foot minimum setback where a side or rear property line abuts a commercial or mixed-use zone, rather than the 20-foot setback shown in the comment letter. However, the Revised Project has since updated the requirement for publicly accessible open space of a total area equivalent to the following percentages of total commercial floor area of a MUOD project:

- For 20,000 square feet to less than 30,000 square feet of commercial floor area: 2%
- For 30,000 square feet to less than 40,000 square feet of commercial floor area: 3%
- For 40,000 square feet to less than 50,000 square feet of commercial floor area: 4%
- For more than 50,000 square feet of commercial floor area: 5%

The comment also incorrectly states that Housing Element sites outside the MUOD must be developed with 100 percent housing. The Project would apply the amended MUOD to all Housing Element sites (except for the State-owned Fairview Developmental Center site), subject to specific requirements. As explained on page 3-20 of the Draft PEIR, in compliance with State law, including California Government

Code Section 65583.2(h), the amended MUOD would require projects on Housing Element sites to provide at least 50 percent of the total floor area as residential uses and achieve a minimum residential density of 20 dwelling units per acre. The same discussion clarifies that these requirements do not preclude a mixed-use project on a Housing Element site. Therefore, the Draft PEIR does not state that Housing Element sites must be developed exclusively with residential uses.

O2-4 The comment introduces Costa Mesa First's concerns regarding the Project objectives, significant and unavoidable impacts, cumulative impacts, and alternatives. Responses to Comments O2-5 through O2-14 address those subjects.

O2-5 The comment asserts that the Project objectives do not adequately reflect the community vision developed through the Measure K process and that the Project does not implement Housing Element Program 3G.

Section 3.2 of the Draft PEIR identifies the Project Objectives, as identified by the City. Consistent with CEQA Guidelines Section 15124(b), those objectives describe the underlying purposes of the Project and provide the framework for evaluating the Project alternatives. Page 3-2 of the Draft PEIR includes objectives to diversify, stabilize, and increase housing to reflect community needs; prepare objective design standards consistent with the community's vision; and prioritize new housing near jobs and amenities while reducing potential impacts to existing residential neighborhoods. Chapter 6 of the Draft PEIR evaluates each alternative's ability to attain those objectives.

The community engagement process associated with the Project was conducted in parallel with the environmental review. Page 3-6 of the Draft PEIR explains that application of the amended MUOD to non-Housing Element sites following the community planning and visioning process implements Housing Element Program 3G. Page 3-5 of the Draft PEIR further explains that the Objective Design Standards are intended to promote high-quality design that aligns with State law, City goals, and the community's vision. Therefore, the Draft PEIR does not omit either the community vision or implementation of Program 3G from the Project Description.

Regarding Objective 7, the objective is to reduce potential impacts to existing residential neighborhoods; it does not state that implementation of the Project would avoid every environmental impact. The Draft PEIR analyzes the potential physical effects of Project implementation, which includes future development opportunities throughout the City. The proposed Project is limited to Measure K sites (including Housing Element sites except for the State-owned Fairview Developmental Center site), which are generally located along major transportation and commercial corridors in the city and does not apply to residential neighborhoods. This supports the objective of prioritizing housing near jobs and amenities while reducing potential impacts to established residential neighborhoods. Objective 7 does not state that implementation of the Project would avoid every environmental effect.

As noted by the comment, the Draft PEIR discloses that some impacts would remain significant and unavoidable even after implementation of feasible mitigation. The basis for each significant and unavoidable conclusion varies by environmental topic. The Draft PEIR evaluates the Project at a programmatic level because the Project would facilitate future development rather than approve specific development projects. As explained on pages 2-1 through 2-2 of the Draft EIR, the actual locations and intensity of future development, as well as its chronological sequence or concurrence,

are not presently known. The Draft PEIR therefore evaluates the reasonably foreseeable effects of anticipated buildout through 2056 and adopts programmatic mitigation where feasible.

The proposed amended MUOD also includes a dedicated section addressing CEQA mitigation measures. Specifically, Section 13-83.11.9(a)(1) ("CEQA Mitigation Measures") provides that MUOD projects "shall be subject to the applicable mitigation measures identified in the City's final and adopted Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Final Environmental Impact Report (EIR) Mitigation Monitoring and Reporting Program (MMRP)." Section 13-83.11.9(a)(2) further clarifies that this requirement does not apply to qualifying ministerial housing projects that are exempt from CEQA under state law. Thus, the MUOD ordinance expressly requires implementation of applicable PEIR mitigation measures for MUOD projects that are subject to CEQA review.

However, future non-discretionary projects would not be subject to subsequent CEQA review and would therefore not be required to implement mitigation measures adopted through the Draft PEIR. For those impacts, the City cannot ensure that all future development would implement the programmatic mitigation needed to reduce the effect to less than significant. The Draft PEIR's disclosure of impacts does not demonstrate that the Project objectives are inaccurate.

02-6 The comment accurately summarizes the impact determinations disclosed in the Draft PEIR for the environmental topic areas listed. The comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR. Table ES-1 of the Executive Summary identifies the applicable threshold numbers, mitigation measures, and significance after mitigation for each environmental topic. The comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR.

02-7 The comment questions whether the Project and the City's affordable-housing policies will result in construction of affordable housing and cites land costs, construction costs, and developer participation. Page ES-2 of the Draft EIR states that the Project objectives include implementing Housing Element programs, accommodating the City's Regional Housing Needs Allocation, diversifying and increasing housing, and facilitating housing development. Page 4.14-8 of the Draft EIR describes the City's Affordable Housing Ordinance and states that proposed residential or mixed-use projects with 50 or more dwelling units are subject to the ordinance unless an identified exception applies. The same page states that an applicant for a qualifying rental project must satisfy the ordinance through on-site production of affordable units at low- and very-low-income levels or payment of the in-lieu fee.

The comment's concerns regarding market feasibility, land costs, construction costs, and whether individual applicants will elect to pursue particular projects are economic and social issues. CEQA Guidelines Section 15064(e) provides that economic and social changes are not treated as significant effects on the environment unless they cause a physical change. The comment does not identify a physical environmental effect omitted from the Draft PEIR's population and housing analysis.

02-8 The comment continues summarizing disclosed impact determinations, including recreation and tribal cultural resources. The comment does not express concerns related to the adequacy of the environmental analysis within the Draft PEIR.

02-9 The comment acknowledges the Draft PEIR's vehicle miles traveled (VMT) analysis but expresses concern regarding traffic congestion, intersection operations, roadway capacity, emergency response, and traffic associated with development in Santa Ana.

As discussed on page 4.17-16 of the Draft PEIR, the operation of future projects facilitated by the amended MUOD could result in changes to existing traffic levels; however, pursuant to Public Resources Code Section 21099(b)(2) and CEQA Guidelines Section 15064.3(a), a project's effect on automobile delay is not considered a significant environmental effect under CEQA. Therefore, the Draft PEIR appropriately evaluates transportation impacts using VMT rather than level of service, intersection delay, or roadway congestion.

Table 4.17-3 on page 4.17-21 of the Draft PEIR shows a baseline Project-generated VMT per service population of 16.7 and cumulative Project-generated VMT per service population of 14.4. Both values are below the applicable significance threshold of 25.4. Page 4.17-22 of the Draft PEIR concludes that the Project would not result in a significant Project-generated VMT impact or Project-effect-on-VMT impact under baseline or cumulative conditions. Furthermore, for the purposes of the VMT analysis, OCTAM provides detailed Orange County travel-demand modeling aligned with the regional projections and evaluates baseline and cumulative conditions at the Project's 30-year buildout horizon. The Project's VMT analysis shows that the Project's cumulative VMT per service population is lower than the baseline VMT. The Orange County Long Range Transportation Plan includes strategies and commitment to expand transit services and enhance active transportation projects in the region. Therefore, the travel demand in the region and Planning Area would not necessarily be met by roadways in the future. Additionally, mixed-use developments allow for trip capture and result in fewer vehicular trips by residents.

Although automobile delay is not treated as a significant environmental effect under CEQA, future development would remain subject to applicable City traffic-study requirements pursuant to CMMC, Article 3 (Transportation System Management) of Chapter XII of Title 13. As described on page 3-7 of the Draft PEIR, future MUOD projects subject to discretionary approval and estimated to generate 100 or more vehicle trip ends during a peak hour would be required to prepare a traffic impact study, and compliance with measures identified through that study may be required as conditions of approval. Therefore, the City would continue to evaluate the operational traffic effects of future discretionary development. Regarding the cumulative analysis and the commenter's concerns about the Santa Ana projects, see Response to Comment O2-11.

02-10 The comment states that the Draft PEIR identifies 31 significant and unavoidable impacts. However, that total does not accurately reflect the significance determinations presented in Table ES-1. Table ES-1 identifies 22 project-specific significant and unavoidable impact determinations and identifies 11 cumulative impacts for the same environmental resource areas; the cumulative determinations do not represent 11 additional environmental resource topics. The significant and unavoidable impacts identified in Table ES-1 are associated with aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, recreation, and tribal cultural resources. The Draft PEIR discloses that even with mitigation, there would be potential impacts that would remain significant and unavoidable. This is due to the programmatic nature of the proposed Project, where the scope of the analysis is limited by not knowing the exact location, orientation, number, and timing of individual

development projects that would be implemented under the amended MUOD through 2056. Additionally, as discussed in Response to Comment O2-5, proposed MUOD Section 13-83.11.9(a) requires MUOD projects subject to future CEQA review would not be required to implement applicable mitigation measures in the adopted PEIR's MMRP, while qualifying ministerial projects that are exempt from CEQA are not subject to incorporation of the PEIR's MMRP requirements. Regarding the commenter's transportation concerns, see Response to Comment O2-9.

O2-11 The comment states that the cumulative analysis does not separately include the Southern Regional Emergency Operations Center and two projects in Santa Ana. Page 2-18 of the Draft PEIR explains that CEQA Guidelines Section 15130(b)(1) allows cumulative information to be derived from either a list of past, present, and probable future projects or a summary of projections contained in an adopted general plan, related planning document, or prior adopted or certified environmental document. Page 2-19 states that the Draft PEIR uses projections from the City's General Plan land use buildout together with the Fairview Developmental Center Specific Plan and summarizes those projections in Table 2-3. As stated in the Draft PEIR, a projection-based approach was used rather than a project-list approach. Furthermore, CEQA Guidelines Section 15130(b)(3) states that "lead agencies shall define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used."

Page 2-19 also explains that each resource section in the Draft PEIR includes a definition of the topic-specific geographic scope applicable to that environmental topic. The same page states that the general cumulative study area is the City, but that the relevant area may be larger or smaller depending on agency jurisdiction or other environmental factors. As an example, page 2-19 identifies the South Coast Air Basin, which includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties, as the geographic scope for cumulative air quality. For transportation, the VMT analysis utilized OCTAM, which provides detailed Orange County travel-demand modeling aligned with the regional projections and evaluates baseline and cumulative conditions at the Project's 30-year buildout horizon.

The Draft PEIR also expressly considers regional growth forecasts and planning documents. Page 4.14-2 and Table 4.14-1 present Connect SoCal population, household, and employment forecasts for the SCAG region, Orange County, and Costa Mesa. Table 4.14-7 compares the Project and other City buildout with SCAG's 2050 forecasts and concludes that cumulative housing and population would exceed those regional projections. The air-quality analysis relies on SCAQMD's regional planning framework for the South Coast Air Basin, including the AQMP and the SCAG growth assumptions incorporated into that plan. The transportation analysis evaluates consistency with Connect SoCal and uses OCTAM, an Orange County travel-demand model containing socioeconomic data and future roadway-network assumptions.

As detailed in Chapter 2, Environmental Setting, of the Draft PEIR, the proposed Project is evaluated at a programmatic level, in accordance with CEQA Guidelines Section 15168. The Project would not result in construction or operation of any new development or infrastructure projects or propose any site-specific development that could directly result in construction or operational impacts to the environment. Instead, Project implementation would allow for future development to occur, and the PEIR assesses the impacts associated with the changes to existing land uses and the associated effects of the Project's anticipated buildout through 2056. Approval of the Project is unlikely to have

immediate effects, as land use change would gradually occur over time in accordance with various factors including economic market conditions not evaluated under CEQA. Given this approach, site-specific or "project-level" development evaluations are not possible because the actual locations and intensity of development (and its chronological sequence or concurrence) that may be implemented in the future are speculative. Because the Draft PEIR uses the projection-based methodology expressly authorized by CEQA Guidelines Section 15130(b)(1), CEQA does not also require an itemized list of every individual development project within the cumulative study area or in adjacent jurisdictions. For these reasons, a summary of projections contained in an adopted general plan or related planning document, as identified in CEQA Guidelines Section 15130(b)(1) is appropriate and adequate for the cumulative impact analysis contained in the Draft PEIR.

Regarding the potential for traffic-related automobile delay or intersection congestion associated with the Santa Ana projects, this comment is similar to Comment O2-9. As such, see Response to Comment O2-9.

O2-12 The comment correctly cites the requirements under CEQA related to significant and unavoidable impacts and the general function of a Statement of Overriding Considerations. Page ES-62 of the Draft PEIR identifies the environmental thresholds for which one or more impacts would remain significant and unavoidable after mitigation. If the City approves the Project, the City's decision makers will consider the findings required by CEQA and whether to adopt a Statement of Overriding Considerations. The comment does not identify a separate deficiency in the Draft PEIR analysis.

O2-13 The comment expresses support for Alternative B, the Housing Element Sites Only alternative. The comment also correctly notes Alternative B is identified as the environmentally superior alternative, in accordance with CEQA Guidelines Section 15126.6(e)(2). The comment does not identify specific concerns regarding the adequacy of the environmental analysis in the Draft PEIR. This comment will be provided to the City's decision makers for review and consideration as part of this Final PEIR.

O2-14 This comment provides a conclusory statement and summarizes the concerns presented in the comment letter. Responses to Comments O2-5 through O2-13 address the substantive issues regarding Project objectives, significant and unavoidable impacts, affordable housing, transportation, cumulative impacts, and alternatives. This comment does not express any environmental concerns related to the environmental analysis contained in the Draft PEIR. The comment will be provided to the City's decision makers for review and consideration as part of this Final PEIR.

Comment Letter I1

Comment Letter I1

First American Trust®

FIDUCIARY REAL ESTATE SERVICES
FIDUCIARY BUSINESS SERVICES

Robert T. Graham
Vice President
Department Manager

July 13, 2026

City of Costa Mesa
Economic and Development Service Department
77 Fair Drive, 2nd Floor
Costa Mesa, CA 92626
Attn: Michelle Halligan, Senior Planner

Sent Via E-Mail: Michelle.Halligan@costamesa.gov

Housing Element Site Designation for 1491 Baker Street, Costa Mesa CA
(APN 418-101-03)

City of Costa Mesa Planning Department,

On behalf of the ownership for the above referenced property, I am writing to request to be removed from the Housing Element Site list.

I1-1

Please let me know if you require additional information. Thank you for your attention to this matter.

Sincerely,

Robert T. Graham
Vice President
Fiduciary Real Estate Manager

First American Trust
WEALTH MANAGEMENT SERVICES

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Response to Comment Letter I1

First American Trust, FSB
Robert T. Graham, Vice President, Fiduciary Real Estate Manager
July 13, 2026

I1-1 The comment requests the property, Assessor Parcel Number (APN) 418-101-03, located at 1491 Baker Street to be removed from the Housing Element sites inventory. The request has been accepted by the City. As such, Appendix B, Buildout Methodology, to the Draft PEIR has been revised, as shown in Chapter 3, Errata, of this Final PEIR. Of note, the request removes the parcel from the Housing Element, but the parcel would remain within the Planning Area and would be subject to the amended MUOD. As such, the removal of the parcel would change the density assumptions, as further detailed in Appendix B to the Draft PEIR. As demonstrated in Section 1.5 of this Final PEIR, these revisions do not change the analysis or impact conclusions in the Draft PEIR, nor do they result in any new significant impacts or the need for new or altered mitigation measures. This change merely reduces the Project's buildout potential presented in the Draft PEIR. Therefore, this revision does not warrant recirculation of the Draft PEIR. See Section 1.4, Revised Project, of this Final PEIR for more discussion on the Project revisions.

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Comment Letter I2

Comment Letter I2

From: farhad khosravi
To: Neighborhoods
Subject: Transportation effects
Date: Friday, July 31, 2026 10:34:54 AM

Dear Ms. Halligan,
After reviewing the transportation study, the affected areas need to be expanded to include streets between Newport Blvd and Irvine Ave. From Fair Drive to 17th street. Also, affected areas north of Freeway 405 crossings.
A longer range study to include median light rail and connection to Santa Ana rail station and light rail system should be considered.
You can contact me for further discussions if needed.

I2-1

Farhad Edward Khosravi, P.E.
(949) 632-9126
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activities to the Information Technology Department.

From: farhad khosravi
To: Neighborhoods
Subject: Re: Transportation effects
Date: Friday, July 31, 2026 10:36:31 AM

> Dear Ms. Halligan,
> After reviewing the transportation study, the affected areas need to be expanded to include streets between Newport Blvd and Irvine Ave. From Fair Drive to 17th street. Also, affected areas north of Freeway 405 crossings. I2-2
> A longer range study to include median light rail and connection to Santa Ana rail station and light rail system should be considered.
> You can contact me for further discussions if needed.
>
> Farhad Edward Khosravi, P.E.
260 Santa Isabel Ave.
Costa Mesa, Ca 92627
> (949) 632-9126

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activities to the Information Technology Department.

Response to Comment Letter I2

Farhad Edward Khosravi, P.E.
July 31, 2026

I2-1 The comment requests further analysis of transportation effects on selected streets and areas of the City, including the area between Newport Boulevard and Irvine Avenue from Fair Drive to 17th Street, areas north of Interstate 405 crossings, and consideration of a longer-range study evaluating median light rail connections to Santa Ana.

As described in Section 4.17, Transportation, of the Draft PEIR, the Project does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. Rather, the Project consists of zoning, objective design standards, and related regulatory amendments that would facilitate future residential and mixed-use development over time through buildout in 2056. Therefore, site-specific and project-specific transportation analyses are not provided in the Draft PEIR because the locations, intensity, timing, and mix of future development that may occur under the amended MUOD are unknown and would be too speculative to evaluate at a project level.

Furthermore, pursuant to California Public Resources Code Section 21099(b)(2) and CEQA Guidelines Section 15064.3(a), a project's effect on automobile delay is not considered a significant environmental effect under CEQA. Therefore, no analysis of level of service, intersection delay, or roadway congestion is required. Consistent with those requirements, Section 4.17, Transportation, evaluates transportation impacts using vehicle miles traveled (VMT). The Draft PEIR concludes that both Project-generated VMT and cumulative Project-generated VMT would result in less-than-significant impacts.

Although CEQA does not require analysis of automobile delay or congestion, future development projects would continue to be subject to the City's transportation review requirements. As described on page 3-7 of the Draft PEIR, MUOD projects subject to discretionary approval and anticipated to generate 100 or more vehicle trip ends during a peak hour would be required to prepare a traffic impact study pursuant to CMMC Article 3 (Transportation System Management) of Chapter XII of Title 13. These requirements apply citywide and any mitigation measures identified through that review may be required as conditions of approval.

The comment also expresses support for a future light rail connection between Costa Mesa and the Santa Ana rail and light rail system. The proposed Project does not include construction of transit facilities, modifications to regional rail infrastructure, or adoption of a transportation plan identifying future light rail improvements. Planning, funding, and implementation of future rail and transit improvements are undertaken through separate regional, countywide, and transit-agency planning efforts and are not part of the proposed Project. The commenter's recommendations regarding future transit connections and coordination with the regional transit network will be provided to the City's decision makers for consideration as part of this Final PEIR.

I2-2 The comment appears to be the same as Comment I2-1. As such, see Response to Comment I2-1.

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Comment Letter I3

Comment Letter I3

From: Austin Mattison
To: Neighborhoods
Cc: STEPHENS, JOHN; CITY CLERK; PC Public Comments; APublicComments@costamesaca.gov
Subject: Comment on the NWWAB plan
Date: Monday, August 3, 2026 2:15:53 PM

Hi Michelle,

Please pass these comments on to the Planning Commission, City Council, and the Mayor:

Mayor Stephens, Council Members, and Planning Commissioners,

My name is Austin Mattison, and I am a resident of West Costa Mesa. While I agree that Costa Mesa must address housing needs—and I support thoughtful redevelopment—I am deeply concerned about the current "Neighborhoods Where We All Belong" proposal. As written, this plan disproportionately places the city's housing burden onto West Costa Mesa. This directly contradicts the core intentions of the State's Housing Element guidelines, which mandate that high-density rezoning be concentrated near major transit corridors and transportation centers, not tucked away into established, independent neighborhoods. By forcing it here, the proposal risks undermining the exact qualities that make our community one of the most unique, livable areas in Orange County. I3-1

But this is not another NIBMY email; we need more affordable housing. The problem only focuses on compliance, meanwhile ignoring aspects that will create huge future livability issues.

The City's vision heavily promotes mixed-use development as a tool to create walkable neighborhoods. However, the economic reality is very different. Because residential development yields the highest returns, developers naturally prioritize housing over retail. Consequently, projects advertised as "live-work" often deliver little to no meaningful commercial space. I see this firsthand as a resident of the Lighthouse development, where **not a single one of the 40+ units is occupied by a commercial business today.** I3-2

West Costa Mesa already possesses authentic walkability along 19th Street and Placentia Avenue, where residents can easily walk to grocery stores, coffee shops, restaurants, and entertainment venues. These organic, local businesses cannot simply be engineered later through design guidelines or ground-floor retail mandates. In fact, replacing these commercial properties with high-density residential projects will reduce walkability by forcing residents to drive farther for daily necessities. I3-3

Furthermore, this plan seriously underestimates the importance of "third places"—the informal gathering spaces that build community, culture, and social connection. West Costa Mesa's character was built by artists, musicians, entrepreneurs, and small businesses, not by luxury apartment projects.

Local institutions like the Quonset Hut Village on 17th Street, The Wayfarer, the Tiki Bar, Wilson Coffee, MoonGoat, Eagle & Pig, and Trenta are not accidental. They exist because West Costa Mesa has historically offered older commercial buildings, industrial spaces, and modest strip centers that remain affordable enough for independent businesses to survive and grow. This is the exact environment where legendary Costa Mesa brands like Volcom and RVCA got their start. I3-4

The economics of the proposed rezoning place these invaluable community assets at immense risk. When investors can replace aging commercial properties with high-density luxury apartments, culture and creativity cannot compete with those financial returns. Over time, the artist villages, local music venues, and independent markets will disappear, replaced by high-return projects that contribute nothing to our culture.

I3-4 Cont.

Housing units alone do not create community; third places do. If every aging shopping center and industrial building becomes housing, we may meet state housing targets while simultaneously destroying the very ingredients that make Costa Mesa a desirable place to live.

If the City moves forward with these zoning changes, I respectfully ask that four revisions be considered:

1. **Provide stronger protections** for existing neighborhood-serving retail centers that offer daily necessities. Don't create food deserts and more car trips.
2. **Require meaningful, economically viable commercial space** within mixed-use developments, rather than allowing token retail components that remain permanently vacant.
3. **Identify and protect cultural, artistic, and entertainment uses** that contribute directly to Costa Mesa's identity.
4. **Evaluate the cumulative impacts** of commercial and industrial land conversion on neighborhood livability, walkability, entrepreneurship, and culture—not just housing production.

I3-5

I3-6

Cities must evolve, but housing alone does not make a great city. The question before you should not just be how many units we can build, but what kind of city will remain once they are built. Once our unique character, local businesses, and authentic culture are lost, they cannot be rebuilt. If this plan goes forward unaltered, it will strip away the soul of our neighborhood and leave us looking no different than the endless housing of Yorba Linda or the sterile blandness of Aliso Viejo. Costa Mesa is better than that, and we can do better than this plan. I urge you to revise this proposal to protect our neighborhood-serving retail and creative spaces before they are gone for good.

I3-7

Thank you for your consideration,

Austin Mattison
West Costa Mesa Resident

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activities to the Information Technology Department.

Response to Comment Letter I3

Austin Mattison
August 3, 2026

I3-1 The comment expresses concern that the proposed Project would place a disproportionate share of future housing opportunities within Westside Costa Mesa and suggests that future residential development should instead be concentrated near major transit corridors and transportation centers. As described in Chapter 3, Project Description, the Planning Area evaluated in the Draft PEIR includes all Measure K sites and Housing Element sites (except the State-owned Fairview Developmental Center site). Moreover, as shown in Figure 4.1-1, Transit Priority Areas, approximately 68% of the Planning Area is within a transit priority area. Furthermore, the Draft PEIR evaluates the environmental impacts associated with the proposed Project as defined and does not identify site-specific development projects for approval. The commenter's views regarding the appropriateness of the geographic distribution of future housing opportunities represent a policy consideration for City decision makers. The comment does not identify a deficiency in the environmental analysis contained in the Draft PEIR. The comment will be provided to the City's decision makers for review and consideration as part of this Final PEIR.

I3-2 The comment states that mixed-use and live-work developments may not provide "meaningful" commercial opportunities. The Draft PEIR evaluates the reasonably foreseeable environmental effects of land use changes that may occur under the proposed amended MUOD. However, future market demand, tenant occupancy, and the economic performance of individual commercial spaces are speculative and cannot be predicted with certainty. These considerations also involve economic conditions rather than just physical environmental effects. The comment does not identify a deficiency in the environmental analysis contained in the Draft PEIR.

I3-3 The comment states that redevelopment of existing commercial properties could reduce neighborhood walkability. The proposed Project does not approve redevelopment of any specific property or business. Rather, it would amend zoning regulations and development standards that may facilitate future redevelopment opportunities. Because the Project is evaluated at a programmatic level, the specific locations, timing, and characteristics of future development remain unknown. The Draft PEIR evaluates transportation, land use, population and housing, and other environmental topics based on the reasonably foreseeable effects of anticipated buildout under the proposed Project. The commenter's concerns regarding the retention of existing businesses and neighborhood-serving retail uses are noted and will be provided to the City's decision makers for consideration as part of this Final PEIR. The comment does not identify a deficiency in the environmental analysis contained in the Draft PEIR.

I3-4 The comment raises concerns regarding the potential loss of "third places" within the city. Pursuant to CEQA Guidelines Section 15064(e), economic and social changes resulting from a project are not treated as significant environmental effects unless those changes result in a physical change to the environment. The Draft PEIR evaluates the Project's potential physical environmental effects, including impacts related to aesthetics, cultural resources, historic resources, land use, transportation, recreation, and other environmental topics. The commenter's concerns regarding community identity, social interaction, and the preservation of cultural and commercial establishments represent policy considerations for City decision makers; however, they do not identify a deficiency in the environmental

analysis contained in the Draft PEIR. The comment will be provided to the City's decision makers for review and consideration as part of this Final PEIR.

I3-5 The comment requests stronger protections for neighborhood-serving retail uses, “meaningful” commercial space within mixed-use projects, and protections for cultural, artistic, and entertainment uses. These recommendations concern potential policy choices and regulatory requirements that may be considered by the City. For informational purposes, the proposed amended MUOD allows for neighborhood-serving commercial uses as well as cultural, artistic, entertainment, institutional, and related land uses, such as artisan studios, active entertainment uses, theaters, restaurants and food-serving establishments, specialty retail, civic and community clubs, fitness facilities, offices, libraries, parks, and personal services. See Table 3-2, Permitted Uses in the MUOD, for additional information. Furthermore, the MUOD would function as an overlay zone and, unless specifically superseded, underlying zoning regulations would remain applicable for non-Housing Element sites. As discussed in Appendix B, Buildout Methodology, the Draft PEIR's buildout assumptions account for anticipated future residential, mixed-use and non-residential development on Measure K sites based on redevelopment potential and other factors. The comment does not identify a deficiency in the environmental analysis contained in the Draft PEIR. However, the recommendations will be provided to the City's decision makers for review and consideration as part of this Final PEIR.

I3-6 The comment raises concern for land use changing neighborhood characteristics. According to the CEQA Guidelines Section 15064(e), “economic and social changes resulting from a project shall not be treated as significant effects on the environment.” As such, the effects on neighborhood livability, walkability, entrepreneurship, and culture are considered economic and social implications that are not within the scope of required environmental analysis. The comment further requests an evaluation of cumulative impacts. In the context of required CEQA analysis, the Draft PEIR provides a summary of projections contained in an adopted general plan, regional planning projections, and regional transportation modeling, which is consistent with the requirements outlined under CEQA Guidelines Section 15130(b)(1). For these reasons, the Draft PEIR adequately analyzes cumulative impacts throughout the Draft PEIR. The comment will be provided to the City’s decision makers for review and consideration as part of this Final PEIR.

I3-7 This comment provides a concluding statement summarizing the concerns expressed throughout the comment letter. Responses I3-1 through I3-6 address the substantive issues raised in the letter. The comment does not identify a separate deficiency in the environmental analysis contained in the Draft PEIR. The comment will be provided to the City's decision makers for review and consideration as part of this Final PEIR.

Comment Letter I4

Comment Letter I4

From: Emily Lesk
To: Forbes, Amy R.; MCGILL, ANNA
Cc: YEAGER, CHRISTOPHER; HALLIGAN, MICHELLE; TAI, CARRIE
Subject: RE: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density
Date: Wednesday, August 5, 2026 4:15:15 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.png
image010.png

Seconding Amy's thanks—very much appreciated!

Emily Lesk
415-715-4483
elesk@wilsonmeany.com

From: Forbes, Amy R. <AForbes@gibsondunn.com>
Sent: Wednesday, August 5, 2026 4:07 PM
To: MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>; Emily Lesk <ELesk@wilsonmeany.com>
Cc: YEAGER, CHRISTOPHER <CHRISTOPHER.YEAGER@costamesaca.gov>; HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>; TAI, CARRIE <Carrie.Tai@costamesaca.gov>
Subject: RE: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density

Thank you!

From: MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>
Sent: Wednesday, August 5, 2026 3:56 PM
To: Emily Lesk <ELesk@wilsonmeany.com>; Forbes, Amy R. <AForbes@gibsondunn.com>
Cc: YEAGER, CHRISTOPHER <CHRISTOPHER.YEAGER@costamesaca.gov>; HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>; TAI, CARRIE <Carrie.Tai@costamesaca.gov>
Subject: Re: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density

Yes, end of day tomorrow is okay.

From: Emily Lesk <ELesk@wilsonmeany.com>
Sent: Wednesday, August 5, 2026 1:50 PM
To: Forbes, Amy R. <AForbes@gibsondunn.com>; MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>
Cc: YEAGER, CHRISTOPHER <CHRISTOPHER.YEAGER@costamesaca.gov>; HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>; TAI, CARRIE <Carrie.Tai@costamesaca.gov>
Subject: RE: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density

I4-1

Hi Anna,

We're working with all hands on deck to finalize our draft EIR comments, but it would be super helpful to have a little more time to make sure our comments fully reflect what we learned from you at yesterday's meeting. Would it be possible to extend our submittal deadline to end of day tomorrow?

Thanks,
Emily

Emily Lesk
415-715-4483
elesk@wilsonmeany.com

From: Forbes, Amy R. <AForbes@gibsondunn.com>
Sent: Monday, August 3, 2026 3:45 PM
To: MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>
Cc: YEAGER, CHRISTOPHER <CHRISTOPHER.YEAGER@costamesaca.gov>; HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>; TAI, CARRIE <Carrie.Tai@costamesaca.gov>
Subject: RE: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density

Thank you!

From: MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>
Sent: Monday, August 3, 2026 3:37 PM
To: Forbes, Amy R. <AForbes@gibsondunn.com>
Cc: YEAGER, CHRISTOPHER <CHRISTOPHER.YEAGER@costamesaca.gov>; HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>; TAI, CARRIE <Carrie.Tai@costamesaca.gov>
Subject: Re: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density

Hi Amy,

Yes, confirming receipt of your email. You may submit draft EIR comments up until Wednesday August 5th.

Thanks,

Anna McGill, AICP
Planning Manager- Advanced Planning & Housing

I4-1 Cont.

Economic & Development Services Department *(soon to be Community Development Department)*
77 Fair Drive | Costa Mesa | CA 92626 |

Cell: (949) 922-6964 Direct: (714) 754-5609

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From: Forbes, Amy R. <AForbes@gibsondunn.com>
Sent: Monday, August 3, 2026 3:15 PM
To: YEAGER, CHRISTOPHER <CHRISTOPHER.YEAGER@costamesaca.gov>; MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>
Subject: FW: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density

Hi there, I see that Carrie is out of the office. Could you please confirm that we have an extension for submittal of formal comments? Many thanks, Amy

I4-1 Cont.

From: Forbes, Amy R.
Sent: Monday, August 3, 2026 12:56 PM
To: 'TAI, CARRIE' <Carrie.Tai@costamesaca.gov>; MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>; HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>
Cc: Emily Lesk <elesk@wilsonmeany.com>; cmeany@wilsonmeany.com; mark@sakioka.com; GMKS@SakiokaCompany.com <gmks@sakioka.com>; CARON, MARTINA <Martina.Caron@costamesaca.gov>; YEAGER, CHRISTOPHER <CHRISTOPHER.YEAGER@costamesaca.gov>
Subject: RE: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density

Carrie, we look forward to speaking with the City team tomorrow and are preparing a list of our initial questions and clarifications. In the meantime, we respectfully request an extension of time to submit comments on the draft EIR until Wednesday August 5, so we can review the input from tomorrow's call before finalizing our letter. Many thanks, Amy

I4-1 Cont.

From: TAI, CARRIE <Carrie.Tai@costamesaca.gov>
Sent: Thursday, July 30, 2026 2:23 PM
To: MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>; Forbes, Amy R. <AForbes@gibsondunn.com>; HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>
Cc: Emily Lesk <elesk@wilsonmeany.com>; cmeany@wilsonmeany.com; mark@sakioka.com; GMKS@SakiokaCompany.com <gmks@sakioka.com>; CARON, MARTINA <Martina.Caron@costamesaca.gov>; YEAGER, CHRISTOPHER <CHRISTOPHER.YEAGER@costamesaca.gov>
Subject: RE: NWWAB Appendix B_Buildout Methodology.pdf/Missing Parcel and Correcting the density

Amy and Sakioka team:

I4-1 Cont.

We're placeholding Tuesday at 2:00 p.m.. Can you let us know whether that works for your team?

Carrie Tai, AICP

Director

City of Costa Mesa | Economic and Development Services Department *(soon to be the Community Development Department)*

(714) 754-5270

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GIBSON DUNN

Anna Williams
Associate Attorney
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August 6, 2026

Michelle Halligan, Senior Planner
City of Costa Mesa
Economic and Development Services Department
77 Fair Drive
Costa Mesa, California 92626
neighborhoods@costamesaca.gov

VIA ELECTRONIC MAIL

Re: Comments on the Draft Program Environmental Impact Report for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program (SCH No. 2025110783)

Dear Ms. Halligan:

On behalf of our client, the Sakioka family, the owners of property in the North Costa Mesa Specific Plan ("Sakioka"), we have reviewed the City of Costa Mesa's (the "City") Draft Program Environmental Impact Report (the "PEIR") for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Program (the "Project"). We submit these comments in a constructive spirit to ensure that the PEIR satisfies the requirements of the California Environmental Quality Act ("CEQA") and to clarify the intent of the PEIR's buildout methodology and analysis. As legacy owners of several opportunity sites noted in the City's Housing Element, Sakioka wants to work with the City to craft regulations and mitigation that facilitate high-quality housing that can serve the Costa Mesa community for generations to come. I4-2

1. The Description of Sakioka Lot 2 and the Buildout Methodology Require Minor Correction for Consistency with the Housing Element. The draft PEIR states that the Project would apply to all Measure K sites shown on draft PEIR Figure 2-2 (Planning Area), including Housing Element and non-Housing Element sites. Exhibit A to this letter includes a snapshot of a portion of the Planning Area depicted on Figure 2-2, and marks Sakioka parcels as "A," "B," "C" and "D." While Parcels A, B, C and D are all accurately shown as a part of the Planning Area on Figure 2-2, it appears that the acreage and/or residential buildout capacity of Parcels A and C were inaccurately described in the draft PEIR's Buildout Methodology. Specifically: I4-3

    - Parcel A, described in the City's Housing Element as "Sakioka Lot 2," appears to be listed on the Planning Area Parcel List included as Attachment A to Appendix B (Buildout Methodology) of the draft PEIR as a 31.09695-acre parcel associated with Assessor Parcel Number ("APN") 410-441-13 and with a future maximum residential density of 60 dwelling units/acre. However, as indicated in the City's Housing Element, Sakioka Lot 2 is primarily associated with APN 410-441-17 and has a future maximum residential density of 90 (not 60) dwelling units/acre. Both the APN and future maximum residential density attributed to this parcel should be updated on the PEIR's Planning Area Parcel List, and the maximum residential density should be corrected accordingly to reflect that 2,798.7255 units are permitted on Sakioka Lot 2.

Gibson, Dunn & Crutcher LLP
333 South Grand Avenue | Los Angeles, CA 90071-3197 | T: 213.229.7000 | F: 213.229.7520 | gibsondunn.com

- Parcel C is described on the Planning Area Parcel List as a 0.73714-acre parcel associated with APN 410-501-25 and with a future maximum density of 90 dwelling units/acre. While the future maximum residential density for this parcel is correct, Parcel C is a 2.57-acre (not a .73714-acre) parcel and is comprised of two APNs (410-501-25 and 410-501-36). The APNs and overall acreage attributed to this parcel should be updated on the PEIR's Planning Area Parcel List, and the parcel's maximum residential density should be corrected to show that 231.3 units are permitted on this parcel.

We understand that the draft PEIR is analyzing a large amount of overall development, and these inaccuracies in the assumptions likely do not affect the ultimate conclusions of the PEIR. However, we think it is important that these internal inconsistencies be corrected so that there's no confusion when individual projects are put forward in the future. Accordingly, we respectfully request that the City: (i) correct the PEIR's Planning Area Parcel List to accurately reflect each parcel APN(s), acreage and maximum residential density capacity as noted in the bullet points above; (ii) review all related calculations and analyses in the Planning Area Parcel List and across the PEIR to ensure the PEIR accurately accounts for all Housing Element and Measure K sites; and (iii) determine if any required correction materially changes buildout or the significance of any impact.

I4-3 Cont.

2. PEIR's Buildout Methodology and Intent Warrants Clarification.

Based on the methodology utilized in the draft PEIR, the draft PEIR anticipates that full buildout of the Project would reasonably result in a total of approximately 22,030 housing units within the Planning Area by year 2056. We recognize that it is not reasonable to assume that 100% of the residential density allowed on each parcel would be built over the next approximately thirty (30) years, and agree that the PEIR's general methodology for determining a realistic amount of actual residential production based on the overall amount permitted across the Planning Area reflects a good faith estimate of reasonably foreseeable Planning Area Housing Growth over the next three (3) decades. However, to clarify that the PEIR's methodology is intended to estimate, rather than limit, housing production in the Planning Area, we request that the City add the following sentence at the end of Footnote 4 in Table 2. Planning Area Housing Buildout of the Buildout Methodology: "*These unit counts (and other unit count estimates based on the PEIR's buildout methodology) are estimates for purposes of impact analysis and are not intended to act as limits on overall development on individual parcels.*"

I4-4

3. The Description of MUOD Park and Recreation Requirements are inconsistent with the May 18th Public Review Draft of the Mixed-Use Overlay District Requirements.

The draft PEIR correctly notes that the City currently has excess park space per thousand residents based upon the current General Plan standard and that if the entire buildout contemplated by the proposed Project occurs, there would be a deficit of approximately 108 acres of park space in the City. The draft PEIR also correctly notes that there is no feasible mitigation with respect to this open space deficit, and correctly cites the park deficit as an unavoidable adverse impact of the Project.

Nonetheless, the text of the draft PEIR analysis incorporates a description of certain Mixed Use Overlay District (MUOD) requirements, including language stating that approximately thirty percent (30%) of every lot must be devoted to open space but that private open space may be substituted at Housing Element sites with common public space. This text in the PEIR requires a few clarifications. First, both the MUOD regulations the City Council adopted last March and the draft MUOD regulations published for public review on May 18, 2026, provide that an MUOD

I4-5

project must satisfy the open space standards either (a) as set forth in MUOD or (b) *as provided in Specific Plan applicable to the property.* The draft PEIR omits part (b), and Page 4.16-8 of the draft PEIR should be corrected to reflect that an MUOD project may be built to either standard. Second, the draft MUOD regulations published for public review on May 18, 2026 limit the amount of publicly accessible open space to 50% while the MUOD standards adopted by the City Council in March 2026 allow for 100%. We believe that the standards approved by the City Council in March should be the ones referenced in the PEIR.

Moreover, we are concerned that if the MUOD ultimately includes a 30% open space dedication and strictly limits the types of open space that qualify to meet that standard, as a practical matter it will be impossible to achieve the densities that are provided for in the Housing Element. Requiring significant open space as part of MUOD is important, but the requirements must nonetheless allow for the amount of housing that the City has set as its overall project goal. The PEIR should acknowledge that the discussion of the open space requirements in the MUOD is informational, and that even if 30% open space is not provided as described, the impact on Parks and Recreation will be no worse than disclosed in the draft PEIR.

I4-5 Cont.

Additionally, Section 4.16 – Recreation of the draft PEIR states that specific plans in the City do not include any applicable goals or policies pertaining to recreation, but there are policies pertaining to recreation in at least one specific plan. For example, the North Costa Mesa Specific Plan includes a policy on Parks and Recreation that applies to certain Sakioka property. That policy is attached to this letter as Exhibit B.

4. The Traffic Study Requirement should be Clarified.

The PEIR correctly states that CEQA mandates analysis of traffic using a vehicle miles traveled (VMT) methodology, and based on that analysis, concludes that the Project's transportation impacts would be less than significant and therefore would not require mitigation. However, the PEIR also states that a subsequent transportation impact study including a level of service (LOS) analysis would be required prior to development within the Planning Area; and the City's LOS requirements state that the results of such study may require mitigation measure(s). Consistent with CEQA and the Project's objective to better facilitate the development of housing, the City's LOS standards should not suggest that this non-CEQA assessment could result "mitigation measures" that the PEIR has concluded are not required. We respectfully request that the City clarify that nothing in the City's LOS Traffic Study is intended to prevent implementation of the City's housing goals, and the study will be used to calculate impact fees and site-specific traffic related conditions of approval.

I4-6

Additionally, Section 4.17 – Transportation states that specific plans do not include any applicable goals or policies pertaining to transportation. The North Costa Mesa Specific Plan includes policies pertaining to transportation.

5. MM-4.8-3. Is Overly Resource Consumptive as Drafted and Merits Minor Modification in Furtherance of PEIR Housing Objectives.

As drafted, Mitigation Measure 4.8-3 Electric Vehicle Ready New Construction requires: *"Prior to the issuance of building permits, applicants for future development projects subject to the MUOD within the Planning Area shall provide evidence to the City that the design plans include electric vehicle charging infrastructure that,* ***meets or exceeds the voluntary standards*** *(Tier 1 or Tier 2) in the California Green Building Standards Code at the time of project approval is incorporated*

I4-7

into the development and that adequate charging equipment, capacity, and design features are provided to support effective long-term operation." (emphasis added)

This mitigation measure mandates that all future MUOD development projects comply with CALGreen (Title 24, Part 11) voluntary EV charging standards. While intended to accelerate electrification and assist in reducing impacts due to climate change, applying CALGreen's existing *voluntary* standards at the scale of development contemplated in the draft PEIR will cause considerable strain on the City's electrical grid and introduce significant, unanalyzed secondary environmental impacts.

CALGreen's existing mandatory standards for multifamily development are already robust, and provide excellent climate change mitigation. For example, the existing mandatory standards require that an EV charging receptacle and dedicated circuit must be provided for every residence, and twenty five percent (25%) of unassigned parking spaces must have installed chargers, each of which can charge multiple cars simultaneously using Automatic Load Management Systems (ALMS).

In contrast, CALGreen's existing voluntary standards double the required capacity of each EV-ready circuit from 20 to 40 amps—allowing for faster charging speeds than are necessary in a residential context where EVs can charge overnight—and require that chargers be installed at 40% of unassigned spaces. The costs of this additional capacity are ultimately passed along to the home buyer or renter.

When multiplied across the 21,522 new housing units analyzed in the draft PEIR, the heightened voluntary requirements would balloon the electrical grid's cumulative peak demand. However, because the draft PEIR does not include a localized grid capacity assessment from Southern California Edison (SCE), it fails to evaluate how the voluntary standards' increase in grid demand would compel SCE to aggressively upsize localized grid infrastructure. These grid upgrades may include significant alterations to the physical environment through the construction of new transmission lines and substations, compounding local environmental impacts that the draft PEIR did not analyze. Thus, the voluntary standards may have the unintended consequences of actually creating more impacts, rather than eliminating them. In contrast, the baseline mandatory CALGreen standards paired with ALMS, which as noted above would allow for multiple EVs to be charged from a single charger, provide a legally compliant, environmentally superior pathway that reduces the need for new infrastructure while still allowing for EVs to be implemented in a residential context.

Because this mitigation measure, as drafted, has the potential to increase demands on infrastructure and create additional impacts, either the City should provide an accompanying grid capacity study demonstrating that no new infrastructure would be required, or the City should remove the voluntary CALGreen requirement and instead require projects to meet or exceed the state's mandatory standards.

I4-7 Cont.

6. Other Minor Inaccuracies in the Draft PEIR.

   a. Maximum Height under the MUOD. Both the adopted and the public review draft of the MUOD regulations provide that the maximum height permitted when developing under the MUOD is either 108' or the maximum building height in an applicable specific plan, whichever is higher. The PEIR inaccurately states in several places that maximum height permitted under the MUOD is limited to 108'.

I4-8

For example, in analysis of Policy LU-2.7 in Section 4.1 – Aesthetics and in the analysis of Policy LU-2.8 in Section 4.11 – Land Use and Planning, the draft PEIR states within the body of the analysis (including, in the aesthetics section, in Footnote 4) that the MUOD would increase permitted building heights up to 108 feet for projects with a maximum density of 90 dwelling units and that parcels with a 108-foot building height maximum would be limited to the North Costa Mesa subarea and other parcels north of the I-405. These statements should be revised consistent with the MUOD to reflect that: (i) the MUOD would increase permitted building heights to 108 feet *or the maximum height provided for under a Specific Plan applicable to the property, whichever is higher* and (ii) that parcels with 108-foot *or greater* building height maximum would be limited to the North Costa Mesa subarea and other parcels north of the I-405.

The same error appears on page 4.3-38 of the draft PEIR. We request that the City make the following corrective edits shown in italics and underlined in the last substantive paragraph on that page: "Maximum building height would increase to 72 feet for projects with a maximum density of 60 dwelling units per acre and to 108 feet *(or higher if provided for under an applicable Specific Plan)* for projects with a maximum density of 90 dwelling units per acre. Parcels with a 108-foot *or higher* building height maximum would be limited to the North Costa Mesa subarea and other parcels north of I-405."

I4-8 Cont.

b. PEIR Tables and Figures that Need to be Updated.

Table 3-3. Development Standards for MUOD Projects, at pages 3-11 and 3-12, does not note that MUOD projects in North Costa Mesa that are also housing opportunity sites have a maximum density of 90 units/acre, and potentially higher height limits.

I4-9

Figure 3-2 (Updated Zoning Map) should be corrected consistent with Figure 3-3 (Updated Land Use Map) and other figures within the draft PEIR to accurately reflect that the MUOD zone applies to all PDC: Planning Development Commerial properties fronting Anton Boulevard between Sunflower Avenue and Avenue of the Arts.

I4-10

We appreciate the City's ongoing willingness to discuss and consider these comments and support the City's ongoing efforts to facilitate housing and mixed-use development. We look forward to your response and to continuing to work with the City as Neighborhoods Where We All Belong moves forward.

I4-11

Sincerely,

Anna Williams

Anna Williams

cc: Amy Forbes
Mark Sakioka

GIBSON DUNN

EXHIBIT A

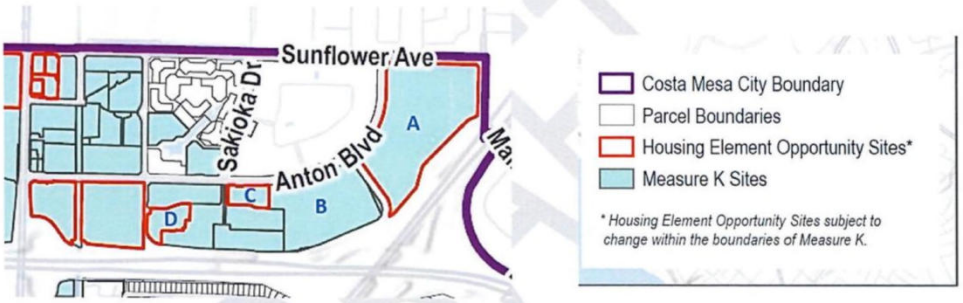


FIGURE 2-2
Planning Area

I4-12

Page 10 of 11 in Comment Letter I4

GIBSON DUNN

EXHIBIT B

Costa Mesa

North Costa Mesa Specific Plan

Table 6B- South Coast Metro Center Maximum Building Heights North Costa Mesa Specific Plan	
Sub-Area 1	
Option 1	306 feet above grade level
Option 2	180 feet above grade level (approximately 12 stories)
Sub-Areas 2, 3, and 4	
	180 feet above grade level (approximately 12 stories)

Parks and Recreation

In conjunction with the development of the high-rise residential condominiums, private on-site recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, roof top, and/or on a podium.

Parking

For the high-rise residential units, the following parking rate range shall be appropriately applied to the residential development in conjunction with approval of any residential final master plan.

Tenants: 1.5 to 2.0 parking spaces per unit

Guests: 0.5 parking spaces per unit for the first 50 units and 0.25 parking spaces for each unit above 50.

Furthermore, in the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands.

Circulation

I4-12 Cont.

Page 11 of 11 in Comment Letter I4

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Response to Comment Letter I4

Gibson Dunn on behalf of the Sakioka family
Anna Williams, Associate Attorney, Gibson Dunn, Amy Forbes, and Mark Sakioka
August 6, 2026

I4-1 The comment consists of an email exchange between the City and representatives of the Sakioka family regarding requests to extend the deadline for submitting comments on the Draft PEIR. The City granted the requested extensions. The comment does not raise an issue regarding the adequacy of the environmental analysis in the Draft PEIR. No further response is required.

I4-2 This comment provides an introductory statement explaining the commenter's interest in the proposed Project and the purpose of the letter. The substantive issues raised in the letter are addressed in Responses to Comments I4-3 through I4-10.

I4-3 The comment identifies corrections to parcel data and buildout assumptions for Sakioka Lot 2 and another Sakioka parcel. The City has reviewed and accepted the corrections, which are reflected in Chapter 3, Errata, of this Final PEIR. The proposed Project and associated buildout projections have also been revised. See Section 1.4, Revised Project, of this Final PEIR for a description of the Revised Project and Section 1.5, Environmental Analysis for the Revised Project, for an evaluation of the revisions.

As demonstrated in Section 1.5, the revised parcel data and buildout assumptions do not change the impact conclusions in the Draft PEIR, result in a new significant environmental impact, or substantially increase the severity of a previously identified impact. The revisions also do not identify a feasible mitigation measure or alternative that would clearly lessen a significant environmental impact but that the City declined to adopt. Accordingly, the revisions do not constitute significant new information requiring recirculation pursuant to CEQA Guidelines Section 15088.5.

Section 4.14, Population and Housing, of the Draft PEIR determined that the Project would result in unplanned growth beyond that anticipated in existing local and regional planning documents, including the General Plan and Connect SoCal. However, the exceedance would be temporary because those planning documents are updated periodically to reflect revised growth forecasts. MM-4.14-1 requires the City to coordinate with the South Coast Air Quality Management District and the Southern California Association of Governments so that updated growth projections are incorporated into the Air Quality Management Plan and Connect SoCal. The accepted corrections do not alter that analysis or the mitigation requirement.

I4-4 The comment requests clarification in Appendix B, Buildout Methodology, that the unit estimates developed for the Draft PEIR's impact analysis are not intended to limit development on individual parcels. The City has accepted the requested clarification, as reflected in Chapter 3, Errata, of this Final PEIR. The clarification accurately distinguishes the city-wide program-level buildout estimate used for environmental analysis from the development potential of an individual parcel under applicable land use regulations. The revision does not change the environmental analysis or impact conclusions in the Draft PEIR, result in a new significant impact or a substantial increase in the severity of a previously

identified impact, or require new or altered mitigation. Therefore, the revision does not require recirculation of the Draft PEIR pursuant to CEQA Guidelines Section 15088.5.

I4-5 The comment identifies corrections and clarifications regarding the proposed MUOD open space standards. The City has reviewed and accepted revisions to Chapter 3, Project Description, and Section 4.16, Recreation, of the Draft PEIR, as reflected in Chapter 3, Errata, of this Final PEIR. The revisions clarify that an MUOD project may satisfy the applicable open space standards under the MUOD or an applicable specific plan, as provided by the proposed regulations.

The Draft PEIR's recreation analysis is based on the anticipated population growth associated with Project buildout and the resulting demand for park and recreational resources on a citywide basis. The analysis does not depend on an assumption that every future development project would provide a particular amount or type of open space under the MUOD. Accordingly, clarifications to the description of the MUOD open space standards do not alter the recreation analysis or the conclusion that impacts related to park demand would remain significant and unavoidable.

The comment states that the North Costa Mesa Specific Plan has a policy related to recreation, as shown in Exhibit B to Comment Letter I4 (see Comment I4-12). The language has been reviewed and is considered a development standard requiring private on-site recreational amenities within high-rise residential condominiums. The City has added this provision to the applicable regulatory setting in Section 4.16, Recreation, as shown in Chapter 3, Errata. The revision clarifies the regulatory setting and does not change the analysis or impact conclusions in the Draft PEIR, result in a new significant impact or a substantial increase in the severity of a previously identified impact, or require new or altered mitigation. Therefore, the revisions do not require recirculation pursuant to CEQA Guidelines Section 15088.5.

I4-6 The proposed MUOD traffic study provision is part of the regulatory consolidation amendments and carries forward requirements from the existing Urban Plans and CMMC. As described in Chapter 3, Project Description, future MUOD projects subject to discretionary approval and estimated to generate 100 or more vehicle trip ends during a peak hour would continue to be subject to the City's traffic study requirements pursuant to CMMC Article 3, Transportation System Management, of Chapter XII of Title 13. The proposed Project would not amend that standard in the CMMC.

These traffic studies are separate from the VMT analysis required under CEQA and may be used to identify site-specific transportation improvements, operational requirements, impact fees, or conditions of approval. Pursuant to Public Resources Code Section 21099(b)(2) and CEQA Guidelines Section 15064.3(a), automobile delay and level of service are not treated as significant environmental effects under CEQA. Therefore, the City's traffic study requirements do not alter the Draft PEIR's conclusion that transportation impacts would be less than significant under the applicable VMT significance criteria. No revision to the proposed traffic study requirement is necessary.

The comment also notes that the North Costa Mesa Specific Plan contains transportation-related provisions that were not identified in the Draft PEIR. Although the Specific Plan does not contain separately numbered transportation goals and policies, its Circulation section discusses Transportation Demand Management measures and development standards related to transportation, including existing policies around trip budgets, which is discussed as part of the environmental analysis within

the Draft PEIR. The City has revised Section 4.17, Transportation, to identify the applicable provisions, as shown in Chapter 3, Errata, of this Final PEIR. The revision clarifies the regulatory setting and does not change the analysis or impact conclusions, result in a new significant impact or a substantial increase in the severity of a previously identified impact, or require new or altered mitigation. Therefore, the revision does not require recirculation pursuant to CEQA Guidelines Section 15088.5.

I4-7 The comment raises concerns regarding MM-4.8-3, Electric Vehicle Ready New Construction, which requires future development projects to meet specified voluntary standards in the California Green Building Standards Code (CALGreen) for electric vehicle charging infrastructure. The City acknowledges the concern but disagrees that MM-4.8-3 should be removed.

MM-4.8-3 is a greenhouse gas mitigation measure intended to reduce transportation-related greenhouse gas emissions by facilitating electric vehicle adoption and supporting the transition to lower-emission vehicles. The measure requires future development projects subject to the MUOD to incorporate EV charging infrastructure consistent with the identified CALGreen voluntary standards. The measure was included because transportation is a major source of greenhouse gas emissions and vehicle electrification is an important component of State and regional greenhouse gas reduction strategies.

The Draft PEIR evaluates the Project's energy demand and electrical consumption associated with future development facilitated by the Project. The energy analysis concludes that future development would increase electricity demand but would not result in wasteful, inefficient, or unnecessary consumption of energy resources. The analysis also recognizes that future projects would be subject to applicable Title 24 Building Energy Efficiency Standards, CALGreen requirements, and other evolving State energy regulations.

The Draft PEIR is a program-level environmental document for zoning and policy amendments and does not approve any site-specific development project. Consequently, the electrical loads, design details, infrastructure requirements, and utility service needs of future projects are presently unknown. Future development projects would be required to coordinate with the applicable utility provider and obtain project-specific service approvals and capacity determinations before connecting to utility infrastructure. As identified in the Project Description, future development would also be subject to applicable utility connection, metering, capacity, and permitting requirements at the time development is proposed.

The comment expresses concern that use of CALGreen voluntary EV charging standards could require new substations, transmission facilities, or other utility infrastructure. Importantly, as described in Section 4.19 of the Draft PEIR, impacts associated with construction of trenching that may be required for subterranean utility upgrades, which could include undergrounding of electrical infrastructure, have been considered as part of the reasonably foreseeable environmental impact of future project development throughout the Draft PEIR, for example, as quantified in Table 4.3-6, Open Trench Construction Infrastructure Scenario Assumptions in Section 4.3, Air Quality of this PEIR. Further, MM-4.8-3 requires EV-capable infrastructure but does not mandate actual vehicle-charging demand or does it prescribe a specific electrical load for an individual project. Future project-specific electrical loads, utility upgrades, and service requirements would be evaluated by the applicable utility and City departments during subsequent project review and permitting.

CALGreen's EV infrastructure provisions, including its mandatory and voluntary tiers, were developed through statewide regulatory processes addressing electrification objectives, building standards, and implementation feasibility. MM-4.8-3 is consistent with State and regional policies encouraging expanded EV charging infrastructure and was included to reduce the Project's significant greenhouse gas impacts.

Nevertheless, the City has revised MM-4.8-3 in response to the comment to require compliance with the 2025 CALGreen voluntary Tier 1 or Tier 2 EV charging standards, rather than voluntary standards that may be adopted in future code cycles. This revision provides greater certainty regarding the scope of the mitigation measure while continuing to promote vehicle electrification and support the Project's greenhouse gas reduction objectives. The revision does not change the conclusions of the Draft PEIR and does not require recirculation pursuant to CEQA Guidelines Section 15088.5.

I4-8 The comment correctly notes that the proposed MUOD allows a maximum building height of 108 feet or the maximum height permitted by an applicable specific plan, whichever is greater. The comment requests corresponding corrections to Section 4.1, Aesthetics; Section 4.3, Air Quality; and Section 4.11, Land Use and Planning. The City has accepted the corrections, as reflected in Chapter 3, Errata, of this Final PEIR. The revisions clarify that the proposed MUOD would not reduce or otherwise change a greater maximum height already permitted under an applicable specific plan, including the North Costa Mesa Specific Plan. The comment correctly notes that the proposed MUOD amendments would not change the maximum height potential under the base zones. The revisions clarify the Project Description and environmental setting and do not change the analysis or impact conclusions, result in a new significant impact or a substantial increase in the severity of a previously identified impact, or require new or altered mitigation. Therefore, the revisions do not require recirculation pursuant to CEQA Guidelines Section 15088.5.

I4-9 The comment requests revisions to Table 3-3 of the Draft PEIR, Development Standards for MUOD Projects, to reflect that Housing Element opportunity sites in North Costa Mesa have a maximum density of 90 dwelling units per acre and may be subject to greater height limits under an applicable specific plan. The City has confirmed and accepted the revisions, as reflected in Chapter 3, Errata, of this Final PEIR. The revisions clarify the Project Description and do not change the analysis or impact conclusions, result in a new significant impact or a substantial increase in the severity of a previously identified impact or require new or altered mitigation. Therefore, the revisions do not require recirculation pursuant to CEQA Guidelines Section 15088.5.

I4-10 The comment requests a revision to Figure 3-2 of the Draft PEIR to be consistent with Figure 3-3 and accurately reflect that the MUOD would apply to all Planned Development Commercial (PDC) properties fronting Anton Boulevard between Sunflower Avenue and Avenue of the Arts. The City has accepted the correction, as reflected in Chapter 3, Errata, of this Final PEIR. The revision clarifies the Project Description and proposed zoning conditions and does not change the analysis or impact conclusions, result in a new significant impact or a substantial increase in the severity of a previously identified impact or require new or altered mitigation. Therefore, the revision does not require recirculation pursuant to CEQA Guidelines Section 15088.5.

I4-11 The comment provides a concluding statement expressing appreciation for the City's consideration of the comments and support for continued coordination as the Project proceeds. Responses to

Comments I4-3 through I4-10 address the substantive issues raised in the letter. No further response is required.

I4-12 This comment consists of Exhibits A and B. Exhibit A is referenced in Comment I4-3 and depicts the Sakioka parcels discussed in that comment. Exhibit B is referenced in Comment I4-5 and contains provisions from the North Costa Mesa Specific Plan. See Responses to Comments I4-3 and I4-5. No further response is required.

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3 Errata

3.1 Introduction

This chapter contains minor revisions and clarifications to the Draft PEIR as a result of responses to comments on the Draft PEIR and other revisions that are necessary to provide clarifications to the Project description or to correct non-substantive errors.

Pursuant to CEQA Guidelines Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification. Significant new information can include a disclosure showing that a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented, a substantial increase in the severity of an environmental impact, a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project (but the project's proponents decline to adopt it), or the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. The revisions provided in this chapter do not constitute significant new information requiring recirculation of the PEIR as defined in CEQA Guidelines Section 15088.5. No new significant environmental impacts or a substantial increase in the severity of environmental impacts would occur from these revisions. Instead, the information merely clarifies, amplifies, and makes insignificant modifications to an adequate PEIR.

3.2 Revisions to the Draft PEIR

The revisions shown below are categorized by chapter, section number, and page number. Text from the Draft PEIR that has been removed is shown in strikethrough (i.e., ~~strikethrough~~), and text that has been added as part of the Final PEIR is shown as double underlined (i.e., <u>underline</u>). Revisions may be shown with surrounding sentences for context.

Universal Changes

Revised Project

As result of the comment letters received, changes to the project description have been made and are herein revised throughout the PEIR for consistency. Additional changes made are further described in Section 1.4, Revised Project, of this Final PEIR. In summary, a total of 18 parcels were removed from the Planning Area due to their location within the 65 dBA noise contour and/or within Safety Zones 1, 2, and 3, and in line with ALUC's recommendations to support consistency with the AELUP for JWA. Note that 16 parcels were removed to pursuant to ALUC's request, while 2 parcels were removed given the lack of remaining parcels in the immediate area to enable the potential for lot consolidation of sites greater than 0.5 acres in area. Additionally, on August 7, 2026, the City received a formal request from a property owner to remove their 3 sites from the Project's Planning Area. The following 18 parcels were removed from the Planning Area.

- APN 427-362-03
- APN 427-362-04

- APN 427-362-02
- APN 427-362-05
- APN 427-362-06
- APN 427-362-07
- APN 439-312-10
- APN 119-200-13
- APN 119-200-14
- APN 119-200-36
- APN 119-401-06
- APN 119-401-05
- APN 119-401-01
- APN 119-401-02
- APN 119-401-04
- APN 119-401-03
- APN 427-165-06
- APN 427-165-07
- APN 424-071-06
- APN 424-061-06
- APN 424-061-05

In addition, a comment letter was received from a property owner requesting that their parcel be removed from the Housing Element sites inventory. As such, APN 418-101-03, located at 1491 Baker Street, has been removed from the Housing Element. Moreover, another property owner noted technical discrepancies in the APNs listed, the proposed density and parcel size included in Appendix B, Buildout Methodology, to the Draft PEIR. As further detailed in Section 1.4 of this Final PEIR, the following parcels have been revised.

- APN 410-441-17
- APN 410-501-25
- APN 419-031-09
- APN 439-312-12

Mixed-Use Overlay District Amendments

The following section under the proposed MUOD amendments has been revised to clarify the requirements under state law:

13-83.11.6(a)(5). Exceptions for properties located within the Airport Planning Area. MUOD projects on properties located within the Airport Planning Area, as defined by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport, shall comply with applicable requirements of the AELUP, unless ~~overridden by the City Council~~ overruled pursuant to state law.

Chapter 2, Environmental Setting

Section 2.3.3, Transportation, Circulation, and Public Transit, Page 2-15

The City is served by a range of transit options that provide alternatives to single-occupant automobile travel, including buses, trains, rideshare, and paratransit services. The Planning Area is served by a variety of bus routes operated by the Orange County Transportation Authority (OCTA), including local bus routes 35, 43, 47, 55, 57, 71, 76, and 86, community bus routes 150/151 and 178, and Intercounty Express bus route~~s 543 and 533~~ 553; (City of Costa Mesa 2016a; OCTA 2026). OCTA operates bus rapid transit service ~~Bravo!~~ OC Bus Rapid Route 543 along Harbor Boulevard, which extends from the Fullerton Transportation Center through Anaheim, Garden Grove and Santa Ana, ending at MacArthur Boulevard at the Costa Mesa city limit. OCTA also provides paratransit services within Orange County, with several routes in Costa Mesa. Through OCTA's ~~Senior Taxi Program~~ Senior Mobility Program and ACCESS, the City supports discounted bus fares to seniors and flexible paratransit shuttles. ACCESS is OCTA's shared-ride service for people who are unable to use the regular fixed-route bus service because of functional limitations caused by a disability. OCTA's Senior Mobility Program is designed to fill the gap between local fixed-route buses and ADA paratransit by providing local transportation services to seniors (City of Costa Mesa 2016a). In addition, the City also operates the Let's Go Costa Mesa program, which is a free, on-demand electric rideshare service operated in partnership with Circuit utilizing funds from the State of California's Clean Mobility Options (CMO) program. Let's Go Costa Mesa operates Monday through Friday from 8 a.m. to 8 p.m., and Saturday through Sunday from 10 a.m. to 8 p.m., and provides service throughout the south and central portion of the city surrounding downtown and to Hoag Memorial Hospital within the City of Newport Beach (City of Costa Mesa 2026).

Chapter 3, Project Description

Section 3.4.2, Project Components, Pages 3-11 through 3-13

Table 3-3. Development Standards for MUOD Projects

Table 13-83.11.7. Development Standards for MUOD Projects			
DEVELOPMENT STANDARD			**ADDITIONAL PROVISIONS IF APPLICABLE**
RESIDENTIAL DENSITY STANDARDS[1,2]			
BY MUOD SUB-AREA	**MINIMUM RESIDENTIAL FLOOR AREA**	**MAXIMUM RESIDENTIAL DENSITY**	
Mesa West Bluffs	Minimum 50 percent of the total floor area of a MUOD project shall be residential use	20-30 du/ac	MUOD Sub-Areas and allowable maximum residential densities are depicted in Figure 13-83.11.7.
19 West		20-30 du/ac	
Newport Boulevard		30 du/ac	
Harbor Boulevard		30 du/ac	
SoBECA		40 du/ac	
North Costa Mesa		60 du/ac	
NON-RESIDENTIAL FLOOR AREA RATIO (FAR) STANDARDS			
Minimum FAR	None		
Maximum FAR	1.0 FAR		
BUILDING HEIGHT STANDARDS[1,2]			
BY RESIDENTIAL DENSITY	**MAXIMUM BUILDING HEIGHT**		
	Residential-Only Building or Vertical Mixed-Use Building	Non-Residential Building	
20 du/ac	60 ft.	40 ft.	
30 du/ac			
40 du/ac			
60 du/ac	72 ft.		
SETBACK STANDARDS[3]			
BY ABUTTING CONDITION	**MINIMUM AND MAXIMUM SETBACK[2,4]**		
Front or side along a public street	Min. 10 ft. and max. 20 ft.		
Side or rear abutting alley	None ~~0 ft.~~		
Side or rear abutting:			
-Commercial or mixed-use zone	Min. 5 ft.		
-Residential zone	Min. 10 ~~20~~ ft.		
-Industrial zone	Min. 20 ft.		
Side or rear abutting bluff crest	Min. 10 ft.		Section 13-34 (Bluff-Top Development) of Chapter V of Title 13
LOT STANDARDS			
Minimum lot size	None		

Table 3-3. Development Standards for MUOD Projects

Table 13-83.11.7. Development Standards for MUOD Projects		
DEVELOPMENT STANDARD		ADDITIONAL PROVISIONS IF APPLICABLE
OFF-STREET PARKING STANDARDS		
Minimum parking for dwelling units (including live/work units)	None	Chapter VI (Off-Street Parking Standards) of Title 13
Minimum parking for non-residential uses	Subject to Table 13-89 (Non-Residential Parking Standards)	
OPEN SPACE STANDARDS~~35~~		
Usable common residential open space[46]	Min. total area equivalent to 30% of lot	Chapter VII (Landscaping Standards) of Title 13
Usable private residential open space ~~57~~	Min. 100 sq. ft./unit provided on the ground floor for dwelling units located on the ground floor, and min. 50 sq. ft./unit provided for dwelling units located above the ground floor.	
Publicly accessible open space	~~Min. total area equivalent to 5% of commercial gross floor area for developments with a commercial gross floor area greater than 50,000 sq. ft.~~ Total min. area equivalent to the following percentages of total commercial floor area: • For 20,000 sq. ft. to less than 30,000 sq. ft. of commercial floor area: 2% • For 30,000 sq. ft. to less than 40,000 sq. ft of commercial floor area.: 3% • For 40,000 sq. ft. to less than 50,000 sq. ft. of commercial floor area: 4% • For more than 50,000 sq. ft. of commercial floor area: 5%	
STORAGE STANDARDS		
Each dwelling unit shall be provided with 200 cubic feet of fully enclosed, securable, personal storage area exterior to the unit. The storage area shall measure at least 7 feet in one horizontal direction. The storage area may be provided in a garage, carport, or other exterior or covered common area, but shall be located so as not to obstruct the required clear dimensions.		
SIGN STANDARDS		
Signs for MUOD projects shall be subject to the commercial zone requirements of Table 13-115 (Sign Regulations Permanent Signs)~~, with the following additions and exceptions:~~ ~~Max. height of freestanding signs along any arterial street shall be 25 ft.~~		
PROJECTION STANDARDS		
Facade details, such as cornices, belt courses, sills, trims, or similar details	Max. 18 in. into any required setback	

Table 3-3. Development Standards for MUOD Projects

Table 13-83.11.7. Development Standards for MUOD Projects			
DEVELOPMENT STANDARD			ADDITIONAL PROVISIONS IF APPLICABLE
Awnings, trellises, roof eaves, or other overhangs	Max. 5 ft. into required front or side setback abutting a public street, or max. 2 ft. 6 in. into required side or rear setback along interior property line		
Façade projections, such as bay windows, porticos, porches, and open, unenclosed stairways, such as stoops	Max. 2 ft. 6 in. into any required setback		
Rooftop architectural features, such as chimneys, parapets, cupolas, skylights, or similar elements	Max. 2 ft. above max. building height		
Fireplaces	Max. 2 ft. into any required setback		
POOL/SPA STANDARDS			
Pools and spas in MUOD projects shall be prohibited in the front or side setback abutting a public street			
GENERAL SITE IMPROVEMENT STANDARDS			
MUOD projects are subject to the applicable general site improvement standards in CMMC Title 13, Article 9 (General Site Improvement Standards) of Chapter V (Development Standards) ~~of Title 13~~			

NOTES FOR TABLE 13-83.11.7

1 Exceptions for maximum residential densities and maximum building heights for Housing Element Sites. MUOD projects on properties identified in the City's ~~adopted 2021-2029~~ currently adopted Housing Element Sites Inventory shall be subject to the provisions in Section 13-83.11.10.

2 Or as provided in an applicable Specific Plan, whichever is higher.

3 A minimum 50 feet buffer, where dwelling units cannot be located, extends from the property lines of the Cla-Val properties defined as Accessor Parcel Numbers 424-071-04, 05, 06, and 07. The buffer does not prohibit landscaping, parking, and structures not containing dwelling units including recreational facilities and common meeting rooms, from being located within 50 feet of Cla-Val property lines.

4 Minimum setbacks shall apply to all portions of a building or structure. Maximum setbacks along public streets shall only apply to a building or structure's ground floor, with exceptions for driveways, walkways, and open space.

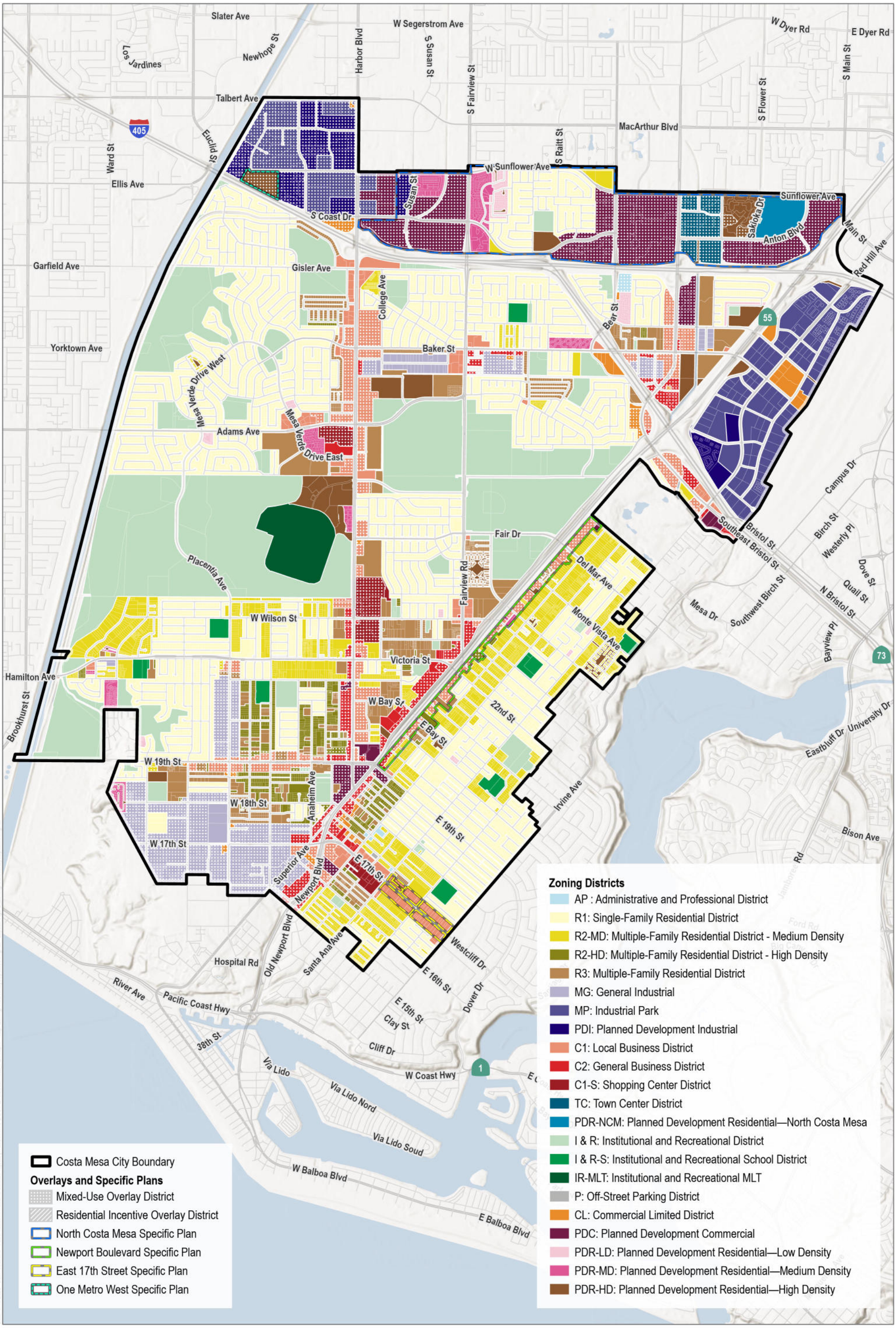
5 Or as provided in an applicable specific plan.

6 ~~Up to 50 percent of the~~ All or a portion of the required usable common residential open space may be substituted by publicly accessible open space.

7 ~~Up to 50 percent of the~~ All or a portion of the required usable private open space may be substituted by usable common residential and/or publicly accessible open space.

Figure 3-2, Updated Zoning Map

See revised Figure 3-2.



SOURCE: City of Costa Mesa 2025, Open Street Map 2019

FIGURE 3-2

Updated Zoning Map

DUDEK

0 0.25 0.5 Miles

Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation

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Section 4.1, Aesthetics

Section 4.1.4.2, Environmental Analyses, Pages 4.1-15 through 4.1-18

Goals and Policies	Conflict Evaluation
Policy LU 2.7 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.	***Potential to Conflict.*** The Project is a program-level zoning action that does not approve or construct any specific buildings; compliance with height-related and adjacency standards would be demonstrated at the time of future, site-specific project review. The amended MUOD sets maximum building heights tied to residential density tiers (ranging from 40 feet for non-residential buildings to 108 feet for residential-only or vertical mixed-use buildings in the North Coast Mesa subarea).[4] As shown in Table 4.1-1, existing allowable maximum building height in the Planning Area ranges from two stories or 27 feet (i.e., in the RS-HD, R2-MD, PDR-HD, and PDR-MD) to 25 stories or 315 feet in the North Costa Mesa Specific Plan area. Of note, applicable parcels within the North Costa Mesa Specific Plan would be permitted up to 108 feet via the amended MUOD or the maximum height provided for under the Specific Plan applicable to the property, whichever is higher. Non-Housing element parcels in the Planning Area would continue to have the opportunity to develop under the existing zoning, in which case they would be subject to these existing building height maximums. Building heights of existing, on-the ground development in the Planning Area south of I-405 are generally low-profile (between one and three stories) while developments north of I-405 include master planned commercial, residential, and entertainment projects reaching well over five stories. As discussed above Section 4.1.4.1, Methodology, aesthetic impacts for future projects in a TPA are not considered significant in accordance with SB 743. However, as illustrated in Figure 4,1-1, not all of the Planning Area is within a TPA. Areas outside of the TPA and adjacent to existing single-family or lower-profile multifamily residences include parcels along Harbor Boulevard north of Fair Drive and south of Gisler Avenue and along Newport Boulevard northeast of Bay Street. Other Planning Area parcels outside of a TPA (generally north of I-405) are predominantly across the street or the freeway from single-family residential. Proposed building heights in Planning Area parcels north of I-405 would generally be the same or reduced compared to the maximum allowable building heights permitted in this area under existing zoning conditions (with some exceptions) and would not have a potential to adversely impact surrounding developments due to building height increases. Despite the proximity of existing residential uses, existing development in this area (including the North Cost Mesa Specific Plan area) includes regional commercial/industrial with taller or undefined building heights. Furthermore, Planning Area parcels subject to building height changes in this area are generally separated from single-family residential by existing developed parcels or other linear infrastructure (such as I-405, the Santa Ana River channel, or multilane roadways such as Sunflower Avenue, Fairview Road, and Susan Street). This includes, for example, APNs 140-041-81 and 140-041-82, which would both be subject to an allowable building height maximum of 108 feet (compared to 45 feet and 36 feet, respectively, under existing conditions), but are both separated from existing multifamily residential to the east by multilane roadways (and, as with all potential MUOD projects, would be subject to

Goals and Policies	Conflict Evaluation
	required setbacks and other Objective Design Standards, discussed in further detail below, to help address potential aesthetics concerns, such as shade/shadow). However, the maximum allowable building height would increase from 30 feet to 72 feet on two parcels in the North Costa Mesa Specific Plan area north of I-405 (specifically, APNs 412-482-01 and 412-481-07 on the north side of South Coast Drive) that are adjacent to an existing R1 zone with single-family residences to the north and west. Additionally, the maximum allowable building height would increase from approximately 30 feet to 60 feet for parcels directly adjacent to existing single-family or lower-profile multifamily uses (within R1, R2, or R3 zones) in the aforementioned areas along Harbor and Newport Boulevards. As these areas are outside of a TPA, conflicts with General Plan policies related to building height or other compatibility concerns have a potential to result in a significant aesthetic impact under CEQA. Furthermore, existing development in the Planning Area does not always reflect the maximum allowable building height permitted under existing zoning conditions. Thus, the Project still has potential to result in increased building heights on parcels where the maximum allowable building height established per the zoning would not change (or would be reduced) by implementation of the Project. This is due to the fact that any future development under the Project would likely replace existing, lower profile buildings with taller buildings. To address potential compatibility issues such building height discrepancies, MM-4.1-1, Shade and Shadow Analysis is required. MM-4.1-1 requires a shade/shadow analysis for proposed structures on non-Housing Element sites that exceed four stories in height adjacent to residentially zoned properties (i.e., R1, R2, and R3 zones). The shade/shadow analysis, prepared by a qualified design professional, must evaluate project-specific shading relative to existing conditions using hourly shadow diagrams. MM-4.1-1 specifies timing and agency responsibility, establishes objective performance standards, helps to ensure enforceability, and, by virtue of its inclusion in the Project's Mitigation Monitoring and Reporting Program, establishes a clear commitment that mitigation will be implemented (where applicable and feasible, as discussed in further detail below). MM-4.1-1 also establishes a clear, objective threshold of significance for future projects shading adjacent residential parcels. Specifically, a project would result in a significant shade/shadow impact if new project-related shading would reduce direct sunlight to private or common residential outdoor living areas or other shade-sensitive features beyond defined hourly thresholds. If a significant impact is identified, the applicant must implement City-approved design modifications (such as height reductions, stepbacks, massing adjustments, or increased setback) to reduce shading effects to below the applicable significance thresholds prior to project approval. Additionally, the Project would implement Objective Design Standards that would be applicable to all new residential buildings of two or more stories and new mixed-use buildings (either horizontal or vertical formats) located in any zone. These include new building and site design standards addressing building mass and form, façade design, outdoor lighting, open space, and landscaping. It is the purpose and intent of these proposed

Goals and Policies	Conflict Evaluation
	standards to encourage compatibility in scale across adjacent buildings; minimize the perceived height and mass of buildings; allow for space, light, air, and privacy in between buildings; and encourage a diversity of facade designs and styles that are visually interesting and engaging. For example, the proposed building design standards would require upper-story setbacks for residential or mixed-use structures of three or more stories when abutting R1, R2, or R3 zoned properties, thereby introducing horizontal separation at taller building levels where privacy, shading, and visual dominance impacts are most pronounced. These upper-story setbacks, combined with the amended MUOD's minimum set back requirements (i.e., street-front setbacks ranging from 10 to 20 feet and a side/rear setback of 20 feet for buildings abutting a residential zone), would reduce the potential for taller buildings to impede light, air, or solar access to adjacent residences by increasing physical distance and reducing wall height at sensitive edges. In addition, the Object Design Standards include detailed modulation and articulation standards intended to minimize perceived bulk and visual mass. Requirements such as maximum façade lengths, mandatory façade breaks, minimum façade modulation percentages, and base-middle-top articulation for residential and mixed-use buildings three or more stories in height would help prevent long, uninterrupted vertical building planes that could otherwise exacerbate shadowing or enclosure effects along residential property lines.[5] Roof height modulation standards for flat or partially flat roofs further interrupt rooflines and reduce the apparent height of taller structures when viewed from neighboring residential properties. The proposed Objective Design Standards would also protect light and air through landscaping, open space, and site design provisions. Required landscape setbacks, minimum tree canopy and layered planting requirements, and limits on blank walls along residential interfaces would soften building edges and maintain visual openness. The proposed open space standards would ensure that required private, common, and publicly accessible open spaces remain usable, open to the sky, and appropriately located to avoid crowding or excessive enclosure of adjacent properties. Together, these standards would support adequate air circulation and access to daylight both on site and across shared property boundaries. Outdoor lighting standards would also help facilitate compatibility with existing residential uses by requiring all lighting to be downward-directed, shielded, pedestrian-scaled, and designed to prevent glare and spillover onto adjacent properties. These objective controls would apply regardless of building height and prevent taller buildings from introducing new sources of light intrusion into nearby residential areas. Importantly, the proposed Objective Design Standards would be mandatory, uniformly applicable, and not subject to discretionary interpretation. Accordingly, although the Project would expand height allowances, it would do so within a regulatory framework that would require most site-specific projects to demonstrate compatibility through setbacks, massing controls, fenestration limits, landscaping, and lighting standards. Future proposals, including future development exceeding two stories or 30 feet, would be subject to objective constraints calibrated to protect light, air, privacy, and solar access at the project-level entitlement stage, while certain proposed

Goals and Policies	Conflict Evaluation
	buildings over four stories would be required to prepare a shade/shadow analysis, in accordance with MM-4.4-1. However, as explained in further detail below, compliance with MM-4.1-1 may not be feasible for certain projects implemented under the MUOD (e.g., non-discretionary projects or projects on Housing Element sites). Thus, future development implemented under the Project may conflict with this policy.

Footnote 4: The building height maximums for residential and vertical mixed-use projects allowed per the amended MUOD would fluctuate depending on the maximum allowable residential density. Maximum density from 20 dwelling units per acre to 40 dwelling units per acre would have a maximum allowable building height of 60 feet. Maximum building height would increase to 72 feet for projects with a maximum density of 60 dwelling units per acre and to 108 feet for projects with a maximum density of 90 dwelling units per acre. Parcels with a 108-foot building height maximum would be limited to the North Coast Mesa subarea and other parcels north of I-405. Of note, applicable parcels within the North Costa Mesa Specific Plan would be permitted up to 108 feet via the amended MUOD or the maximum height provided for under the Specific Plan applicable to the property, whichever is higher. There are some instances of proposed 72-foot building height maximums located south of I-405; however, for the majority of the Planning Area, the maximum residential or mixed-use building height would be 60 feet. Maximum building height for all non-residential buildings under the amended MUOD would be 40 feet.

Section 4.3, Air Quality

Section 4.3.4, Air Movement in the Area of the Project, Page 4.3-38

The building height maximums for residential and vertical mixed-use projects allowed per the amended MUOD would fluctuate depending on the maximum allowable residential density. Maximum density from 20 dwelling units per acre to 40 dwelling units per acre would have a maximum allowable building height of 60 feet. Maximum building height would increase to 72 feet for projects with a maximum density of 60 dwelling units per acre and to 108 feet (or higher if provided for under an applicable Specific Plan) for projects with a maximum density of 90 dwelling units per acre. Parcels with a 108-foot or higher building height maximum would be limited to the North Coast Mesa subarea and other parcels north of I-405.

Section 4.8, Greenhouse Gas Emissions

Section 4.8.6, Mitigation Measures, Page 4.8-39

MM-4.8-3 Electric Vehicle Ready New Construction. Prior to the issuance of building permits, applicants for future development projects subject to the MUOD within the Planning Area shall provide evidence to the City that the design plans include electric vehicle charging infrastructure that meets or exceeds the California Green Building Standards Code (CalGreen) 2025 voluntary standards (Tier 1 or Tier 2) ~~in the California Green Building Standards Code at the time of project approval~~ is incorporated into the development and that adequate charging equipment, capacity, and design features are provided to support effective long-term operation.

Section 4.9, Hazards and Hazardous Materials

Section 4.9.1.9, Airports, Page 4.9-6

Safety Zones. Safety Zones 1, 2, 3 and 6 overlap portions of the Planning Area. The following describes the compatibility qualities of each zone according to the AELUP for JWA. Safety Zone 1 is the Runway Protection Zone, which prohibits residential land uses and recommends nonresidential uses avoid the zone except if very low intensity in character and confined to the edges of the zone. Safety Zone 2, the Inner Approach/Departure Zone, prohibits residential uses except on large agricultural parcels. This zone further limits nonresidential uses to activities which attract few people. Safety Zone 3 is an Inner Turning Zone, representing an area where aircraft are typically turning from the base to final approach legs and departing aircraft normally complete the transition from takeoff mode to climb mode. Residential uses in these areas should be limited to very low densities, and land uses should avoid high use intensities (such as major shopping, fast food, theaters) and prohibit schools, day care centers, hospitals, and nursing homes. Safety Zone 6 is a Traffic Pattern Zone, representing the outermost safety zone with a low likelihood of accident occurrence, and includes all other traffic patterns not included in other safety zones (Zones 1 through 5). Residential uses are compatible in this area; land uses to avoid include high intensity outdoor uses (such as stadiums), schools, day care centers, hospitals, and nursing homes.

Section 4.11, Land Use and Planning

Section 4.11.4.2, Environmental Analyses, Page 4.11-12

Goals and Policies	Conflict Analysis
Policy LU-2.8. Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing such as elderly, affordable, or student housing, unless otherwise approved by a General Plan amendment. (A four-story/five-level parking structure with roof deck parking on the fifth level is considered a four-story structure.)	***No Conflict***. The Project would rezone parcels to allow for residential and mixed-use development within the Planning Area. As part of this rezoning, allowable building height maximums for approximately half of the parcels in the Planning Area would increase, including in areas south of I-405. The building height maximums for residential and vertical mixed-use projects allowed per the amended MUOD would fluctuate depending on the maximum allowable residential density. Maximum density from 20 dwelling units per acre to 40 dwelling units per acre would have a maximum allowable building height of 60 feet. Maximum building height would increase to 72 feet for projects with a maximum density of 60 dwelling units per acre and to 108 feet (approximately 9 stories) for projects with a maximum density of 90 dwelling units per acre. Parcels with a 108-foot building height maximum would be limited to the North Costa Mesa subarea and other parcels north of I-405. Of note, applicable parcels within the North Costa Mesa Specific Plan would be permitted up to 108 feet via the amended MUOD or the maximum height provided for under the Specific Plan applicable to the property, whichever is higher. There are some instances of proposed 72-foot building height maximums located south of I-405; however, for the majority of the Planning Area, the maximum residential or mixed-use building height would be 60 feet. Maximum building height for all non-residential buildings under the amended MUOD would be 40 feet. The proposed Project would amend this policy to state that the height limitation may be increased further to realize the residential site capacity, or density, of housing opportunity sites identified within the sites inventory of the Housing Element. This revision is necessary to avoid inconsistency with state law, as well as allowable density bonus building

Goals and Policies	Conflict Analysis
	height increases pursuant to state law (i.e. Article 4 (Density Bonuses and Other Incentives) of Chapter IX of Title 13 of the ~~Costa Mesa Municipal Code~~ CMMC, and as allowed under Government Code Section 65915 et. Seq). In addition, these proposed land use and building height changes in the city involve amendments to the City's General Plan and would therefore be approved through a General Plan Amendment, as consistent with this policy. The potential adverse environmental effects of building height increase throughout the Planning Area (such as potential air quality concerns, shade/shadow effects, increased potential for bird collisions, etc.) are addressed in accordance with CEQA throughout this PEIR in the appropriate topical section (e.g., Sections 4.1, Aesthetics, 4.2, Air Quality, 4.3, Biological resources).

Section 4.16, Recreation

Section 4.16.2.3, Existing Community-Based and Specific Plans, Page 4.16-6

The 19 West Urban Plan, SoBECA Urban Plan, Mesa West Bluffs Urban Plan, Mesa West Residential Ownership Urban Plan~~/Mixed-Use Overlay~~, Harbor Mixed-Use Overlay, Residential Incentive Overlay, North Costa Mesa Specific Plan, One Metro West Specific Plan, and the Newport Boulevard Specific Plan are the existing urban and specific plans within the Planning Area. ~~However, these~~ These plans do not include ~~any applicable~~ enumerated goals or policies pertaining to recreation. However, the North Costa Mesa Specific Plan does require private on-site recreational amenities within high-rise residential condominiums.

Section 4.16.4.2, Environmental Analyses, Page 4.16-8

The MUOD includes development standards that promote the provision of open space in future development projects within the Planning Area. The MUOD would require residential and mixed-use residential development ~~on Housing Element sites to dedicate 30 percent of the lot for open space. Of which, a minimum of 100 square feet of usable private open space would be provided for each ground floor unit and a minimum of 50 square feet of usable private open space would be provided for each unit above the ground floor~~ to provide private, common, and publicly accessible open space based on certain criteria. For private open space, a minimum of 100 square feet per unit would be required for ground floor units and 50 square feet per unit would be required for upper floor units. For common residential open space, projects would be required to provide a total area equivalent to 30% of the lot. For publicly accessible open space, projects with commercial gross floor area ~~greater than 100,000 square feet, the project would be required to provide the equivalent to a minimum of 5 percent of the commercial gross floor area for publicly accessible open space~~ would be required to provide publicly accessible open space with a total area equivalent to the following percentages of total commercial floor area provided in a MUOD project:

- For 20,000 square feet to less than 30,000 square feet of commercial floor area: 2%
- For 30,000 square feet to less than 40,000 square feet of commercial floor area: 3%
- For 40,000 square feet to less than 50,000 square feet of commercial floor area: 4%
- For more than 50,000 square feet of commercial floor area: 5%

~~On Housing Element sites, the~~ The MUOD allows the flexibility for all or a portion of the required private open space to be substituted by common open space, and for all or a portion of the required common open space ~~and usable private open space~~ to be substituted by publicly accessible open space. Of note, future development projects within the Planning Area would be required to satisfy the open space standards of either the amended MUOD or as provided in the Specific Plan applicable to the property.

Section 4.16.4.2, Environmental Analyses, Pages 4.16-9 and 4.16-10

The proposed Project does not include or require the development of 108.59 acres of new parkland to meet the General Plan policies of 4.26 acres per 1,000 residents. However, ~~on Housing Element sites, new development with a commercial gross floor area greater than 100,000 square feet would be required to provide the equivalent of 5 percent of the commercial gross floor area for publicly accessible open space~~ residential and mixed-use developments would be required to provide private, common, and publicly accessible open space based on certain criteria. For private open space, a minimum of 100 square feet per unit would be required for ground floor units and 50 square feet per unit would be required for upper floor units. For common residential open space, projects would be required to provide a total area equivalent to 30% of the lot. For publicly accessible open space, projects with commercial gross floor area would be required to provide publicly accessible open space with a total area equivalent to the following percentages of total commercial floor area provided in a MUOD project:

- For 20,000 square feet to less than 30,000 square feet of commercial floor area: 2%
- For 30,000 square feet to less than 40,000 square feet of commercial floor area: 3%
- For 40,000 square feet to less than 50,000 square feet of commercial floor area: 4%
- For more than 50,000 square feet of commercial floor area: 5%

~~Additionally, the required minimum 30 percent usable common open space and minimum usable private open space in the MUOD is allowed to be substituted by publicly accessible open space.~~ Additionally, the MUOD allows the flexibility for all or a portion of the required private open space to be substituted by common open space, and for all or a portion of the required common open space to be substituted by publicly accessible open space. At this time, it is unclear how much public parkland will be created through development in the MUOD. Although the MUOD encourages publicly accessible open space, it is not required for projects with less than ~~100,000~~ 20,000 square feet of gross commercial floor area. Moreover, if the amended MUOD does not provide for open space, the City does not have the available parkland required to meet the Project's projected increase in parkland demand. The Project's proposed land use changes are assumed to result in a significant impact to park services thereby requiring construction of new parks or expansion of parks facilities in the city. At this time, there are no feasible mitigation measures to reduce impacts to less than significant. Although the Project includes open space minimums, the Project does not have the mechanism to ensure that new parks are funded, constructed, or that existing parks are expanded through the 2056 buildout year for the Project. The City of Costa Mesa is in the process of preparing a Parks, Recreation, and Open Space Master Plan update to establish a strategy to ensure there are adequate parks and recreation facilities in the future. Without an updated and adopted Parks, Recreation, and Open Space Master Plan at the time of the preparation of this PEIR and given the programmatic nature of this PEIR, the Project would have a significant and unavoidable impact related to park services.

Section 4.17, Transportation

Section 4.17.1, Existing Conditions, Page 4.17-3

The City of Costa Mesa operates the Let's Go Costa Mesa program within the southern portion of the city that provides rideshare services to people within the city. Orange County Transportation Authority (OCTA) provides local bus and paratransit services within Orange County with several routes in Costa Mesa. OCTA operates several local fixed routes, community and local routes, ~~BRAVO~~ OC Bus Rapid routes, in and through the City of Costa Mesa. Figure 4.17-3 illustrates the Transit Corridors in Costa Mesa.

Section 4.17.1, Existing Conditions, Page 4.17-4

~~OCTA BRAVO~~ OC Bus Rapid Routes

~~**Route 543** provides service between the cities of Costa Mesa, Fullerton and Santa Ana, primarily along Harbor Boulevard. The route serves destinations including Fullerton Transportation Center, Disneyland, the Anaheim Convention Center, Harbor Learning Center, and Kaiser Permanente Hospital. The route operates only on weekdays, with service provided from 5:00 a.m. to 8:00 p.m. with 20-minute headway. Bravo! extends from the Fullerton Transportation Center through Anaheim, Garden Grove and Santa Ana, ending at MacArthur Boulevard at the Costa Mesa northerly city limit.~~

Section 4.17.2.4, Community-Based and Specific Plans, Page 4.17-14

The 19 West Urban Plan, SoBECA Urban Plan, Mesa West Bluffs Urban Plan, Mesa West Residential Ownership Urban Plan/Mixed-Use Overlay, Harbor Mixed-Use Overlay, Residential Incentive Overlay, North Costa Mesa Specific Plan, and the Newport Boulevard Specific Plan are the only existing urban and specific plans within the city. ~~However, these~~ These plans do not include any applicable goals or policies pertaining to transportation. However, the North Costa Mesa Specific Plan requires the establishment of a Transportation Demand Management (TDM) Program and yearly monitoring report as environmental mitigation for future projects within the North Costa Mesa Specific Plan area.

Appendix B, Buildout Methodology

Section 2.2.1.2, Post-Project Conditions, Page 7

Table 2. Planning Area Housing Buildout

Description		Planning Area
Existing Planning Area Housing[1]		
TOTAL Existing Dwelling Units		*508*
2056 Planning Area Housing (Post-Project Conditions)[2]		
Maximum Allowable Density	**Acres[3]**	**Dwelling Units[4]**
30 du/ac	613	8,365
40 du/ac	27	573
50 du/ac	42	1,174
60 du/ac	546	8,988
90 du/ac	125	2,930

Table 2. Planning Area Housing Buildout

Description		Planning Area
TOTALS	*1,353*	*22,030*
2056 Planning Area Housing Growth (Post-Project -Minus Existing)		
TOTAL Dwelling Units[5]		**21,522**

Sources: SCAG 2025; City of Costa Mesa 2015; City of Costa Mesa 2023; Table 1 (see above); Attachment A.
Notes: Estimates are rounded to the nearest whole number. Du/ac = dwelling unit per acre.

1. The total number of existing dwelling units in the Planning Area was estimated at the time of Notice of Preparation publication (November 2025) is based on parcel data exported from the Southern California Association of Governments (SCAG) Housing, Environment, and Land Use Parcel Tool (HELPR) Tool 3.0 (SCAG 2025) and desktop research (refer to Section 2.1.1.1, Existing Conditions, above).
2. The acreages and Project-facilitated dwelling units are consolidated into subtotals for all parcels at each given maximum allowable density (established per the Project-facilitated zone changes).
3. The acres subtotals represent the total acreage for all parcels in the Planning Area zoned under each maximum allowable density established according to the Project.
4. The dwelling unit subtotals reflect the total number of dwelling units anticipated to exist in the Planning Area in 2056 under post-Project conditions. These unit counts (and other unit count estimates based on the PEIR's buildout methodology are estimates for purpose of impact analysis and are not intended to act as limits on overall development on individual parcels.
5. 22,030 total post-Project Planning Area dwelling units – 508 existing Planning Area dwelling units = 21,522 dwelling units (i.e., the Planning Area housing growth anticipated to occur by 2056 under post-Project conditions).

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4 Mitigation Monitoring and Reporting Program

Public Resources Code Section 21081.6(a)(1) requires a Lead Agency that approves or carries out a project, where an environmental impact report has identified significant environmental effects, to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required of the proposed Project, as set forth in the Final PEIR. The City is the Lead Agency that must adopt the MMRP for future development under the Project. The MMRP will be kept on file with the Costa Mesa Community Development Department, 77 Fair Drive 2nd Floor, Costa Mesa, California 92626.

The MMRP table presented below, which constitutes the monitoring and reporting program, lists all mitigation measures that are contained in the Final PEIR. For each listed mitigation measure, the table identifies the following:

- Mitigation measure number and description
- Implementation responsibility and timing
- Monitoring responsibility and timing
- Verification of compliance

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
Aesthetics								
MM-4.1-1	*Shade and Shadow Analysis.* Prior to entitlement or issuance of a building permit (whichever comes first) for any development project pursuant to the MUOD that is located outside of a Transit Priority Area on a non-Housing Element site, the applicant shall prepare and submit a Shade/Shadow Analysis if both of the following conditions apply: (1) The proposed project is over four stories in height, and (2) the subject property is adjacent to a residential parcel zoned R1, R2, or R3. ("Adjacent to" shall be defined as being within 100 feet of the subject parcel, measured from the respective parcel boundaries.) The Shade/Shadow Analysis shall be prepared by a qualified design professional with demonstrated experience in shade and shadow analyses. If triggered, the Shade/Shadow Analysis shall include the following: ▪ Project-Specific Shadow Diagrams. The study shall include shadow diagrams showing shade/shadows cast by the proposed project as designed, accounting for existing buildings and permanent infrastructure. Vegetation shall not be included as an existing source of shadow. Shade/shadow diagrams shall be prepared for the following days: - Winter Solstice (December 21) - Summer Solstice (June 21) - Spring/Fall Equinox (March 21 and/or September 21) ▪ For each required day, shade/shadows shall be illustrated hourly (at a minimum), from one hour after sunrise to one hour before sunset. Shorter, time-based increments (e.g., 30- or 15-minute intervals) may be required to determine impacts. ▪ Diagram Content and Formatting. All shade/shadow diagrams shall show the project site boundaries and adjacent residential structures and yards. The diagrams shall clearly distinguish between existing baseline shadow and net new shade/shadow attributable to the proposed project. ▪ Significance Threshold Conclusion. The study shall determine whether new project-related shade/shadows would reduce access to direct sunlight of a private or common outdoor residential living area (e.g., a yard or courtyard) or other shade-sensitive outdoor feature (e.g., swimming pool) for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between early November and mid-March), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between mid-March and early November). If the analysis determines that significant shade/shadow impacts would result, the project applicant shall implement one or more of the following	Project Applicant(s); Construction Contractor(s)	Prior to entitlement or issuance of a building permit	Costa Mesa Community Development Department	Prior to entitlement or issuance of a building permit			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	design-based measures, or equally effective measure, to reduce impacts in accordance with the stated significance thresholds: ▪ Reduce overall building height or step back upper stories; ▪ Modify building footprint, orientation, or upper-level articulation; ▪ Increase setbacks to preserve solar access; and/or ▪ Incorporate other design alternatives. The selected design measures shall be subject to review and approval by the City to ensure impacts are reduced in accordance with the stated significance thresholds. The selected design measures shall be reflected in the final project plan set(s) and submitted to the City for review prior to entitlement or issuance of a building permit, whichever comes first.							
Air Quality								
MM-4.3-1	*Construction Equipment Emissions Reductions.* Prior to the issuance of a building permit for future development projects subject to the MUOD within the Planning Area, the City shall ensure that the applicant's construction contractor's contract specifications, require the use of California Air Resources Board (CARB)-certified Tier 4 Final or better construction equipment for equipment engines greater than 25 horsepower. An exemption from this requirement may be granted under the following condition: The applicant's construction contractor shall demonstrate that at least two construction fleet owners/operators in Orange County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Orange County during the desired construction schedule.	Project Applicant(s); Construction Contractor(s)	Prior to issuance of a building permit	Costa Mesa Community Development Department	During construction			
MM-4.3-2	*Additional Construction Equipment Emission Reductions.* Prior to the issuance of a demolition/grading permit for future development projects subject to the MUOD within the Planning Area, the City shall ensure that the applicant requires, through the construction contractor's contract specifications, the following are implemented: ▪ Use electric or hybrid powered equipment for generators and other small pieces of equipment over 25 horsepower (e.g., forklifts), as commercially available ▪ Use cleaner fuel equipment, such as replacing diesel fuel with compressed natural gas or renewable diesel, as commercially available Commercially available equipment is defined as equipment sourced within 50 vehicle miles of the project site and within 10 percent of the cost of the diesel-fueled-equivalent equipment. The individual project applicant must contact at least two contractors or vendors within the County and submit to the City justification if the specified equipment is not commercially available.	Project Applicant(s); Construction Contractor(s)	Prior to issuance of a demolition or grading permit	Costa Mesa Community Development Department	Prior to the issuance of a demolition or grading permit			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
MM-4.3-3	*Limit Truck and Equipment Idling During Construction.* During construction of future development projects subject to the MUOD within the Planning Area, the City shall ensure that the applicant requires, through the construction contractor's contract specifications, that idling time of heavy-duty trucks is reduced either by requiring them to be shut off when not in use or limiting the time of idling to no more than 4 minutes (thereby improving upon the 5-minute idling limit required by the state airborne toxics control measure, 13 CCR 2485). The Project applicant shall post clear signage reminding construction workers to limit idling of construction equipment.	Project Applicant(s); Construction Contractor(s)	During construction	Costa Mesa Community Development Department	During construction			
MM-4.3-4	*Use of Low-Volatile Organic Compound Paint During Construction.* Prior to the commencement of construction activities for future development projects subject to the MUOD within the Planning Area, the applicant shall require, through the construction contractor's contract specifications, that low volatile organic compound (VOC) paint (50 grams per liter VOC or less) is used for all interior and exterior paint applications for residential and nonresidential land uses.	Project Applicant(s); Construction Contractor(s)	Prior to commencement of construction activities	Costa Mesa Community Development Department	During construction			
MM-4.3-5	*Construction Dust Control.* Prior to the issuance of a grading permit for future development projects subject to the MUOD within the Planning Area, the applicant shall require, the construction contractor's contract specifications, that implementation of dust control strategies are implemented to reduce project-generated dust during construction and ensure compliance with South Coast Air Quality Management District (SCAQMD) Rule 403. The dust control measures shall include at a minimum the following control strategies: 1. Water or another SCAQMD-approved non-toxic dust control agent shall be used on the grading areas at least three times daily. 2. A 15 mile-per-hour (mph) speed limit on unpaved surfaces shall be enforced. 3. All main roadways shall be constructed and paved as early as possible in the construction process. 4. Building pads shall be finalized as soon as possible following site preparation and grading activities. 5. Grading areas shall be stabilized as quickly as possible. 6. Wheel washers shall be installed adjacent to the apron for tire inspection and washing prior to vehicle entry on public roads. 7. Visible track-out into traveled public streets shall be removed with the use of sweepers, water trucks, or a similar method within 30 minutes of occurrence. 8. Unpaved construction site egress points shall be graveled to prevent track-out. 9. Construction access points shall be wet-washed at the end of the workday if any vehicle travel on unpaved surfaces has occurred.	Project Applicant(s); Construction Contractor(s)	Prior to issuance of grading permit; During construction	Costa Mesa Community Development Department	During construction			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	10. All soil disturbance and travel on unpaved surfaces shall be suspended if winds (instantaneous gusts) exceed 25 mph. 11. On-site stockpiles of excavated material shall be covered							
MM-4.3-6	*Notification of Construction Activities.* Prior to the commencement of any construction activities for future development projects subject to the MUOD within the Planning Area, the applicant shall be required to employ a construction relations officer who will address community concerns regarding on-site construction activity. The applicant shall provide public notification in the form of a visible sign containing the contact information of the construction relations officer, who shall document complaints and concerns regarding on-site construction activity. The sign shall be placed in easily accessible locations.	Project Applicant(s)	Prior to commencement of construction	Costa Mesa Community Development Department	Prior to commencement of construction			
MM-4.3-7	*Low-VOC Cleaning Supplies and Paint Educational Program.* Prior to the occupancy of any future development projects subject to the MUOD within the Planning Area, applicants shall develop a green cleaning product and paint education program. The City shall ensure that the applicant implements this program through property management practices, including but not limited to lease materials, tenant information packets, and project websites. The educational program shall include a flyer (hardcopy and/or digital) that includes, at a minimum, an explanation of what volatile organic compounds (VOCs) are, how VOCs affect us, where to find low-VOC alternatives for cleaning supplies and paint, and additional resources for learning more.	Project Applicant(s)	Prior to occupancy	Costa Mesa Community Development Department	Prior to occupancy			
MM-4.3-8	*Landscape Maintenance Equipment Emission Reduction.* Applicants for future development projects subject to the MUOD within the Planning Area shall implement the following landscape maintenance equipment emission reduction measures: 1. *Include Outdoor Electrical Outlets*. Prior to the issuance of building permits, future development project applicants shall provide evidence to the City that the design plans include electrical outlets on the exterior of the structure to facilitate use of electrical lawn and garden equipment. The City shall verify compliance by confirming that this requirement is included in the construction contractor's contract specifications prior to issuance of a building permit. 2. *Encourage Use of Existing Yard Equipment Exchange and Rebate Programs*. Future development project applicants shall provide educational materials to future residents about the SCAQMD Residential Electric Lawn & Garden Equipment Rebate Program with the goal of accelerating transition from conventional gasoline-powered yard equipment (e.g., lawn mowers, leaf blowers and vacuums, shredders, trimmers, and chain saws) to electric and rechargeable battery-powered yard equipment. The City shall verify compliance by reviewing and	Project Applicant(s)	Prior to issuance of building permits; Prior to certificate of occupancy	Costa Mesa Community Development Department	Prior to issuance of building permits; Prior to certificate of occupancy			

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	confirming the inclusion of these materials prior to issuance of a certificate of occupancy.							
MM-4.3-9	*Trip Reduction Program.* Prior to issuance of a grading permit, applicants for future development projects subject to the MUOD within the Planning Area for projects with 50 employees or more shall prepare a Trip Reduction Program aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, and shuttle/transit use, and where applicable walking, and biking, with the goal of reducing VMT. The Program shall be subject to review and approval by the City. The exact measures to be implemented shall be determined when the Program is prepared, prior to issuance of a final certificate of occupancy for each future development project. The Program should be customized and may include but would not be limited to commute trip reduction program, marketing, carpool/vanpool service with incentives such as monetary assistance with fares or gas costs for carpool/vanpool users, subsidized/discounted daily or monthly public transit passes, employee shuttles, as well as encouraging telecommuting and alternative work schedule, if applicable to the type of employment	Project Applicant(s)	Prior to issuance of grading permit; Prior to issuance to final certificate of occupancy	Costa Mesa Community Development Department	Prior to issuance of grading permit; Prior to issuance to final certificate of occupancy			
MM-4.3-10	*Enhanced End-of-Trip Bicycle Facilities.* Prior to the issuance of building permits for future development projects subject to the MUOD within the Planning Area, the City shall ensure that the applicant's design plans include end-of-trip bicycle facilities consistent with the following: ▪ Non-Residential (Office, Retail, Commercial) development must provide the following facilities: – Short-term bike racks for 5 percent of parking spaces – Long-term secure bike parking for 5 percent of parking spaces – For developments with 150 or more employees, showers and changing facilities at a rate of the greater of one shower per 25,000 square feet of building area or one shower per 100 employees – Lockers for at least 5 percent of employees ▪ Multi-family Residential development must provide one secure long-term storage space (i.e., bike storage room or locker) per unit.	Project Applicant(s)	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permits			
MM-4.3-11	*Transit Oriented Features.* Prior to the issuance of building permits, applicants for future development projects subject to the MUOD within the Planning Area shall consult with the City to determine appropriate and reasonable contribution towards construction or implementation of transit features. Based on phasing and proposed project type, the City may require the future development project applicants to implement a	Project Applicant(s)	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permits			

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	transit feature to either connect to the nearest transit stop or hub and/or enhance the service or provide transit features such as bus shelters.							
Biological Resources								
MM-4.4-1	*Habitat Assessment.* Prior to the issuance of any building permits for future development projects subject to the MUOD within the Planning Area, the City shall require project applicants to submit a Habitat Assessment Report to the City's Planning Division for review and approval unless the site is fully developed with impervious surfaces and/or irrigated landscaping. The Habitat Assessment Report shall be prepared by a qualified biologist and must evaluate the potential for impacts to sensitive wildlife and vegetation communities, including but not limited to rare plants, nesting birds, burrowing owl, western spadefoot, and Crotch's bumble bee, and shall include all other required information specified by City's Planning Division at the time of the request. If the survey determines that sensitive biological resources will be impacted by proposed activities, the City shall require implementation of the appropriate mitigation as set forth in MM-4.4-2 through MM-4.4-6, as appropriate.	Project Applicant(s); Qualified Biologist	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permits			
MM-4.4-2	*Rare Plants.* If the habitat assessment described in MM-4.4-1 determines suitable habitat exists for southern tarplant, decumbent goldenbush, or Coulter's goldfields, particularly within the undeveloped parcels in the Planning Area, the project applicant shall conduct rare plant surveys within the appropriate blooming period for all three species to determine their presence/absence on a project site. If any of these three species are observed, they will be flagged for avoidance. However, in the event individual plants cannot be avoided, they will be relocated offsite to a conserved property, or replanted on site at an approved ratio determined through consultation with California Department of Fish and Wildlife (CDFW). Any relocation effort will be described in a Relocation Plan and relocation areas shall be conserved in perpetuity through a conservation easement or deed restriction.	Project Applicant(s); Qualified Biologist	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permits			
MM-4.4-3	*Nesting Birds.* If the habitat assessment described in MM-4.4-1 identifies suitable habitat for nesting birds and raptors, initiation of construction activities shall avoid the avian nesting season (February through August) to the extent feasible to reduce potential impacts to nesting birds protected by the Migratory Bird Treaty Act and California Fish and Game Code. If construction activities must be initiated during the migratory bird nesting season, the applicant shall have an avian nesting survey conducted to identify protected migratory birds, raptors, and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act and California Fish and Game Code. The results of the survey shall be provided to the City of Costa Mesa prior to the start of construction.	Project Applicant(s); Qualified Biologist	Prior to construction; During construction	Costa Mesa Community Development Department	Prior to construction; During construction			

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate "no disturbance" buffer, which will be determined by the applicant's qualified biologist based on the species' sensitivity to disturbance (typically 50 feet for common, urban-adapted species, 300 feet for other passerine species, and 500 feet for raptors and special-status species). The nest area shall be demarcated in the field with flagging and stakes or construction fencing. The buffer area shall be avoided until the nest is vacated and the juveniles have fledged, as determined by the qualified biologist. The Project Applicant shall execute an agreement for a qualified biologist to provide periodic construction monitoring to determine when the nest is inactive and when construction activities can resume within the buffer area. The project applicant shall provide a copy of the agreement to the City prior to the start of construction.							
MM-4.4-4	*Burrowing Owl.* If suitable habitat for this species is found during the habitat assessment for individual projects described in MM-4.4-1, focused burrowing owl surveys shall be conducted. Focused surveys shall follow protocol set forth in the CDFG Staff Report on Burrowing Owl Mitigation (2012), consisting of four survey visits with at least one visit between February 15 and April 15, and three visits at least three weeks apart between April 15 and July 15, with at least one of those visits occurring after June 15. If burrowing owl is found on site, the applicant shall avoid impacts to owls and their habitat. However, if individual burrowing owls and their occupied habitat cannot be avoided the applicant shall consult with CDFW to determine the appropriate strategies to minimize impacts to the species. Since burrowing owl is a candidate for listing under CESA, and may be fully listed by the time future buildout of the Project is completed, an ITP from CDFW shall be required offset impacts to the species and its habitat. The ITP will guide the mitigation process which may include habitat conservation and/or passive relocation. Mitigation and conservation land shall be in place prior to project-level construction.	Project Applicant(s); Qualified Biologist	Prior of construction	Costa Mesa Community Development Department	Prior to construction			
MM-4.4-5	*Western Spadefoot.* If the habitat assessment described in MM-4.4-1 determines suitable habitat for western spadefoot exists within the Planning Area, particularly within agricultural lands that experience prolonged ponding, presence/absence surveys for the species shall be required. Prior to the start of construction, the applicant shall provide focused surveys for western spadefoot conducted by a qualified biologist(s) (biologists familiar with amphibian eye-shine and all life stages of the local amphibian cohort) to determine if western spadefoot is present. Surveys will include spotlight surveys at night during or immediately following the first three major rain events of the wet season, defined as 0.20 inches or greater during a 24-hour period. Survey methodology shall be submitted to the USFWS for review. If surveys are negative, western spadefoot shall be considered absent from the site, and no further action shall be necessary. If surveys are	Project Applicant(s); Qualified Biologist	Prior to construction; During construction	Costa Mesa Community Development Department	Prior to construction; During construction			

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	positive, prior to the start of construction, a qualified biologist(s) shall conduct pre-construction surveys for western spadefoot and relocate spadefoot individuals of all life stages to suitable habitat outside of the project work area. Surveys and relocation shall include, at a minimum, the following elements: a. During the wet season prior to construction, exclusion fencing shall be installed by, or under the supervision of, a qualified biologist around the limits of upland grading (i.e., berm removal) outside of the dense riparian vegetation in the river channel bottom (i.e., suitable aestivation habitat). During at least the first four large rain events of the season, defined as 0.20 inches or greater during a 24-hour period, a qualified biologist(s) shall conduct spotlight surveys at night during or immediately following the rain event. Adult spadefoot shall be collected and shall either be held by a Wildlife Agency-approved biologist to be released back into the site after construction activities or relocated to an area of suitable habitat outside of the project work area that provides suitable breeding and aestivation habitat. b. To the extent feasible, construction shall begin when the project site does not contain ponded water that may support breeding by western spadefoot. If construction is scheduled to begin during a time when portions of the site could support western spadefoot breeding, a qualified biologist(s) shall conduct pre-construction surveys of pool habitat and relocate any larvae and tadpoles present on site to suitable pool habitat outside of the project work area. To the extent feasible, pre-construction surveys shall include a minimum of three passes separated by 2 weeks, with the final pass occurring no more than 7 days prior to the start of construction. More frequent surveys may be conducted, if necessary, to complete three surveys prior to construction. c. The location of receiving sites and the location of exclusion fence to be placed on Project parcels shall be subject to City of Costa Mesa approval. d. During construction, the biological monitor(s) present on site, shall relocate any western spadefoot individuals found within the project work area to an area of suitable habitat outside of the project work area. The biological monitor(s) shall maintain a complete record of any western spadefoot encountered during the project and coordinate with USFWS regarding additional data to be collected. Information shall include, at a minimum, location, date, and time of observation; details of the observed behavior; relocation site; estimated number of toads seen or heard; and photographs (when feasible).							
MM-4.4-6	*Crotch's Bumble Bee.* If the habitat assessment described in MM-4.4-1 determines suitable habitat exists for Crotch's bumble bee, a pre-	Project Applicant(s); Qualified Biologist	Prior to construction; During construction	Costa Mesa Community	Prior to construction; During construction			

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	construction survey shall be conducted to determine presence/absence of the species. The applicant shall provide a pre-construction survey for Crotch's bumble bee, conducted by a qualified biologist and within the construction footprint prior to the start of ground-disturbing construction activities occurring during the Colony Active Period (April 1 through August 31 for Crotch's bumble bee). If ground-disturbing activities occur outside the period, no further mitigation would be required. The survey shall ensure that no nests for Crotch's bumble bee are located within the construction area. The focused survey shall be performed by a biologist with expertise in surveying for bumble bees. Surveys may occur between 1 hour after sunrise and 2 hours before sunset. Surveys shall not be conducted during wet conditions (e.g., foggy, raining, or drizzling) and surveyors shall wait at least 1 hour following rain. Optimal surveys are when there are sunny to partly sunny skies and a temperature greater than 60°F. Surveys may be conducted earlier if other bees or butterflies are flying. Surveys shall not be conducted when it is windy (i.e., sustained winds greater than 8 mph). Within non-developed habitats, the biologist shall look for nest resources suitable for bumble bee use. Ensuring that all nest resources receive 100 percent visual coverage, the biologist shall watch the potential nest resources for up to 5 minutes, looking for exiting or entering worker bumble bees. It is up to the discretion of the biologist regarding the actual survey viewshed limits from the chosen vantage point, but this limit shall not exceed 50 feet. The biologist will reduce the 50-foot limit as necessary to ensure 100 percent visual coverage of potential burrow resources depending on topography, vegetation height and cover, and other factors. This approach should allow the biologist to assess multiple burrows at one time to sufficiently determine if bees are entering/exiting them. If a nest is suspected, the surveyor can block the entrance of the possible nest with a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes). A photo voucher of the bee species shall be collected, and the location mapped. If required, any capture of bumble bees will be conducted by a biologist with a valid CESA Memorandum of Understanding (MOU) and Scientific Collecting Permit (SCP) for Crotch's bumble bee. If a bumble bee worker is detected, then a representative shall be identified to species. If Crotch's bumble bee nests are not detected, no further mitigation would be required. If a Crotch's bumble bee nest is detected, the project biologist shall establish, monitor, and maintain a no-work buffer around the nest. The size and configuration of the no-work buffer will be based on best professional judgement of the project biologist in consultation with CDFW. The buffer will provide at least 50 feet of clearance around the nest entrance(s). Construction activities will not occur within the no-work buffer until the colony is no longer active. To determine that a nest is no			Development Department				

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	longer active, the nest will be observed for a minimum of 60 minutes each day across a minimum of 3 days during suitable flight weather (i.e., ambient air temperature between 60- and 90-degrees Fahrenheit, winds under 10 mph, and no precipitation more than a drizzling rain). If no bees are seen flying in or out of the nest by the end of the observation period, it will be determined that the nest is no longer active. If project activities occur outside of the Colony Active Period, then pre-construction surveys for active bee nests and avoidance measures are not required. A written survey report shall be submitted to the City within 30 days of the pre-construction survey. The report shall include survey methods, weather conditions, and survey results, including a list of insect species observed and a figure showing the locations of any Crotch's bumble bee nest sites or individuals observed. The survey report shall include the qualifications/resumes of the surveyor(s) and approved biologist(s) for identification of photo vouchers and a detailed habitat assessment. If Crotch bumble bee nests are observed, the survey report shall also include recommendations for avoidance, and the location information shall be submitted to the California Natural Diversity Database at the time of, or prior to, submittal of the survey report. If the above measures are followed, it is assumed that the Project shall not need to obtain authorization from CDFW through the CESA ITP process. If the nest resources cannot be avoided, as outlined in this measure, the project applicant shall consult with CDFW regarding the need to obtain an ITP. Any measures determined to be necessary through the ITP process to offset impacts to Crotch's bumble bee may supersede measures provided in this CEQA document and shall be incorporated into the habitat mitigation and monitoring plan. In the event an ITP is needed, mitigation for direct impacts to Crotch's bumble bee shall be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the Project, or as otherwise determined through the Incidental Take Permit process. Mitigation shall be accomplished either through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate shall be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source shall be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount shall be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record shall take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.							

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
Cultural Resources								
MM-4.5-1	*Historic Architectural Resources.* Prior to the issuance of any building permits for future development projects subject to the MUOD within the Planning Area, the applicant shall determine if any potential historical building, structure, or district is present that could be affected by the development proposal. The applicant shall engage with a qualified architectural historian to conduct records search from applicable data repositories; check City of Costa Mesa Historic Resources Survey to identify properties listed in/eligible for listing in the NRHP, CRHR and/or City Register; conduct site inspections, as appropriate; and consider all relevant information available for the property to determine its potential for historical significance. If a future project includes a property greater than 50 years of age that has not been listed in or found eligible for listing in the NRHP, CRHR and/or City Register, the City shall require applicants to submit a Phase I and/or Phase II Historic Resources Assessment (HRA) report to evaluate the significance of resources greater than 50 years of age. The report shall be prepared by an SOI qualified architectural historian, in accordance with SOI standards and guidelines. The HRA shall include background, archival and historic research; site surveys; detailed physical description of identified resources; photographs; a historical significance evaluation in consideration of City, CRHR, and NRHP designation criteria and integrity requirements; an assessment of project impacts to historical resources; recommendations of mitigative treatment; and the preparation/recordation of the appropriate California Department of Parks and Recreation (DPR) 523 forms, as applicable. If project impacts to historic architectural resources are potentially significant, the applicant shall incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, the following: ▪ If a future project involves alterations or modifications to historic architectural resources, the project design and proposed work shall conform to SOI Standards for the Treatment of Historic Properties to reduce or avoid impacts to historical resources. The project applicant shall retain a qualified architectural historian to advise on the final project design, recommend mitigative actions, specify performance standards, and oversee the construction activities related to the historical resources to ensure the project is constructed in compliance with specified mitigation performance standards and SOI Standards.	Project Applicant(s); Qualified Architectural Historian	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permits			

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		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	▪ If a future project involves the demolition or material impairment of an historical resource that cannot be mitigated through SOI Standards compliance, the project applicant shall submit an archival Historic American Building Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, as appropriate, to the City for review and approval prior to the issuance of any grading or demolition permit. The HABS/HAER/HALS documentation shall be prepared by a SOI qualified architectural historian and may include an architectural and historical narrative; archival drawings and/or measured drawings; and large-format photography. All reports resulting from implementation of this mitigation measure shall be submitted to the City's Planning Division and filed with the SCCIC.							
MM-4.5-2	*Archaeological Resources.* Prior to the issuance of any building permits for future development projects subject to the MUOD within the Planning Area, the City's Planning Division shall review the archaeological sensitivity of the Planning Area as identified in Appendix F-3, Archaeological Resources Sensitivity Map of the Final EIR to determine whether the property is located in an area with moderate or high sensitivity. If the qualified archaeologist determines there is moderate or high sensitivity, applicants shall submit a Phase I Archaeological Resources Inventory Report to identify and evaluate archaeological resources that may be impacted by the subject project. The report must be prepared by a qualified archaeologist meeting Secretary of the Interior (SOI) Professional Qualifications Standards for Archaeology (Qualified Archaeologist). The report shall include archival search of historic records; records search of applicable data repositories, including the SCCIC database; pedestrian surveys; identification of archaeological resources within or near the subject property; assessment of potential project impacts to archaeological resources; recommendations for archaeological monitoring, if appropriate; and completion/recordation of the California Department of Parks and Recreation (DPR) 523 forms for all identified archaeological resources, as applicable. A Phase II Archaeological Resources Evaluation Report for testing and evaluation may be required based on the results and recommendations of the Phase I Report. If project impacts to archaeological resources are determined to be potentially significant, the applicant shall implement appropriate measures to avoid or minimize impacts to archaeological resources. Additional measures may include, but are not limited to, the following: **Archaeological Resources Work Plan.** Prior to issuance of a grading permit, the project applicant shall retain a qualified archaeologist to prepare and submit an Archaeological Resources Work Plan (ARWP). The purpose of this plan is to document the actions and procedures to be followed by the project to avoid or minimize impacts to archaeological	Project Applicant(s); Qualified Archaeologist; Qualified Archaeologist Monitor; Native American Monitor, as necessary.	Prior to issuance of building permits; Prior to commencement of ground-disturbing activities	Costa Mesa Community Development Department	Prior to issuance of building permits; Prior to commencement of ground-disturbing activities			

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	resources. If potential impacts to tribal cultural resources are identified during project level review (e.g. records search, archaeological reports, AB 52 consultation, if applicable), the ARWP shall also address tribal cultural resources, in consultation with interested local Native American Tribes (interested consulting Tribes). The ARWP shall include, but may not be limited to, the following elements: ▪ A description of the roles and responsibilities of the archaeologist, the reporting relationships between construction managers and the archaeologist, and the notification procedures. ▪ Maps identifying locations where archaeological and/or Native American monitoring is required; duration of monitoring; and documentation of monitoring activities, including daily log of monitoring activities, location and results. ▪ Detailed procedures to follow if archaeological resources are inadvertently discovered during construction, including stop-work requirement within no less than a 50-foot radius of the find; documentation of all recovered resources on California Department of Parks and Recreation 523 forms; and inspection and evaluation of the resource for listing in the national, state, and local register. ▪ Detailed plan for the collection of archaeological data, including sampling techniques and data management protocols. ▪ Methodology for testing and evaluation of archaeological resources encountered. ▪ Detailed treatment plan to avoid or minimize impacts to significant archaeological resources, including preservation and/or data recovery to the satisfaction of the City. ▪ Detailed plan for reporting recovered resources and treatment results, including submission of reports to applicable agencies. **Construction Worker Archaeological Resources Sensitivity Training.** Prior to the commencement of project ground-disturbing activities, a qualified archaeological monitor, as defined in the ARWP, shall present an archaeological resources sensitivity training to project construction personnel. If the project was subject to tribal notification/consultation, the Qualified Archaeologist shall invite interested consulting Tribes, a minimum of two weeks before the training session, to participate in and present Native American perspectives during the training sessions. The archaeological monitor shall inform construction personnel about the types of cultural resources that could be encountered; the proper procedures to follow in the event of an archaeological discovery; potential penalties for failing to adhere to applicable laws and regulations; and confidentiality of discoveries. The project applicant shall provide the training agenda, materials and attendance records to the City within five business days of request.							

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		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	Archaeological Resources Monitoring. If required by the AWRP, during grading and excavation activities, a qualified archaeological monitor, as defined in the ARWP, shall be present to monitor ground-disturbing activities. Should archaeological resources be encountered, the archaeological monitor shall have the authority to halt ground-disturbing activities and immediately notify the Qualified Archaeologist of the find. The Qualified Archaeologist shall implement the evaluation and mitigation protocols described in the ARWP. In the event Native American archaeological resources are encountered during construction, Native American monitoring shall be provided thereafter for any ground-disturbing activities. However, if impacts to tribal cultural resources are determined potentially significant during project level review, a Native American monitor shall be required at the outset to monitor all ground-disturbing activities. The Qualified Archaeologist shall prepare a final report documenting all recovered archaeological resources, the significance of the resources, and the treatment of the recovered resources to the City, the SCCIC, and the NAHC (as applicable). **Archaeological Resources Discoveries.** If archaeological resources are encountered during construction, all ground-disturbing activities shall cease within no less than 50 feet of the find. The Qualified Archaeologist can determine, based on the initial assessment of the discovery, whether the 50-foot buffer shall be reduced or increased. The Qualified Archaeologist shall evaluate the recovered archaeological resources for significance. If the resource is found significant pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigating impacts. If avoidance is infeasible, the Archaeologist shall develop and oversee the execution of a Phase III Archaeological Resources Data Recovery and Treatment Plan. The plan shall include: a detailed research design; justification for data recovery or other treatment methods depending on the nature of the resource's eligibility; excavation methodology; and, reporting and curation requirements. The archaeologist shall prepare a final report that includes documentation of all recovered resources, a full evaluation of their significance, and treatment of the recovered resources. When assessing significance and developing treatment for recovered resources that are Native American in origin, the City shall consult and coordinate with interested consulting Tribes. The City shall consider tribal preferences when making a determination on the disposition of Native American archaeological resources, which may include but is not limited to curation at an accredited or nonaccredited repository; onsite or offsite reburial; and/or donation to a local Tribe. The project applicant shall curate all significant non-Native American, historic-period archaeological material, or portions thereof at the recommendation of the Qualified Archaeologist and approval by the City, at a repository accredited by the American Association of Museums that							

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		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	meets the standards outlined in 36 CFR Section 79.9. If no accredited repository accepts the collection, then the project applicant may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in 36 CFR Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project applicant may offer the collection to a public, nonprofit institution with a research interest in the materials, or to a local school or historical society in the area for educational purposes. To the extent feasible, these measures are also inclusive of tribal cultural resources considerations. All reports resulting from implementation of this measure shall be completed and submitted to the City for review and approval. Once approved by the City, the report shall be submitted to the SCCIC and interested consulting Tribes.							
Geology and Soils								
MM-4.7-1	*Mitigation Protocols for Paleontological Resources.* Prior to the issuance of any building permits for future development projects subject to the MUOD within the Planning Area, the City's Planning Division shall determine whether the project site is within areas of low paleontological sensitivity or high paleontological sensitivity, as depicted on Figure 4.7-1, Geology and Paleontological Sensitivity, of the Draft PEIR. For projects within areas of the Planning Area designated as having low paleontological sensitivity, the following shall be implemented: a) Prior to commencement of any grading activity for individual projects within the Planning Area, the project applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. A qualified paleontological monitor shall be on site during all ground-disturbing activities (including augering) below a depth of 5 feet. No paleontological monitoring is necessary during ground disturbance within artificial fill or previously disturbed sediments, if determined to be present. See section (c), below, in the event that paleontological resources (e.g., fossils) are unearthed during ground disturbing activities. For projects within areas of the Planning Area designated as having high paleontological sensitivity, the following shall be implemented: b) Prior to commencement of any grading activity, the project applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The qualified paleontologist shall prepare and implement a Paleontological Resources Mitigation and Monitoring Program (PRMMP) for the project. The PRMMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training; where monitoring is required within the proposed project site based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and	Project Applicant(s); Qualified Paleontologist; Qualified Paleontological Monitor	Prior to permit issuance; During ground-disturbing activities	Costa Mesa Community Development Department	Prior to permit issuance; During ground-disturbing activities			

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	collections management. The qualified paleontologist shall attend the preconstruction meeting and a qualified paleontological monitor shall be on-site during all rough grading and other significant ground-disturbing activities (including large diameter [2-feet or greater] augering) in previously undisturbed deposits of high paleontological sensitivity. See section (c), below, in the event that paleontological resources (e.g., fossils) are unearthed during ground disturbing activities. If paleontological resources (e.g., fossils) are exposed during project construction, all construction work occurring within 50 feet of the find shall immediately stop. The qualified paleontologist shall evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the qualified paleontologist may document the find and allow work to continue. In the event that significant paleontological resources (e.g., fossils) are unearthed during ground disturbing activities, documentation and collection of the find shall be completed. Then, the qualified paleontological monitor shall allow activity to recommence in the area of the find. Significant paleontological resources recovered during project ground-disturbing activities shall be donated to an accredited repository, such as the Orange County Parks Cooper Center or Natural History Museum of Los Angeles County. Costs for laboratory processing, curation, and accessioning of significant fossil collections into the accredited repository are the responsibility of the project applicant.							
Greenhouse Gas Emissions								
MM-4.8-1	*Electrify Temporary and Portable Sources*. Prior to the issuance of a building permit for future development projects subject to the MUOD within the Planning Area, the applicant shall require, through the construction contractor's contract specifications, that grid power connections for construction trailers and lighting are utilized where power is available.	Project Applicant(s); Construction Contractor(s)	Prior to issuance of building permit	Costa Mesa Community Development Department	Prior to issuance of building permit			
MM-4.8-2	*Energy Conservation*. Prior to the issuance of building permits for future development projects subject to the MUOD within the Planning Area, the applicant shall require, through construction contractor's contract specifications, that buildings have been designed to include the following energy conservation measures unless determined to be not applicable or infeasible: a) Install Energy Star rated heating, cooling, lighting, and appliances. b) Outdoor lighting shall be light emitting diodes (LED) or other high-efficiency lightbulbs. c) Provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to future tenants of the proposed Project. d) Non-residential and residential structures shall demonstrate that roofing materials meet or exceed enhanced cool roof performance standards of the California Building Energy Efficiency Standards (Title	Project Applicant(s); Construction Contractor(s)	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permit			

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
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	24, Part 6). This is defined as achieving a 3-year solar reflective index (SRI) of 82 for a low-sloped roof (≤2:12 pitch) and 32 for a high-sloped (>2:12) roof. e) Outdoor pavement, such as walkways and patios, shall include paving materials with 3-year SRI of 0.28 or initial SRI of 0.33. f) Install all-electric, high-efficiency water heating systems. Residential and non-residential development shall utilize electric water heating systems, such as heat pump water heaters (HPWHs) or equivalent high-efficiency electric systems. g) Encourage passive solar cooling/heating. h) Strategically plant trees to provide shade.							
MM-4.8-3	*Electric Vehicle Ready New Construction*. Prior to the issuance of building permits, applicants for future development projects subject to the MUOD within the Planning Area shall provide evidence to the City that the design plans include electric vehicle charging infrastructure that, meets or exceeds the California Green Building Standards Code (CalGreen) 2025 voluntary standards (Tier 1 or Tier 2) incorporated into the development and that adequate charging equipment, capacity, and design features are provided to support effective long-term operation.	Project Applicant(s)	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permits			
MM-4.8-4	*On-site Solar*. Prior to the issuance of building permits, applicants of future development projects subject to the MUOD in the Planning Area shall provide evidence to the City that building designs include a rooftop photovoltaic (PV) system that meets or exceeds the current mandatory photovoltaic requirements of the California Green Building Standards Code (CALGreen) in effect at the time of project approval by maximizing feasible rooftop coverage and minimizing exemptions.	Project Applicant(s)	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permits			
MM-4.8-5	*Water Conservation*. Prior to the issuance of building permits for future development projects subject to the MUOD within the Planning Area, the applicant shall require, through construction contractor's contract specifications, the project design plans include water conservation measures that meet or exceed requirements of the California Green Building Standards Code (CALGreen). Water conservation measures shall demonstrate enhanced indoor and outdoor water efficiency and shall include one or more of the following, as applicable: a) Installation of high-efficiency plumbing fixtures and appliances. b) Water-efficient landscape design consistent with the Model Water Efficient Landscape Ordinance (MWELO), including the use of drought-tolerant and native plant species, reduced turf areas, and soil amendment practices. c) Efficient irrigation systems, such as drip irrigation, smart controllers, and weather-based irrigation scheduling, designed to minimize potable water use. d) Site design strategies that reduce potable water demand and improve water retention, including water-sensitive urban design practices (e.g., permeable paving, bioretention areas, or stormwater capture features).	Project Applicant(s)	Prior to issuance of building permits	Costa Mesa Community Development Department	Prior to issuance of building permits			

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	e) Where feasible, installation of alternative water supply systems, such as rainwater harvesting or graywater reuse systems for non-potable uses.							
Hazards and Hazardous Materials								
MM-4.9-1	*Pre-Construction Due Diligence.* **Step A: Phase I Environmental Site Assessment.** During subsequent project-level permitting as required by the MOUD, a Phase I Environmental Site Assessment (ESA) shall be required for each property to be redeveloped within the Planning Area. The Phase I ESA shall be completed by an Environmental Professional as defined in 40 Code of Federal Regulations 312.10 in accordance with American Society for Testing Materials (ASTM) Standard E-1527-21 or any updated standard applicable at the time of the investigation. The Phase I ESA shall be submitted to the City as part of the permitting process. The City of Costa Mesa (City) shall review the Phase I ESA or shall have third-party review (peer review) of the Phase I ESA to validate the content and findings are in compliance with the applicable standards (ASTM E1527-21 or relevant) and the report is viable for the proposed development. **Step B: Phase II Environmental Site Assessment.** Any and all recognized environmental conditions (RECs), environmental concerns, or business environmental risks (BERs) identified in the Phase I ESA (see Step A) shall be investigated through completion of a Phase II ESA in accordance with ASTM Standard 1903-19 or any updated standard applicable at the time of the investigation. The Phase II ESA shall compare sampling results to regulatory screening levels current at the time of the investigation/redevelopment and applicable for the proposed development (residential). Sampling results must consider exposure of future construction and excavation workers as well as future occupants. The City shall review the Phase II ESA, or shall have third-party review (peer review) of the Phase II ESA, to validate the content and findings are in compliance with the applicable standards (ASTM E1903-19 or relevant). **Step C: Regulatory Oversight of Cleanup Sites.** If the Phase I ESA identifies the proposed development site on an open cleanup site or a closed cleanup site that either has conditional closure or was closed with remaining contamination that does not meet regulatory screening levels current at the time of development for the proposed type of development (residential or mixed use), the Applicant shall contact the regulatory agency that overseeing the cleanup for guidance on future development. The regulatory agency (Department of Toxic Substance Control [DTSC], State Water Resource Control Board [SWRCB], or Orange County Health Care Agency [OCHCA]) shall provide guidance on requirements for further remediation or protective measures required for redevelopment. The Applicant must submit those requirements to the City for review as part	Project Applicant(s); Qualified Environmental Consultant; Licensed Engineer, Geologist, or Hydrogeologist, as applicable; Construction Contractor(s)	During project-level permitting; Prior to construction; During demolition and construction; Prior to occupancy	Costa Mesa Public Works Department	During project-level permitting; Prior to construction; During demolition and construction			

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		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
	of the permit package and must follow those requirements prior to or during redevelopment as outlined by the regulatory agency. **Step D: Avoidance.** As a primary alternative, if contamination is identified above regulatory screening levels applicable to site development, development plans shall be prepared to avoid construction on or within contaminated areas, near contaminated areas such that contamination could impact future development (e.g. soil vapor intrusion into future buildings), or where grading/excavation may result in disturbance of contaminated soils. If contamination is identified above regulatory screening levels, Project plans shall be designed to avoid placement of buildings on identified contaminated areas. **Step E: Contaminated Media Management.** If contamination cannot be avoided during future construction, a qualified environmental consultant shall be contracted to determine appropriate protective measures required for the proposed development. Protective measures may include, but are not limited to, removal of contaminated media (soil excavation, groundwater dewatering, or similar), remediation of contaminated media (soil vapor extraction or similar), or protective construction measures to avoid exposure of hazardous materials to future occupants (soil vapor barrier or similar). Step E.1: Construction Management Plan. If contaminated soil, soil vapor, and/or groundwater cannot be avoided during construction, or if there is a chance that previously unidentified contaminated soils may be encountered, a management plan shall be prepared by a qualified environmental consultant that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site, dewatering procedures for contaminated groundwater, and protective measures for contaminated soil vapor. It is recommended the management plan include, as appropriate, avoidance measures to allow construction of the Project site to be completed without encountering contaminated soil, soil vapor, or groundwater. The management plan shall include health and safety and training procedures for workers who may come in contact with contaminated media. The management plan shall be implemented by the Applicant or their designated contractor for all sites with confirmed and suspected contaminated media, as identified in the Phase I and/or Phase II ESA. If the Phase I ESA or Phase II ESAs (MM-4.9-1 A and B, above) identified the potential for underground storage tanks, water wells (such as monitoring wells), or other subsurface features, the management plan shall also include procedures for the identification and proper abandonment of these features, as applicable, should any be identified during demolition and construction activities. The management plan shall include all applicable federal, state, and local regulations (including OCHCA and South Coast Air Quality Management District [SCAQMD])							

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	associated with handling, excavating, and disposing of contaminated soils; the proposed disposal facility that will accept the contaminated soils; and appropriate procedures, notifications, permitting requirements, handling, and disposal requirements for decommissioning any underground storage tanks, wells, or other subsurface features. The City shall review the management plan, or shall have third-party review (peer review) of the management plan to validate the content and findings are in compliance with the applicable standards. Step E.2. Protective Measures and Remediation. If contamination will not be removed during construction, construction design plans must include protective measures to avoid exposure of future users and occupants of the proposed site to contaminated soil, soil vapor, and/or groundwater. Protective measures must be designed by a licensed engineer, geologist, or hydrogeologist, experienced in the type of design (e.g. soil vapor barrier systems) and must meet regulatory guidance applicable to the type of protective system (e.g. DTSC's Soil Vapor Mitigation Advisory) and current at the time of site development. Protective measures must be designed to eliminate exposure pathways or reduce concentrations to regulatory screening levels acceptable for proposed site use at the time of development. All protective measures or remediation shall include operations and maintenance procedures to be implemented following occupation of the Project site to ensure protective measures are adequate and shall continue to be protective for the lifetime of the Project (e.g. vapor monitoring probes, groundwater monitoring wells, regular cap inspections). Protective measures shall be identified on the site plans for review and approval through the City's plan check process.							
MM-4.9-2	*Hazardous Materials Building Survey and Abatement.* Prior to issuance of a demolition permit and/or building permit for renovation activities for projects under the MUOD within the Planning Area, the applicant shall require, through the construction contractor's contract specifications, that a hazardous building materials survey is conducted by a California Department of Public Health (DPH) Certified Asbestos Consultant and/or Certified Site Surveillance Technician and a California DPH Certified Lead Inspector/Risk Assessor or Sampling Technician. The survey shall include asbestos, lead-based paint, and universal wastes (including, but not limited to, mercury components in electrical equipment, polychlorinated biphenyls, treated wood wastes, and fluorescent light bulbs). A report documenting material types, conditions and general quantities shall be provided, along with documentation of positive materials and diagrams. Demolition and construction plans and contract specifications shall incorporate any abatement procedures for the removal of material containing hazardous materials. As mandated through the construction	Project Applicant(s); Construction Contractor(s); California Department of Public Health (DPH) Certified Asbestos Consultant and/or Certified Site Surveillance Technician; California DPH Certified Lead Inspector/Risk Assessor or Sampling Technician	Prior to issuance of a demolition permit and/or building permit for renovation activities; During demolition and construction	Costa Mesa Department of Public Works	Prior to issuance of a demolition permit and/or building permit; During demolition and construction, as applicable.			

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	contractor's specifications, all abatement work shall be done in accordance with federal, state, and local regulations, including those of the Environmental Protection Agency (which regulates disposal), Department of Toxic Substances Control, Occupational Safety and Health Administration and California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District.							
MM-4.9-3	*Methane Mitigation.* If methane mitigation standards are not established for development within the City of Costa Mesa at the time of development for sites subject to the MUOD within the Planning Area, the following mitigation shall be implemented. If methane mitigation standards are established as regulation, code, or ordinance at the time of development, the following measures shall not apply, and instead, the Applicant shall follow the City's methane mitigation standards. Future development projects in Costa Mesa shall comply with applicable local, County. State, and Federal requirements for appropriate methane mitigation. **Step A. Survey for Methane Sources.** Prior to issuance of a construction permit, the applicant shall require, through the construction contractor's contract specifications, that a survey must be completed at the proposed development site(s) that identifies the following: ▪ Any oil/gas well field, as defined by California Geologic Energy Management Division (CalGEM), encompassing the proposed development site or within 100 feet of the proposed development site. ▪ Any oil/gas well, either active, idle, abandoned, or plugged, within 100 feet of the proposed development site. ▪ Any gas seepage zone within 300 feet of the proposed development site. ▪ Any landfills, as identified by CalRecycle, with a refuse footprint within 1,000 feet of the proposed development site. If the survey positively identifies any of the above criteria, a soil gas investigation must be completed by a licensed/registered professional engineer that evaluates methane concentrations on the proposed development site. The soil gas investigation report shall include methodology and data collection techniques, as well as an evaluation of identified methane levels. **Step B. Protective Measures.** The following protective measures shall be submitted to the City for review and approval. The City shall review, or shall have third-party review (peer review), of protective measures to validate the designs are in compliance with the applicable standards. All protective measures, with the exception of source removal, shall include operations and maintenance (O&M) plans and procedures to be implemented and maintained by the property owner.	Project Applicant(s); Construction Contractor(s)	Prior to issuance of a construction permit; Prior to construction; During construction	Costa Mesa Department of Public Works	Prior to issuance of a construction permit; Prior to construction; During construction			

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	Step B.1. If the investigation outlined in Step A identifies methane (or other combustible soil gas) concentrations in excess of 5,000 parts per million (ppm) in any location on the proposed development site, the following protective measures shall be implemented for any building(s) within 300 feet of the identified location. ▪ Remove potential sources of combustible soil gases, such as petroleum-impacted soils or sumps, if present. ▪ Subslab passive venting of all slabs or foundations, the design of which is reviewed and approved by a registered/licensed professional engineer, geologist, or hydrogeologist, and is in accordance with California Building, Mechanical, and Plumbing Codes. ▪ If subslab passive venting is not practicable due to building design, active methane detection and forced air venting shall be implemented, the design of which is reviewed and approved by a registered/licensed professional engineer, geologist, or hydrogeologist, and is in accordance with California Building, Mechanical, and Plumbing Codes. Step B.2. If the investigation identifies methane (or other combustible soil gas) concentrations in excess of 12,500 ppm in any location on the proposed development site, a soil gas mitigation plan shall be prepared and approved by a registered/licensed professional engineer, geologist, or hydrogeologist. Step B.3. If a proposed building will be placed within 25 feet of any abandoned oil/gas well, within 300 feet of an abandoned oil/gas well that is also beneath an impervious surface (such as a parking lot or road), within 25 feet of an impervious surface that covers an abandoned oil/gas well less than 300 feet from the building, or within 300 feet of an active gas seep zone, subslab passive venting shall be implemented as outlined in Step B.1. Gas membrane barriers may also be required as determined by the designing engineer specified in Step B.1. Step B.4. If a building will be placed on top of an abandoned oil/gas well and the ground floor is not naturally vented, an active interior methane detection system and forced air venting must be implemented as outlined in Step B.1. Step B.5. If a proposed building will be placed within 10 feet of an abandoned oil/gas well, a gas membrane barrier is required. The membrane shall be designed by a registered/licensed professional engineer, geologist, or hydrogeologist.							

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Mitigation Number	Mitigation Measure	Implementation		Monitoring		Verification of Compliance		
		Responsibility	Timing	Responsibility	Timing	Initials	Date	Remarks
Noise								
MM-4.13-1	*Construction Noise Management Plan and Best Management Practices.* Prior to the issuance of construction permits for future development projects subject to the MUOD within the Planning Area, the City shall ensure that the applicant requires, through the construction contractor's contract specifications, the preparation and implementation of a Construction Noise Management Plan, which shall include, at a minimum, the following: a) Identification of noise-sensitive receptor locations within 200 feet of the construction site; b) A construction equipment inventory with manufacturer's noise ratings or equivalent reference data; c) Predicted construction noise levels at identified receptors using FHWA RCNM or equivalent methodology; d) Specification of noise reduction measures to be implemented, which may include temporary noise barriers (minimum 12-foot height, STC 25 or greater), equipment muffling, staging area locations, and haul route designations; e) A complaint response protocol with 24-hour contact information posted at the site perimeter; f) A requirement that all construction equipment operated on-site be equipped with properly operating and maintained mufflers, intake silencers, and engine enclosures consistent with manufacturer's specifications; g) A requirement that equipment not in active use be shut down to reduce idling noise; h) A requirement that stationary equipment (generators, compressors, pumps) be located as far as feasible from noise-sensitive receptor locations and be shielded with temporary barriers or enclosures where the equipment is within 100 feet of a residential property line; i) Compliance with the permitted construction hours specified in CMMC Section 13-279 (7:00 a.m. to 7:00 p.m. Monday through Friday; 9:00 a.m. to 6:00 p.m. Saturday; no construction on Sundays or federal holidays); j) Written notice to occupants of all residential properties within 300 feet of the construction site at least 10 days prior to the start of construction, identifying the expected schedule, duration, and contact information for noise concerns; and *k)* Where high-noise operations (e.g., grading, demolition, concrete sawing) are anticipated within 100 feet of occupied residential structures, coordination with affected residents regarding scheduling to minimize disruption.	Project Applicant(s); Construction Contractor	Prior to issuance of construction permits; During construction	Costa Mesa Community Development Program	Prior to issuance of construction permits; During construction			
MM-4.13-2	*Operational Noise Design, Performance, and Management.* Prior to the issuance of construction permits for future development projects subject to the MUOD within the Planning Area, the applicant shall demonstrate through project design, acoustical analysis, and operational planning that	Project Applicant(s); Property Manager(s)	Prior to issuance of construction permits; During operation	Costa Mesa Community Development Department	Prior to issuance of construction permits; During operation			

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	operational noise sources associated with the project will comply with the City noise standards and will minimize noise exposure to nearby sensitive receptors. The following requirements shall apply, as applicable: a) For projects that include stationary mechanical equipment (including but not limited to HVAC units, exhaust fans, generators, refrigeration equipment, pumps, and related appurtenances), the applicant shall demonstrate that the equipment will comply with the City's adopted residential exterior and interior noise standards, as applicable, at the nearest affected sensitive receptor locations, including equipment specifications (manufacturer/model or acoustical performance data), equipment location plans, and identification of noise control measures (e.g., barriers, parapets, enclosures, silencers, and vibration isolators), and where field verification is feasible, the City may require post-installation noise measurements consistent with the City's measurement protocol to confirm compliance; b) For mixed-use or multi-family development projects that include loading areas, refuse collection points, compactors, or service bays, the applicant shall incorporate site design and operational plan that minimizes noise exposure to adjacent sensitive receptors, which may include locating loading and refuse areas away from sensitive property lines, orienting service activity toward internal site areas, providing solid enclosures around dumpsters and compactors, using rubber bumpers and quiet roll-up door hardware, prohibiting extended idling, and limiting routine deliveries and refuse service to daytime periods where feasible; c) For residential, mixed-use, or multi-family development projects that include outdoor common areas with active recreational amenities (e.g., pool/spa, barbeque/picnic areas, recreation courts), the applicant shall site and design such amenities to minimize operational noise exposure to adjacent existing sensitive receptors, which may include using building massing or solid walls as shielding, locating active amenities away from sensitive edges, and establishing operational quiet hours for outdoor common areas; and For mixed-use projects that include commercial tenants, outdoor seating, or other activity likely to generate evening or nighttime noise, the applicant or property manager shall implement a complaint response protocol that identifies a responsible contact, provides a means for residents to report persistent operational noise concerns, and documents corrective action (e.g., adjusting operating practices, modifying site management rules, adding localized noise controls).							
MM-4.13-3	*Construction Vibration.* Prior to the issuance of construction permits for future projects subject to the MUOD within the Planning Area that utilize vibration-intensive construction equipment (e.g., pile drivers, jackhammers, vibratory rollers) within 500 feet of sensitive receptors, the applicant shall submit a vibration impact evaluation to the City for review and approval prior to issuance of a grading or building permit. The	Project Applicant(s); Construction Contractor	Prior to issuance of construction permits; Prior to issuance of grading or building permits; During construction	Costa Mesa Community Development Department	Prior to issuance of construction permits; Prior to issuance of grading or building permits; During construction			

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	evaluation shall include a list of proposed construction equipment, associated vibration source levels, and a predictive analysis of potential project vibration impacts using Federal Transit Administration (FTA) guidance. If construction-related vibration is determined to exceed the FTA threshold of 0.2 inches per second peak particle velocity (PPV) or 80 velocity decibels (VdB) at vibration-sensitive uses, project-specific (e.g., suggested techniques per FTA or Caltrans guidance) measures shall be required to ensure compliance with vibration standards. All project-specific measures approved by the City shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans, and building plans) and implemented during project construction. Examples of equipment vibration source-to-receptor distances within which impact evaluation should occur, based on FTA reference vibration information, and with respect to potential for building occupant annoyance, include: ▪ Jackhammer – 23 feet ▪ Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe – 42 feet ▪ Roller (for site ground compaction or paving) – 73 feet ▪ Impact pile-driving – 155 feet This mitigation measure shall remain in effect unless superseded by a citywide groundborne vibration ordinance that establishes construction vibration standards and ensures project compliance with FTA thresholds for development projects within the Planning Area. If construction-related vibration is anticipated to exceed the FTA thresholds, the contractor shall issue written notice to all receptors located within the identified screening distances no later than three weeks before beginning any activities that involve the vibratory equipment referenced above. The notification shall specify the expected start date and the duration of daytime vibration-producing work. It should also advise recipients of the potential for vibration-related impacts, particularly for those that possess vibration-sensitive equipment. A contact phone number should be provided to property owners or occupants to report if they have vibration-sensitive devices.							
Population and Housing								
MM-4.14-1	*SCAG Coordination and Inclusion in Regional Planning.* Within one year from approval of the Project, the City shall submit the Final PEIR to the Southern California Association of Governments (SCAG) for inclusion in regional planning documents, including the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also referred to as Connect SoCal) and the Regional Housing Needs Assessment (RHNA), as applicable. This action is intended to ensure that the population, housing and employment growth facilitated by the Project is recognized and incorporated into regional forecasts. Doing so would allow SCAG and	City of Costa Mesa	Within one year from Project approval	Costa Mesa Community Development Department	Within one year from Project approval			

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	local jurisdictions to better align transportation, housing, and infrastructure planning with the long-term impacts of the Project.							
Tribal Cultural Resources								
MM-4.18-1	*Tribal Cultural Resources*. During subsequent project-level environmental review, the City shall obtain a State of California Native American Heritage Commission (NAHC) Sacred Land Files Search, as appropriate, and comply with all applicable requirements of AB 52. Pursuant to AB 52, the City shall provide formal notification of the project to designated contact of each traditionally and culturally affiliated California Native American Tribe that has requested notice. The City shall begin the consultation process within 30 days after receiving a Tribe's request for consultation. The City shall consider all relevant information available for the property to identify potential tribal cultural resources in the project area, evaluate the project's potential impacts to tribal cultural resources, and mitigate those potential impacts. If project impacts to tribal cultural resources are determined to be potentially significant, the City shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, tribal monitoring, or other alternative measures identified in consultation with the California Native American Tribe. If an archaeological resource that is Native American in origin is identified in the preparation of a Phase I Archaeological Resources Inventory Report (see MM-4.5-2) or Native American archaeological resources are encountered during construction, the City shall consult and coordinate with the California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the development project to evaluate and mitigate impacts in accordance with the requirements set forth in MM-4.5-2.	Project Applicant(s); City of Costa Mesa	During project-level review	Costa Mesa Community Development Department	During project-level review			

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