



City of Tustin
Myford II Project
Initial Study/Mitigated Negative Declaration
March 2023

Prepared For:

City of Tustin, Lead Agency
300 Centennial Way
Tustin, CA 92780

Prepared By:

Kimley-Horn and Associates, Inc.
401 B Street, Suite 600
San Diego, CA 92101

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Acronyms

µg/m³	micrograms per cubic meter
ADT	average daily traffic
AP Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor Parcel Nos.
AQMP	Air Quality Management Plan
ASM	ASM Affiliates
BACT	Best Available Control Technology
bcf	billion cubic feet
bcfd	billion cubic feet per day
BMP	Best Management Practices
BTU	British Thermal Unit
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CALGreen	Green Building Standards Code
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
City	City of Tustin
CCSP	Climate Change Scoping Plan
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CREC	Controlled Recognized Environmental Condition
cy	cubic yards
dB	decibals
DI	deionized
DIF	Development Impact Fees
DOF	California Department of Finance
DPM	diesel particulate matter
DR	Design Review

DTSC	California Department of Toxic Substances Control
ESA	Environmental Site Assessment
EV	electrical vehicle
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
GWh	gigawatt-hours
HREC	Historical Recognized Environmental Condition
Hz	hertz
I-5	Interstate 5
IRWD	Irvine Ranch Water District
IS/MND	Initial Study/Mitigated Negative Declaration
kWh	kilowatt-hour
LBP	lead based paint
LCM	lead-containing materials
Leq	Equivalent Sound Level
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MGD	million gallons per day
MM	Moment Magnitude
MMI	Modified Mercalli Intensity
MMRP	Mitigation Monitoring & Reporting Program
MND	Mitigated Negative Declaration
mw	megawatts
MWh	megawatt-hours
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO2	nitrogen dioxide
NOI	Notice of Intent
NOX	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NSR	New Source Review
O3	ozone
OCFA	Orange County Fire Authority
OCSD	Orange County Sanitation District

OEF	Other Environmental Features
OHP	Office of Historic Preservation
PC IND	Planned Community Industrial
PCB	polychlorinated biphenyls
PCCB	Planned Community Commercial/Business
PCE	passenger car equivalent
PCE	tetrachloroethylene
PDF	Project Design Features
PM10	coarse particulate matter
PM2.5	fine particulate matter
POL	Petroleum, oil, and lubricants
ppm	parts per million
PWQMP	Preliminary Water Quality Management Plan
REC	recognized environmental condition
RECLAIM	Regional Clean Air Incentives Market
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/ Sustainable Communities Strategy
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South-Central Coastal Information Center (SCCIC)
SCE	Southern California Edison Company
SO2	sulfur dioxide
SoCalGas	Southern California Gas Company
SR 261	State Route 261
SR 55	State Route 55
SSi	Silicon Systems, Inc.
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic air contaminants
TCE	trichloroethylene
TCM	Tungsten Carbide Manufacturing
TPD	Tustin Police Department
TPM	Tentative Parcel Map
TUSD	Tustin Unified School District

USFW	United States Fish and Wildlife Service
UST	underground storage tanks
UWMP	Urban Water Management Plan
VHFHSZ	very high fire hazard severity zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
W	watts
Wh	watt-hours
WQMP	Water Quality Management Plan

1.0 INTRODUCTION & PURPOSE OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1.1 Purpose and Scope of the Initial Study

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.), this Initial Study has been prepared to evaluate the potential environmental effects associated with the construction and operation of the Myford II Project (proposed project). Pursuant to Section 15367 of the State CEQA Guidelines, the City of Tustin (City) is the lead agency for the project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

As identified in the State CEQA Guidelines Section 15063, following preliminary review, the lead agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. The purpose of an initial Study is to:

- (1) Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
- (2) Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
- (3) Assist in the preparation of an EIR, if one is required, by:
 - (A) Focusing the EIR on the effects determined to be significant,
 - (B) Identifying the effects determined not to be significant,
 - (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
 - (D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
- (4) Facilitate environmental assessment early in the design of a project;
- (5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
- (6) Eliminate unnecessary EIRs;
- (7) Determine whether a previously prepared EIR could be used with the project.

As set forth in the State CEQA Guidelines Section 15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts, but revisions have been made to a project, prior to public

review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant; and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

1.2 Summary of Findings

Section 3.0 of this document contains the Environmental Checklist that was prepared for the proposed project pursuant to CEQA requirements. The Environmental Checklist indicates that the proposed project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.3 Initial Study Public Review Process

The Initial Study and a Notice of Intent (NOI) to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 20-day public review period. Written comments regarding this MND should be addressed to:

Leila Carver
Senior Planner Consultant
City of Tustin
Phone: (714) 573-3126
Email: lcarver@tustinca.org
300 Centennial Way
Tustin, CA 92780

Following receipt and review of comments from agencies, organizations, and/or individuals at the conclusion of the 20 day review period, the City will determine whether the comments need to be considered and addressed. If not, the Project and environmental documentation will be tentatively scheduled by the City for consideration.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction & Purpose of the Initial Study/Mitigated Negative Declaration. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Description of Proposed Project. This section identifies the location, setting and key project characteristics, as well as a listing of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Analysis. This section contains an analysis of environmental impacts identified in the Environmental Checklist Form including cumulative analysis that addresses potential impacts of the proposed project taken in sum with other past, present, and reasonably foreseeable projects.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Location, Setting, Proposed Project

The Myford II project (proposed project) is located in the City of Tustin (City) south of Interstate 5 (I-5), southeast of State Route 55 (SR 55), and northwest of State Route 261 (SR 261), as depicted in **Figure 1, Regional Location Map**. The overall project site is located on approximately 7.18 acres on the west side of Myford Road between Walnut Avenue and Michelle Drive, as depicted in **Figure 2, Project Vicinity Map**.

PROJECT SETTING

The project site is located at 14321 and 14351 Myford Road in the City of Tustin, California, just west of the city's border with the City of Irvine. The project site is located in an infill industrial and commercial area and is bounded by commercial and industrial buildings to the north and west, an industrial warehouse building to the south, and Myford Road to the east, within the Planned Community Industrial zoning designation (PC IND). The project site consists of two lots fronting onto Myford Road. The southernmost lot (14351 Myford Road) features an approximately 81,008 square foot office building and the northernmost lot (14321 Myford Road) features industrial building with a footprint of approximately 55,090 square feet. Both buildings are surrounded by asphalt pavement used for employee parking with outdoor storage located along the perimeter of the northernmost lot. Parking lot light poles are situated throughout the parking areas on both lots. Monument signage exists at the entrances along Myford Road and wayfinding signage is posted throughout the parking areas. Loading docks are located on the west side of the approximately 55,090 square foot industrial building located at 14321 Myford Road. Perimeter fencing is located along all interior property lines of both lots. On-site vegetation on both lots consists of landscaped ornamental vegetation and mature trees are found primarily within the front setback area adjacent to Myford Road.

A sidewalk is located along Myford Road and overhead utility lines are not visible in the vicinity. The on-site topography is generally flat, and the ground surface is approximately 69 feet above mean sea level, sloping generally from south southwest.

EXISTING GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The City's General Plan land use designation for the project site is Planned Community Commercial/Business (PCCB). The current zoning for the project site is PC IND.

2.2 Proposed Project

The proposed project is comprised of one warehouse distribution building totaling approximately 148,437 square feet including 143,437 square feet of warehouse space, 5,000 square feet of two-story office space, and associated parking, and landscaping on approximately 7.18 net acres as shown in **Figure 3: Site Plan; Figure 4: Conceptual Elevations; Figure 5: Conceptual Landscape Plan; and Table 1: Project Building Summary**, below. The proposed industrial warehouse building would be oriented with the nineteen (19) dock doors located on the western side of the building (opposite Myford Road), with a maximum height of approximately 47'-6". The proposed project would have a Lot Coverage of 46.8%, a Floor Area Ratio (FAR) of 0.475, a minimum 30-foot landscaped front (street side) setback, a minimum 10-foot side setback, all in accordance with the City's applicable development standards. The proposed building will be constructed as a concrete tilt-up, with architecture featuring a modern aesthetic including glazing with varied projections to provide depth and shadowing and points of visual interest for the architecture. An 8-foot high tube steel fence is proposed along the entire western property line and the portion of the northern property line needed to secure the truck court. At both entrances to the secured truck court located on the west side of the proposed building, 8-foot high metal swing gates would be installed. An existing 8-foot tube steel fence would be retained on the southern boundary of the project site. The project proposes to use a Bio Clean Modular Wetlands System for stormwater treatment.

The proposed project would also require discretionary approval from the City for Design Review (DR) 2022-0013, Tentative Parcel Map No. 2022-153 (SUB 2022-0003).

Table 1: Project Building Summary

Building	Site (sf)	Office 1 st Floor(sf)	Office 2 nd Floor (sf)	Warehouse (sf)	Total Building (sf)	Dock Doors	Landscaping (sf)	Landscaping (% of site)
Total	312,560	2,750	2,250	143,437	148,437	19	37,004	11.8%

ACCESS AND PARKING

Vehicular access provisions for the project site would consist of three full-movement, 27' to 35' wide driveways on Myford Road. Passenger vehicles would have the option to access the project site via any of the three project driveways, while trucks would access the project site at either the southerly or northerly 35' wide driveways. All project driveways would be unsignalized.

Parking for automobiles, including standard, accessible, and electrical vehicle (EV) capable stalls, would be provided in accordance with applicable code requirements. Automobile and trailer parking details, including parking requirements, are provided in **Table 2: Project Parking Summary**, below.

Table 2: Project Parking Summary

Parking Provided								Parking Required
Standard Auto Parking	Van Accessible Parking	Standard Accessible Parking	EV Capable Van Accessible	EV Capable Standard Accessible	EV Capable Space	EV Capable Space w/ Chargers	Total Auto Parking Provided	Total Auto Parking Required
73 stalls	2 stalls	3 stalls	1 stall	1 stall	17 stalls	6 stalls	103 stalls	76 stalls

LANDSCAPING

As shown in Figure 5, proposed landscaping would cover approximately 37,004 square feet of the project site, which equates to approximately 11.8 percent of the site area. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the Irvine Industrial Complex Planned Community District Regulations, which specify landscape design guidelines. The development standards set forth therein require the entire building setback be landscaped.

CONSTRUCTION AND PHASING

Construction of the proposed project is expected to commence in January 2024 with a construction duration of approximately 11 months (inclusive of approximately 3 months to demolish the existing industrial/office buildings) and would be completed in one phase. Total grading for the proposed project is estimated to require 13,336 cubic yards (cy) of cut and 13,336 cy of fill; earthwork is expected to balance on-site.

During construction, the project site would be fully fenced with one access point/gate from Myford Road. The temporary construction trailer and all construction equipment and worker parking would be staged/located fully onsite (no encroachment into public right-of-way). The temporary construction trailer would initially be installed onsite near the access point/gate off of Myford Road, and would be subsequently relocated to another onsite location during the construction of the planned improvements in the vicinity of the initial location for the temporary construction trailer. The location of the on-site equipment staging and worker parking will vary depending on the scope of construction work being completed. The site's singular access point/gate will be closed and locked each day at close of business for security purposes. In accordance with Section 4617(e) of the City's Municipal Code, project construction activity would be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. Saturdays, excluding city observed federal holidays (unless otherwise approved by the City of Tustin).

EXISTING PROJECT SITE

The project site is located on Assessor Parcel Nos. (APNs) 432-473-13 and 432-473-19. The project site is currently improved with two industrial/office buildings (81,008 and 55,090 square feet), surface parking and landscaping. There are existing utilities (water, sewer, electricity, gas) to the project site.

OPERATIONS

The warehouse distribution building is currently planned as a “speculative building.” Therefore, the future tenant(s) or buyer(s) of the building are not currently known. Without knowing the future tenant(s) or buyer(s), an exact number of future employees or hours of operation cannot be determined. Therefore, this Initial Study and associated technical reports use approximate potential on-site employees, hours of operation, and vehicular traffic generation based on the project’s proposed square footage and use as a warehouse distribution facility. In an abundance of caution, this Initial Study and the associated technical reports have assumed uses and intensities that may be greater than what would be built out or put into operation, resulting in a possible conservative/worst-case estimation of impacts. The Trip Generation and Vehicle Miles Traveled (VMT) Memorandum (**Appendix H**), Air Quality Assessment (**Appendix A**), and Greenhouse Gas Emissions Assessment (**Appendix D**) prepared for the project rely on the latest ITE traffic (trip generation) rates, which are based entirely on the building square footage and proposed use, and do not include a specific number of dock door positions.

REQUIRED PERMITS

The City of Tustin is the Lead Agency under CEQA and is responsible for reviewing and approving this Initial Study. As part of the proposed project’s implementation, the City will also consider the following discretionary approvals:

- Design Review (DR)
- Tentative Parcel Map (TPM)

Additional permits will be required for the proposed project which will include but not be limited to: the issuance of a demolition permit, encroachment permits for modified driveways, grading permits, building permits, and permits for new utility connections. These additional permits are considered ministerial, and thus the issuance of these permits would not trigger the need to further comply with CEQA/discretionary permits or approvals. Also, development of the proposed project does not require the issuance of any additional discretionary permits from any other federal, state, or local agencies.

PROJECT DESIGN FEATURES

Project Design Features (PDFs) are a list of construction features or produced documents/plans being preemptively incorporated into the development of the Myford II project by the applicant,

independent of any (1) conditions of approval required by the City or (2) mitigation measures included in the Mitigation Monitoring & Reporting Program (MMRP) required to mitigate any project-specific impacts to a less than significant level. These PDFs are included in order to ensure a safe and successful project upon completion. The proposed project includes the following PDF's:

AQ-A: Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

AQ-B: The applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would comply with SCAQMD Rule 1113 which requires building envelope coatings to have a volatile organic compound rating of 50 grams per liter or less.

AQ-C: Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

AQ-D: Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Article 9, Chapter 7 of the City's Municipal Code).

AQ-E: The project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be

designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

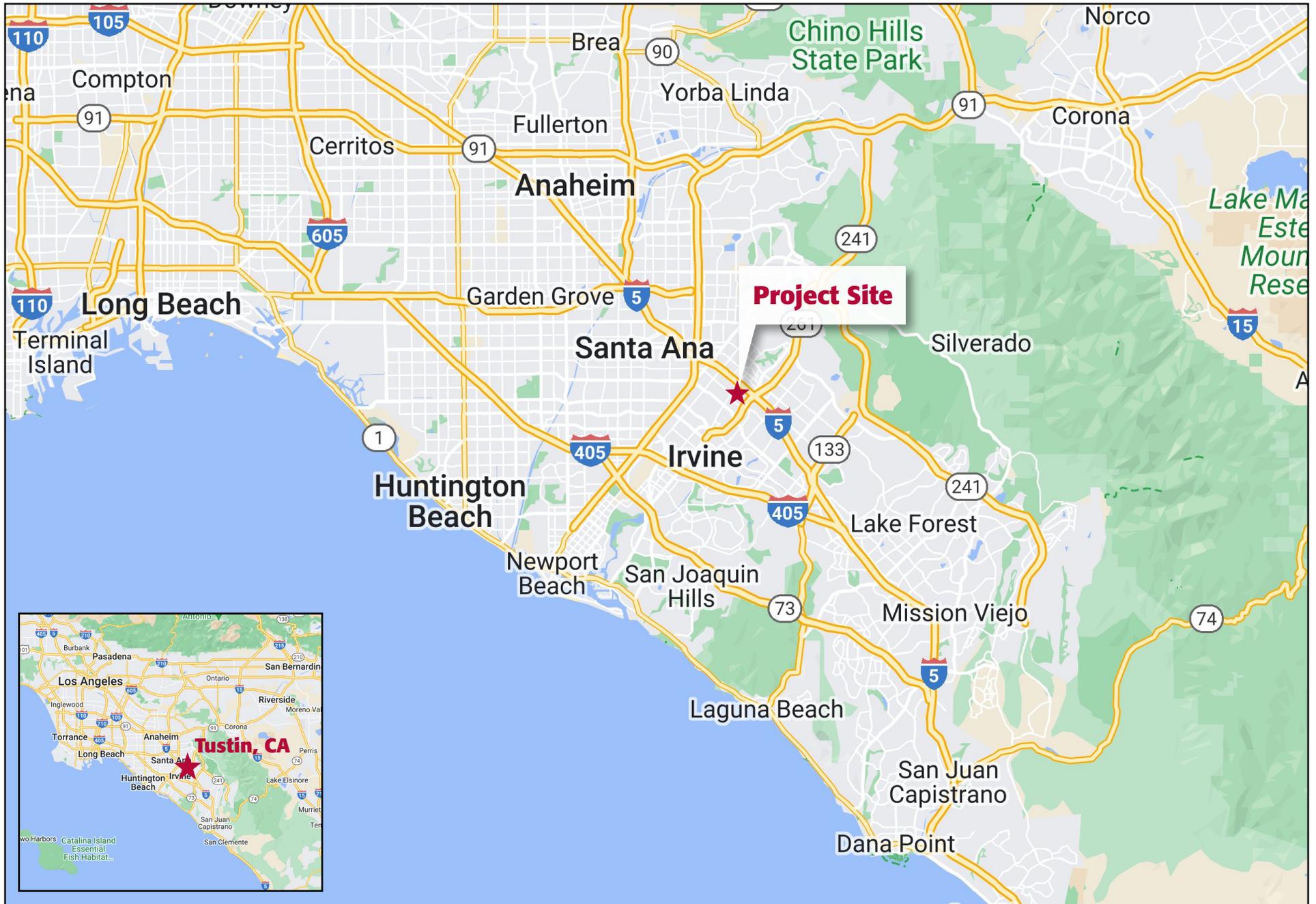
AQ-F: The project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance Section 5.106.5.2 (nonresidential), Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

AQ-G: All on-site forklifts shall be non-diesel and shall be powered by electricity, compressed natural gas, or propane if technically feasible.

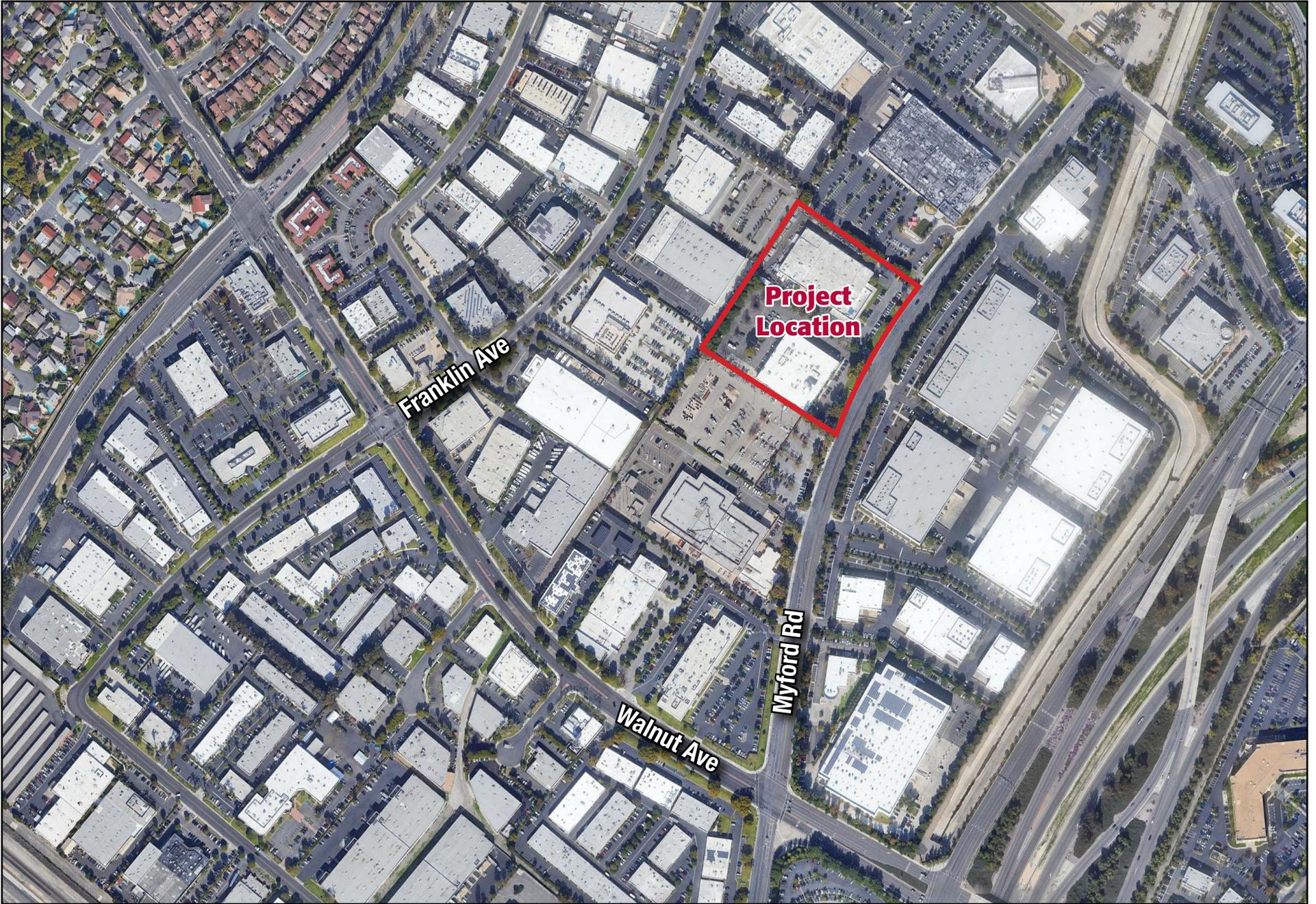
BIO-A: Prior to the issuance of grading permits and/or an action that would result in project site disturbance (whichever occurs first) (including but not limited to discing and demolition activities), the project applicant shall submit to the satisfaction of the Director of Community Development/Planning Division, evidence that a pre-construction nesting bird survey has been conducted prior to any ground disturbing activities and removal of vegetation or other potential nesting habitat during the nesting period (generally February 1st to August 31st). If birds are found to be nesting inside or within 250 feet (500 feet for raptors) of the impact area, construction will need to be postponed, at the discretion of a qualified biologist, until it is determined that the nests are no longer active.

- GEO-A:** Incorporate geotechnical recommendations included in the Geotechnical Investigation prepared for the project by Geotechnical Professionals (February 2022) into design and construction of the project site.
- HAZ-A:** Prior to issuance of a demolition permit of the on-site structures, an Asbestos and Lead Demolition Survey shall be conducted and all asbestos and lead based paint (LBP) containing building materials shall be removed or stabilized in accordance with applicable Federal and State regulations.



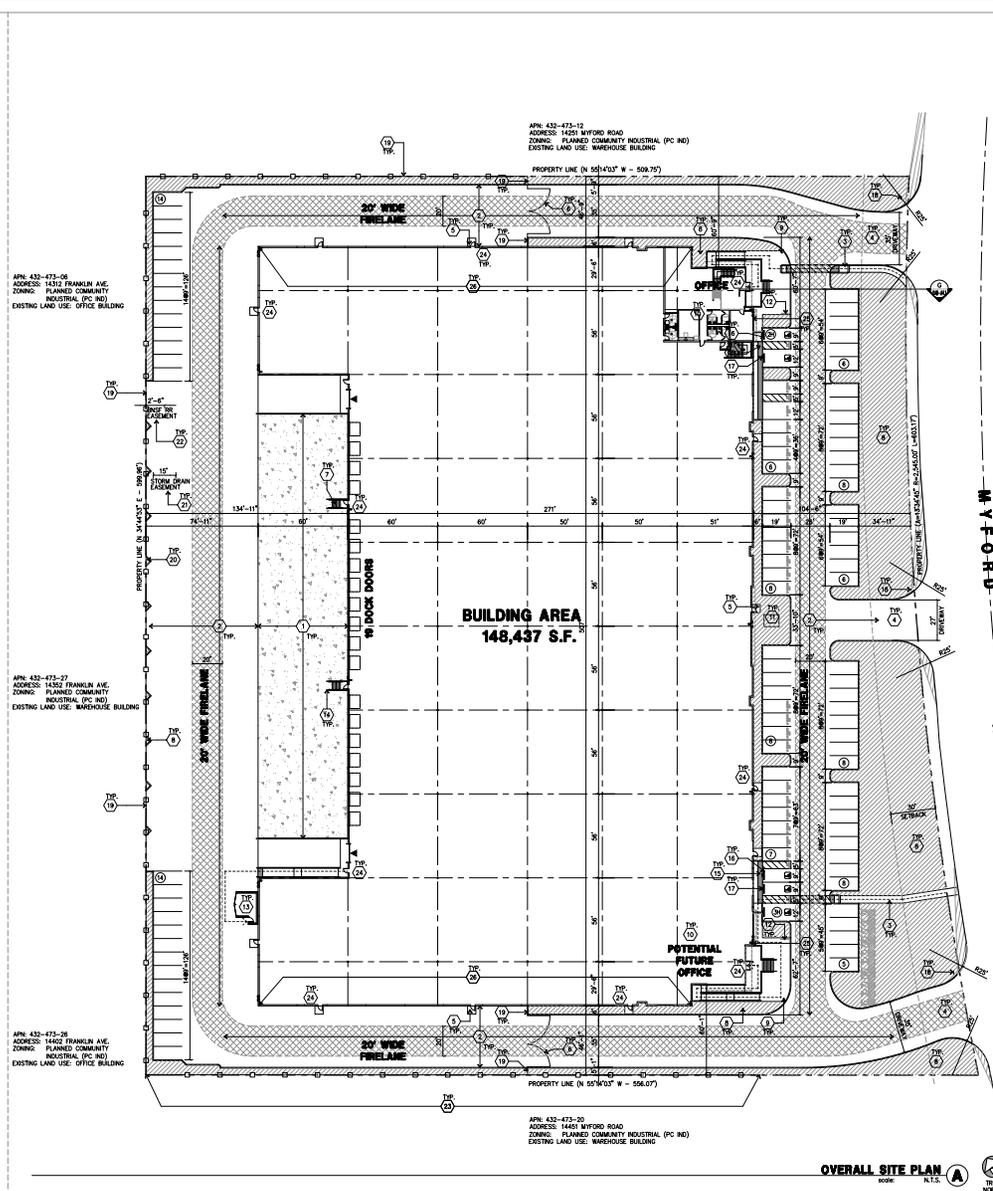
Source: Google Maps, 2022

FIGURE 1: Regional Location Map
 Myford II Project
 Tustin, CA



Source: Google Earth Pro, 2022

FIGURE 2: Project Vicinity Map
Myford II Project
Tustin, CA



SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONC. PAVEMENT.
- 2 PORTLAND CEMENT CONCRETE (PCC)
- 3 CONCRETE WALKWAY
- 4 RECYCLING DRAINWAY APPROX.
- 5 2"-4"X5"-4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TOP. AT ALL EXTERIOR WALKWAYS TO UNPAVED AREAS. FINISH TO BE HEAVY BROOM FINISH. SLOPE TO BE 1/4" TO 1/2" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WITH 1/2" MAX. AS REEL BY CITY HORSESHOE.
- 6 IF MANUAL OPERATED METAL SWING GATE W/ KNOB NO. PAD LOCK PER FIRE DEPARTMENT DETAIL.
- 7 EXTERIOR CONC. SLAB.
- 8 LANDSCAPE. SEE CONCEPTUAL LANDSCAPE PLAN.
- 9 FINISHING AREA. SEE SHEET DAB-441 DETAIL N FOR ADDITIONAL DETAIL.
- 10 ROOFTOP HVAC UNITS TO BE ADEQUATELY VISUALLY SCREENED FROM PUBLIC VIEW (SIZE & LOCATION TBD). ROOF MOUNTED EQUIPMENT FROM SCREENING MINIMUM 2' OF TALLEST PIECE OF EQUIPMENT. SEE SHEET DAB-441, DETAIL G FOR ADDITIONAL DETAIL.
- 11 APPROXIMATE LOCATION OF TRANSFORMER.
- 12 MIKE RACK. SEE SHEET DAB-441 DETAIL I AND J FOR ADDITIONAL DETAILS.
- 13 TRASH ENCLOSURE. SEE DAB-441, DETAIL C.
- 14 CONCRETE FLEED GUARD POST 4" DIA. U.L.O. 42" H.
- 15 TRUNCATED DOME.
- 16 PRE-CAST CONCRETE WHEEL STOP.
- 17 ACCESSIBLE PARKING STALL SIGN.
- 18 ACCESSIBLE DRIVEY SIGN.
- 19 8" IN. NINE STEEL FENCE.
- 20 LANDSCAPE DIAMONDS EVERY 30' O.C. SEE SHEET DAB-441, DETAIL F FOR MORE INFORMATION.
- 21 EXISTING 12" STORM DRAIN EASEMENT IN FAVOR OF CITY OF TUSTIN. SEE CONCEPTUAL GRADING PLAN AND ALTA SURVEY FOR MORE INFORMATION.
- 22 EXISTING 12.50' EASEMENT IN FAVOR OF BNSF RAILWAY APPLICANT CURRENTLY IN PROCESS OF ACQUIRING 14.50' EASEMENT AREA FROM BNSF RAILWAY VIA QUANTUM DEED FOR INCORPORATION INTO PROJECT.
- 23 PROTECT EXISTING IN-TUBE STEEL TRUCK.
- 24 SURVEILLANCE CAMERAS TO BE INSTALLED AT EACH BUILDING ENTRANCE, EXIT PER ALL BUILDING WALLS AND OPENINGS ALONG NORTH AND SOUTH PROPERTY LINES THAT ARE LESS THAN 40' FROM THE PROPERTY LINES SHALL BE 3-HOUR FIRE RATED PER CBC SECTION 507.2.1.

SITE LEGEND

- CONCRETE PAVING
- LANDSCAPE AREA
- ACCESSIBLE PARKING STALL (9'X19')
- ACCESSIBLE PARKING STALL (9'X18')
- ACCESSIBLE PARKING(VAN) STALL (12'X19')
- PROPERTY LINE
- FIRE ACCESS LANE
- STANDARD PARKING STALL (9'X19')
- ACCESSIBLE PARKING STALL (9'X18')
- ACCESSIBLE PARKING(VAN) STALL (12'X19')

TABULATION

SITE AREA (Gross & Net)	
in s.f.	312,560 s.f.
in acres	7.18 ac
BUILDING AREA	
Office 1st Floor	2,750 s.f.
Office 2nd Floor	2,250 s.f.
Warehouse	143,437 s.f.
TOTAL	148,437 s.f.
LOT COVERAGE	
F.A.R.	0.47
AUTO PARKING REQUIRED	
Office: 1250 s.f.	20 stalls
Value: 143,200 @ 113,000 s.f.	20 stalls
2nd 200 @ 112,000 s.f.	10 stalls
above 400 @ 114,000 s.f.	26 stalls
TOTAL	76 stalls
AUTO PARKING PROVIDED	
Standard (9' x 19')	73 stalls
Van Accessible (12' x 19')	2 stalls
Standard Accessible (9' x 19')	3 stalls
EV Capable Van Accessible (12' x 19')	1 stalls
EV Capable Standard Accessible (9' x 19')	1 stalls
EV Capable Space (9' x 19')	17 stalls
EV Capable Space w/chargers (9' x 19')	6 stalls
TOTAL	103 stalls
FORMING ORDINANCE FOR CITY	
Zoning Designation: PC-IND (Planned Community Industrial)	
MAXIMUM BUILDING HEIGHT ALLOWED	
Shall comply w/ the applicable criteria of the FAA (Federal Aviation Agency)	
MAXIMUM BUILDING COVERAGE	
Lot Coverage: 100%	
LANDSCAPE PROVIDED	
in percentage	11.8%
in s.f.	37,004
SETBACKS	
Building	Landscaping
Front / Street side - 30'	30' (Erie Front Setback)
Side - 0'	
Rear - 0'	

OVERALL SITE PLAN
DATE: N.T.S. (North, True, Plan)

PROJECT INFORMATION

Owner / Applicant
BB MYFORD II INDUSTRIAL OWNER LLC
 2442 DUPONT DRIVE
 BOWEN, CA 92617
 TEL: 949-296-2999

Applicant's Representative
HPA, INC.
 1825 BARRETT AVE. - SUITE 100
 IRVINE, CA 92614
 PHONE: (949) 582-1725
 CONTACT: JOELIAN WAIN

Address of the property
 1431 MYFORD ROAD
 TUSTIN, CA 92680

Assessor's Parcel Number
 432-473-13
 432-403-10

Code Analysis
 2022 CALIFORNIA BUILDING CODE
 2022 CALIFORNIA ELECTRICAL CODE
 2022 CALIFORNIA FIRE ALARMS (ELECTRONIC)
 2022 CALIFORNIA GREEN BUILDING STANDARDS
 2022 CALIFORNIA ENERGY CODE

Land Use/Zoning
 CONCRETE 12.1R (WAREHOUSE)
 LAND USE: PLANNED COMMUNITY COMMERCIAL BUSINESS (PC COMMERCIAL/BUSINESS)
 ZONING: PLANNED COMMUNITY INDUSTRIAL (PC IND)

BUILDING OCCUPANCY: S-U/R
 CONSTRUCTION TYPE: II-B
 FIRE SPRINKLER (ELECTRONIC): YES-E5F8
 ACTUAL AREA: 148,437 S.F.
 ALLOWABLE AREA (GRADE): B = 70,000 S.F.
 ALLOWABLE STORIES: 2 STORY

0006 ANALYSIS - BASED ON 2022 CBC
 CONCRETE 12.1R (WAREHOUSE)
 ACTUAL HEIGHT: 36'-6" TO 47'-6"
 ACTUAL STORY: 1
 ALLOWABLE STORIES: 2 STORY

AERIAL MAP



LEGAL DESCRIPTION

1431 MYFORD ROAD, TUSTIN, CALIFORNIA

PARCEL A:
 LOT 4 OF TRACT NO. 8603, AS PER MAP RECORDED OCTOBER 31, 1974 IN BOOK 349 OF MISCELLANEOUS MAPS, PAGES 35 TO 37, INCLUDING, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY, CAD-0961.

EXCEPT ALL OIL, GAS RIGHTS, MINERAL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBONS BY WHATEVER NAME KNOWN, GEOPHYSICAL, DETAIL AND ALL PRODUCTS DERIVED FROM ANY OF THE FOREGOING, THAT MAY BE WITHIN OR UNDER THE PARCELS OF LAND HEREMANDE DESCRIBED, TOGETHER WITH THE PERPETUAL RIGHT OF DRILLING, MINING, EXPLORE AND OPERATING THEREON AND REMOVING THE SAME FROM SAID LAND OR ANY OTHER LAND, INCLUDING THE RIGHT TO WHETSTOCK OR DIRECTIONALLY DRILL AND WIRE FROM LANDS OTHER THAN THOSE HEREMANDE DESCRIBED, AND TO BOTTOM SUCH WHETSTOCKS OR DIRECTIONALLY DRILL AND WIRE THROUGH OR ACROSS THE SURFACE OF THE LAND HEREMANDE DESCRIBED, AND TO BOTTOM SUCH WHETSTOCKS OR DIRECTIONALLY DRILL AND WIRE THROUGH OR ACROSS THE SURFACE OF THE LAND HEREMANDE DESCRIBED, AND TO REPAIR, MAINTAIN, REPAIR, REOPEN AND OPERATE ANY SUCH WELLS OR MINES, WITHOUT, HOWEVER, THE RIGHT TO DRILL, WIRE, STORE, CORNER OR OPERATE THROUGH THE SURFACE OF THE UPPER 500 FEET OF THE SUBSURFACE OF THE LAND HEREMANDE DESCRIBED, AS RESERVED IN THE DEED FROM THE WYOME COMPANY, A MERGAS CORPORATION, SUCCESSOR BY MERGER WITH IRVINE INDUSTRIAL CORP., A CORPORATION, RECORDED FEBRUARY 21, 1978 IN BOOK 12570, PAGE 1299 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA.

APR 432-473-13

PARCEL B:
 AN APPURTENANT EASEMENT FOR VEHICULAR INGRESS, EGRESS AND DRIVEWAY PURPOSES OVER THAT PORTION OF LOT 5 OF TRACT NO. 8603, AS SHOWN ON A MAP RECORDED OCTOBER 31, 1974 IN BOOK 349 OF MISCELLANEOUS MAPS, PAGES 35 TO 37, INCLUDING, RECORDS OF ORANGE COUNTY, CALIFORNIA, AS CREATED BY AND ENTERED IN THAT CERTAIN GRANT OF EASEMENT RECORDED MARCH 26, 1980 IN BOOK 13249, PAGE 1833 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY, CALIFORNIA.

APR 432-473-19

1431 MYFORD ROAD, TUSTIN, CALIFORNIA

PARCEL A:
 LOT 5 OF TRACT NO. 8603, AS SHOWN ON A MAP RECORDED OCTOBER 31, 1974 IN BOOK 349 OF MISCELLANEOUS MAPS, PAGES 35 TO 37, INCLUDING, IN THE RECORDS OF ORANGE COUNTY, CALIFORNIA.

APR 432-473-19

EXCEPT ALL OIL, GAS RIGHTS, MINERAL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBONS BY WHATEVER NAME KNOWN, GEOPHYSICAL, DETAIL AND ALL PRODUCTS DERIVED FROM ANY OF THE FOREGOING, THAT MAY BE WITHIN OR UNDER THE PARCELS OF LAND HEREMANDE DESCRIBED, TOGETHER WITH THE PERPETUAL RIGHT OF DRILLING, MINING, EXPLORE AND OPERATING THEREON AND REMOVING THE SAME FROM SAID LAND OR ANY OTHER LAND, INCLUDING THE RIGHT TO WHETSTOCK OR DIRECTIONALLY DRILL AND WIRE FROM LANDS OTHER THAN THOSE HEREMANDE DESCRIBED, AND TO BOTTOM SUCH WHETSTOCKS OR DIRECTIONALLY DRILL AND WIRE THROUGH OR ACROSS THE SURFACE OF THE LAND HEREMANDE DESCRIBED, AND TO REPAIR, MAINTAIN, REPAIR, REOPEN AND OPERATE ANY SUCH WELLS OR MINES, WITHOUT, HOWEVER, THE RIGHT TO DRILL, WIRE, STORE, CORNER OR OPERATE THROUGH THE SURFACE OF THE UPPER 500 FEET OF THE SUBSURFACE OF THE LAND HEREMANDE DESCRIBED, AS RESERVED BY THE WYOME COMPANY IN DEED RECORDED JANUARY 19, 1978 IN BOOK 12530, PAGE 1674 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA.

ALSO EXCEPTING CERTAIN OIL AND MINERAL RIGHTS, WITHOUT, HOWEVER, THE RIGHT TO DRILL, WIRE, STORE, EXPLORE OR OPERATE THROUGH THE SURFACE OF THE UPPER 500 FEET OF THE SUBSURFACE OF SAID LAND, AS RESERVED BY THE WYOME COMPANY IN DEED RECORDED APRIL 25, 1974 IN BOOK 11724, PAGE 284 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA.

ALSO EXCEPTING THEREFROM ANY AND ALL WATER, RIGHTS OR INTERESTS THEREIN, NO MATTER HOW ACQUIRED BY GRANTOR, AND OWNED BY SAID GRANTOR IN CONNECTION WITH OR WITH RESPECT TO THE LAND, MINERALS, SUCH RIGHTS SHALL BE RESERVED TO GRANTOR, APPURTENANT TO THE SURFACE OF THE LAND IN THE EXERCISE OF SUCH RIGHTS AS RESERVED BY THE WYOME COMPANY IN DEED RECORDED JANUARY 19, 1978 IN BOOK 12530, PAGE 1674 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA.

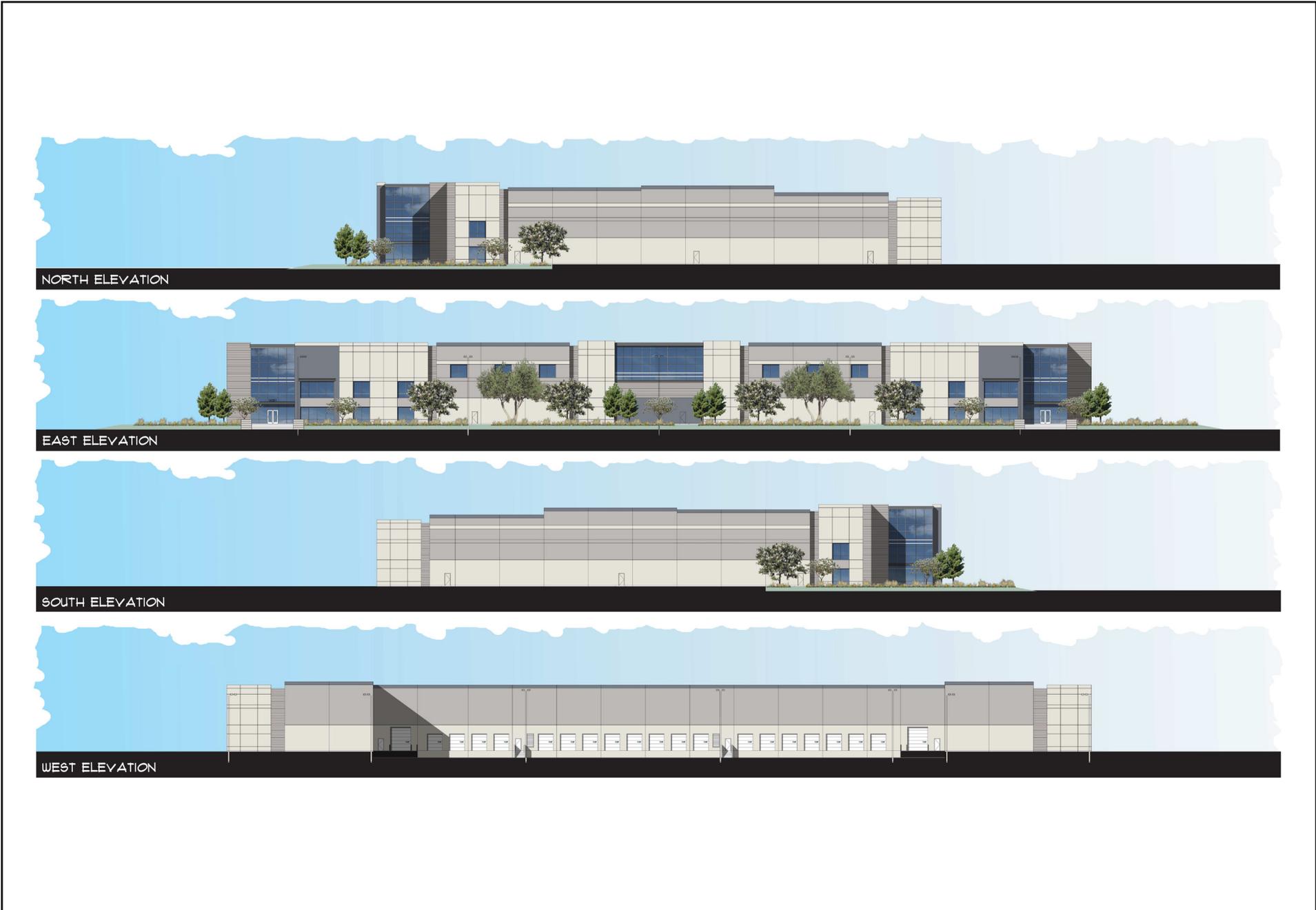
PARCEL B:
 AN APPURTENANT EASEMENT FOR VEHICULAR INGRESS, EGRESS AND DRIVEWAY PURPOSES OVER THAT PORTION OF LOT 4 OF TRACT NO. 8603, AS SHOWN ON A MAP RECORDED OCTOBER 31, 1974 IN BOOK 349 OF MISCELLANEOUS MAPS, PAGES 35 TO 37, INCLUDING, RECORDS OF ORANGE COUNTY, CALIFORNIA, AS CREATED BY AND ENTERED IN THAT CERTAIN GRANT OF EASEMENT RECORDED MARCH 26, 1980 IN BOOK 13249, PAGE 1833 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY, CALIFORNIA.

APR 432-473-13

Source: HPA Architecture

FIGURE 3: Site Plan
 Myford II Project
 Tustin, CA





Source: HPA Architecture

FIGURE 4: Conceptual Elevations
Myford II Project
Tustin, CA



PLANTING LEGEND

TREES	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
		<i>Cercidium 'Desert Museum'</i> Blue Palo Verde	24" Box 36" Box	5	L	Multi
		<i>Chilopsis linearis</i> Desert Willow	24" Box	7	L	Multi
		<i>Chilopsis baskiniana</i> Chispa	24" Box	9	L	Standard
		<i>Rhus lancea</i> African Sumac	24" Box	9	L	Standard
		<i>Trochodendron</i> Briarbane Box	15 Gal	65	M	Standard

SHRUBS	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
		<i>Acacia yellowiana</i> Pineapple Gum	5 Gal	0	M	3' OC 2' from hardscope
		<i>Callistemon 'The John'</i> Dwarf Bottle Brush	5 Gal	0	M	3' OC 2' from hardscope
		<i>Dianella tasmanica</i> Dianella	5 Gal	0	M	3' OC 2' from hardscope
		<i>Delonix bicolor</i> Fountain Lily	5 Gal	0	M	3' OC 2' from hardscope
		<i>Ligustrum 'Texanum'</i> Texas Privet	5 Gal	0	M	3' OC 2' from hardscope
		<i>Rosmarinus n. 'Tuscan Blue'</i> Rosemary	5 Gal	0	L	2' from hardscope 4' OC
		<i>Salvia 'Allen Chickering'</i> Allen Chickering Sage	5 Gal	0	L	2' from hardscope
		<i>Salvia greggii</i> Austin Sage	5 Gal	0	L	2' from hardscope
		<i>Salvia leucantha</i> Mexican Sage	5 Gal	0	L	3' OC 2' from hardscope
		<i>Westringia 'Fulcoana'</i> Coast Rosemary	5 Gal	0	L	2' from hardscope
		<i>Westringia 'Grey Box'</i> West Coast Rosemary	5 Gal	0	L	2' from hardscope

ACCENTS	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
		<i>Agave 'Blue Flame'</i> Blue Flame Agave	5 Gal	0	L	
		<i>Agave 'Blue Glow'</i> Blue Glow Agave	5 Gal	0	L	
		<i>Aloe maculata</i> Soap Aloe	5 Gal	0	L	
		<i>Aloe striata</i> Coral Aloe	1 Gal	0	L	
		<i>Hesperaloe parviflora</i> Red Yucca	5 Gal	0	L	

GROUNDCOVER	SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
		<i>Carex m. 'Orion Carpet'</i> Prostrate Natal Plum	1 Gal	36" O.C.	M	
		<i>Hemerocallis hybridus</i> -Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
		<i>Lantana 'Gold Mount'</i> Yellow Lantana	1 Gal	36" O.C.	L	
		<i>Lonicera 'Yellow'</i> Hall's Honeyuckle	1 Gal	48" O.C.	L	
		<i>Rosmarinus n. 'Huntington Carpet'</i> Prostrate Rosemary	1 Gal	48" O.C.	L	
		<i>Sedum autumnale</i> Moor Grass	1 Gal	18" O.C.	M	Grass
		<i>Trachypogon junceoides</i> Star Grass	1 Gal	24" O.C.	M	

Total Parking Spaces = 103. Trees Required at 1 Tree per 5 spaces.
 Trees Required in Parking Area (Outside Truck Court, Excluding Front Setback) = 21
 Trees Provided in Parking Area (Outside Truck Court, Excluding Front Setback) = 118
 Interior lot lines total +/- 1,606 linear feet. Trees required at 1 tree per 30' O.C.
 Trees Required along Interior Property Lines = 54
 Trees Provided along Interior Property Lines = 54

NOTE: All proposed trees on the project site will be a minimum size of 15 gallons, in accordance with City requirements.
 WQMP: On-site water treatment per Conceptual Grading Plan & WQMP.

TABULATION

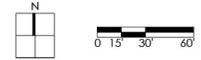
SITE AREA: 312,560 SF
 BUILDING AREA: 148,437 SF
 TOTAL LANDSCAPING PROVIDED: 37,004 SF
 TOTAL PARKING LOT AREA: 274,355 SF
 LANDSCAPING PROVIDED WITHIN PARKING LOT AREA: 13,718 SF (5.00%)
 LANDSCAPING PROVIDED WITHIN PARKING LOT AREA: 18,913 SF (6.89%)

WATER EFFICIENT LANDSCAPE WORKSHEET (MWEEL)

45.6

Reference Evapotranspiration Rate (Eto):

Hydrozone / Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (LA)	ETAF x Area	Estimated Annual Water Use (EAWU) (Gallons per Year)	Estimated Annual Water Use (EAWU) (Acres feet per Year)	
Regular Landscape Areas									
Low Groundcover & Shrubs	0.2	Drip	0.81	0.25	30,000	2,400	76,696	0.24	
Med Groundcover & Shrubs	0.4	Drip	0.81	0.5	4,204	2,102	64,466	0.20	
Low Groundcover	0.2	Drip	0.81	0.2	22,600	5,580	173,334	0.53	
Low/Med Trees	0.4	Bubbler	0.75	0.53	200	107	3,313	0.01	
Totals							37,004	18,132	
Estimated Annual Water Use (EAWU) Total							317,829	0.98	
Maximum Allowed Water Allowance (MAWA)							796,572	2.44	
Special Landscape Areas									
Hydrozone 1	1	-	-	-	-	-	-	0.00	
Hydrozone 2	1	-	-	-	-	-	-	0.00	
Hydrozone 3	1	-	-	-	-	-	-	0.00	
Totals							-	-	
EAWU Total							-	0.00	
Maximum Allowed Water Allowance (MAWA)							-	0.00	
ETAF Calculations									
Regular Landscape Areas							Irrigation Efficiency		
Total ETAF x Area	30,212						Drip Irrigation	0.81	
Total Area	37,004						Overhead Spray	0.75	
Average ETAF	0.279013						Bubbler	0.75	
All Landscape Areas									
Total ETAF x Area	30,212								
Total Area	37,004								
Sitewide ETAF	0.279013								



Myford II Project

22-044
 04.15.22
 05.14.22
 07.22.22

B8 Myford II Industrial Owner LLC

14321 & 14351 Myford Road, Tustin, California



HUNTER LANDSCAPE
 711 FEE ANA STREET PLACENTIA, CA 92870
 714.986.2400 FAX 714.986.2408

Source: Hunter Landscape

FIGURE 5: Conceptual Landscape Plan
 Myford II Project
 Tustin, CA



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3.0 INITIAL STUDY CHECKLIST

1. Project title:

Myford II Project

2. Lead agency name and address:

City of Tustin
300 Centennial Way
Tustin, CA 92780

3. Contact person and phone number:

Leila Carver, Senior Planner Consultant
(714) 573-3126

4. Project location:

The project site is in the City of Tustin, in Orange County, approximately 0.3 miles west of SR 261 and approximately 0.7 miles west of the I-5 freeway. The City of Irvine is located directly east of the project site across Myford Road. The project site is currently improved with two industrial/office buildings (81,008 and 55,090 square feet), surface parking and landscaping. (APNs) 432-473-13 and 432-473-19.

5. Project applicant's/sponsor's name and address:

Michael Sizemore
c/o B8 Myford II Industrial Owner LLC
2442 Dupont Drive
Irvine, CA 92612

6. General Plan designation:

Current: Planned Community Commercial/Business (PCCB)

Proposed: No change.

7. Zoning designation:

Current: Planned Community Industrial (PC IND)

Project Proposes: No change.

8. Other public agencies whose approval is required:**Table 3: Other Permits and Approvals**

Agency	Permit or Approval
Tustin Building Division	Demolition Permits, Grading Permits, Building Permits.
Tustin Planning Commission	Tentative Parcel Map (TPM) approval, Design Review (DR) approval, and Mitigated Negative Declaration (MND) approval.
Tustin Engineering Division	Encroachment Permits, Storm Drain Connection Approval, Final Parcel Map approval.
Fire Protection District	Building Plan check and approval. Review for compliance with 2022 California Fire Code, 2022 California Building Code, California Health & Safety Code and Tustin Municipal Code. Plans for fire detection and alarm systems, and automatic sprinklers.
Irvine Ranch Water District (IRWD)	Letter of authorization/consent for proposed improvements to provide water supply connection and sewer connection to new development.
Southern California Edison Company (SCE)	Letter of authorization/consent for proposed improvements to provide electrical supply connection to new development.

9. Project summary:

The proposed project consists of a concrete tilt-up warehouse distribution building of approximately 148,437 square feet including 143,437 square feet of warehouse space, 5,000 square feet of office space on two levels, 103 parking stalls, and 37,004 square feet of landscaping on approximately 7.18 acres of land. The warehouse project would include an approximately 5,000-square foot two-story office area, with associated facilities and improvements such as a perimeter fencing, parking, on-site and perimeter landscaping, lighting, and exterior sidewalks. The proposed industrial warehouse building would be oriented with the nineteen (19) dock doors located on the western side of the building (opposite Myford Road), with a maximum height of approximately 47'-6". The proposed project would have a Lot Coverage of 46.8%, a FAR of 0.475, a minimum 30-foot landscaped front (street side) setback, and a minimum 10-foot side setback, all in accordance with the City's applicable development standards. Vehicular access provisions for the project site would consist of three full-movement, 27' to 35' wide driveways on Myford Road. Passenger vehicles would have the option to access the project site via any of the three project driveways, while trucks would access the project site at either the southerly or northerly 35-foot wide driveways. The project is described in greater detail in Section 2.0, *Description of the Proposed Project*, of this Initial Study.

10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to PRC Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's (NAHC) Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

The City has begun the Assembly Bill (AB) 52 tribal consultation. On June 29, 2022, the City initiated tribal consultation with interested California Native American tribes consistent with AB52. The City requested consultation from the following tribes:

1. Campo Band of Diegueno Mission Indians
2. Ewiiapaayp Band of Kumeyaay Indians
3. Gabrieleño Band of Mission Indians – Kizh Nation
4. Gabrieleno/Tongva San Gabriel Band of Mission Indians
5. Gabrielino/Tongva Nation
6. Gabrielino Tongva Indians of California Tribal Council
7. Gabrielino-Tongva Tribe
8. Juaneño Band of Missions Indians, Acjachemen Nation – Belardes
9. La Posta Band of Diegueno Mission Indians
10. Manzanita Band of Kumeyaay Nation
11. Mesa Grande Band of Diegueno Mission Indians
12. Pala Band of Mission Indians
13. Santa Rosa Band of Cahuilla Indians
14. Soboba Band of Luiseno Indians
15. Sycuan Band of the Kumeyaay Nation

Gabrieleño Band of Mission Indians – Kizh Nation responded to the City's letter and requested consultation and specific mitigation measures, as shown in Section 4.18, *Tribal Cultural Resources*. The balance of the consulted tribes did not respond. Refer to Section 4.18, *Tribal Cultural Resources* of this document for additional information.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--------------------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

On the basis of this initial evaluation (check one):

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

Signature

Date

4.0 ENVIRONMENTAL ANALYSIS

AESTHETICS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Regional Context

The City of Tustin is in central Orange County (County). The City is located on both the coastal plain and in the Santiago Foothills. I-5 bisects the City into north and south; and the SR 55 divides the westerly portion of the City. The City is comprised of commercial, industrial, and residential developments and encompasses approximately 11.08 square miles, including the City’s Sphere of Influence (SOI). Of this land area, 11,145 acres (3,954 acres in the SOI) are designated for industrial uses. Tustin is bordered by the City of Orange and unincorporated County of Orange areas to the north; the City of Irvine to the south; the City of Irvine and unincorporated County of Orange territory to the east; and the City of Santa Ana to the west.

Project Site

The project site consists of two lots fronting onto Myford Road and is located in an infill industrial and commercial area. The project site is bounded by commercial and industrial buildings to the north and west, an industrial warehouse building site to the south, and Myford Road to the east. The southernmost lot features an approximately 81,008 square foot office building and the northernmost features industrial building with a footprint of approximately 55,090 square feet.

On-site vegetation consists of landscaped ornamental vegetation found on the perimeter of the project site and along the parking aisles. No natural habitats exist on-site.

Scenic Views

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The General Plan does not officially designate any scenic vistas near the project site.

A wide variety of natural and open space resources are found in Tustin due to its location on both the coastal plain and in the Santiago Foothills. Views of the Pacific Coast and Saddleback Mountains are visible from hillside areas.

Scenic Resources within Scenic Highways

Scenic highways and routes are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value. The purpose of the California Scenic Highway Program, which was established in 1963, is to “Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.” This program provides guidance for signage, aesthetics, grading, and screening to help maintain the scenic value of the roadway. No highways within the City are eligible or officially designated state or county scenic highways. The closest State designated scenic highway is a portion of State Route (SR-1) that is approximately 8.5 miles southwest of the project site.¹ Therefore, the provisions of the California Scenic Highway Program do not apply.

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

Less Than Significant Impact. The project site is located approximately four miles west of the Santa Ana Mountains and approximately 40 miles south of the San Gabriel Mountains. Additionally, the project site is surrounded by industrial developments; the closest residential uses are located approximately 1,600 feet (0.30 miles to the northwest). Therefore, the project would not compromise viewsheds in the vicinity. Because of the vast distance to prominent scenic features in the area and the lack of impact to viewsheds, in particularly residential uses, impacts associated with scenic vistas would be less than significant.

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

No Impact. As described above, no highways within the City are eligible or officially designated state or county scenic highways. The closest Officially Designated State Scenic Highway is a portion of SR-1 that is approximately 8.5 miles southwest of the project site.

¹ California Department of Transportation (DOT). California Scenic Highways. Retrieved from <https://www.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=f0259b1ad0fe4093a5604c9b838a486a>. Accessed March 16, 2022.

Therefore, the proposed project would not substantially damage scenic resources within a State Scenic Highway. No impact would occur.

- c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

No Impact. The project site is located in an urbanized area consisting of predominately industrial and commercial uses. The project site consists of two industrial/office buildings (81,008 and 55,090 square feet), ancillary auto parking lot, and landscaping. The project site is surrounded by industrial developments and no residential dwelling units exist on-site or in the vicinity. The project would replace the existing industrial/office buildings with a warehouse distribution building. The two (2) existing buildings located on the project site range in height of 25 to 30 feet. The proposed warehouse building would include an approximate height of 47'-6".

Consistent with the Irvine Industrial Complex Planned Community District Regulations, the proposed project would have a FAR of 0.475, a minimum 30-foot landscaped front (street side) setback, and a minimum 10-foot side setback. Landscaping would cover approximately 37,004 square feet of the project site, which equates to approximately 11.8 percent of the site area and would be installed in all areas not devoted to the building, parking, and traffic. The project would be required to provide a minimum of 76 parking stalls, and would provide 103 parking stalls. Although the visual character of the project site would change slightly due to the increased height, size, and siting of the proposed warehouse distribution building, the project would be consistent with the land use and zoning identified for the project site (see Section 4.11, *Land Use and Planning*). Further, the project would be consistent with the Irvine Industrial Complex Planned Community District Regulations which provide standards for site density, setbacks, building height, landscaping, and other features related to the character of the project. Accordingly, the change in visual character would be consistent with the applicable zoning and other regulations governing scenic quality. No impact would occur.

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

Less Than Significant Impact. Existing sources of light and glare in the immediate project area include streetlights and outdoor safety and security lighting associated with adjacent developments.

Short-Term Construction Impacts

In accordance with Section 4617(e) of the City's Municipal Code, project construction activity would be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. Saturdays, excluding city observed federal holidays (unless

otherwise approved by the City of Tustin). Nighttime lighting would not be provided until the project is operational. Therefore, no short-term impacts associated with light and glare would occur.

Long-Term Construction Impacts

The project would include the implementation of on-site safety and security lighting. Consistent with Section 9271 of the City's Municipal Code, all outdoor lighting would be designed so as to minimize impacts from light pollution including light trespass and glare to minimize conflict caused by unnecessary illumination. Further, all outdoor lighting fixtures that would be used to illuminate the premises, architectural features or landscape features would be directed, shielded, or located in such a manner that the light source would not be directed off-site. Thus, all exterior lighting would be directed or shielded to prevent light trespassing onto nearby properties. Additionally, the project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced to the project site, the project would not be a source of glare in the project area. Therefore, long-term impacts associated with light and glare would be less than significant.

Cumulative Impacts

The potential aesthetic impacts related to views and aesthetics are generally site specific. As discussed above, project-related impacts to scenic vistas would be less than significant, and the proposed project would not result in any impacts to on-site visual resources because there are none. In addition, the proposed project would also be consistent with the land use and development regulations contained in pertinent planning documents. Lighting and sources of glare, while not always site-specific, would be consistent with the majority of the surrounding urban area and would be used during similar hours as surrounding uses. While the proposed project in conjunction with past, present, and reasonably foreseeable development would change the appearance of the site and surrounding area, future development projects would be expected to be conditioned to follow applicable local planning and design guidelines regarding building design including materials, coloration, and landscaping. Therefore, aesthetic impacts are not expected to be cumulatively considerable and impacts would be less than significant.

AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Agricultural Resources

The project site was used historically for agricultural uses prior to 1938. The site has not had active agricultural uses/operations since at least 1979-1980, when the project site was developed with the two existing industrial/office buildings.^{2,3} According to the California Department of Conservation Important Farmland Map, the project site is designated as Urban and Built-Up Land. The nearest designated area designated as either Prime Farmland, Unique Farmland, or Farmland

² Avocet Environmental, Inc. (2022). *Phase I Environmental Site Assessment for 14321 Myford Road.*

³ Avocet Environmental, Inc. (2022). *Phase I Environmental Site Assessment for 14351 Myford Road.*

of Statewide Importance is located approximately 2.7 miles to the east.⁴ Additionally, the project site is not subject to a Williamson Act Contract.⁵

Forestry Resources

The project site consists of two lots fronting onto Myford Road and is surrounded by existing development. The southernmost lot features an approximately 81,008 square foot office building with a footprint of and the northernmost features industrial building with a footprint of approximately 55,090 square feet. On-site vegetation consists of landscaped ornamental vegetation found on the perimeter of the project site and along the parking aisles. No natural habitats exist on-site.

The project site does not meet the definition of lands designated as forestland or timberland as defined by PRC Sections 12220(g), 4526, and 51104(g).

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*
- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*
- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact (a-e). As stated above, the project site is not currently used for agricultural purposes and has not been used for agricultural uses/operations since at least 1980. The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-farmland; the project site is not subject of a Williamson Act Contract. The project site is located in the Planned Community Industrial PC IND zone. Implementation of the project would not conflict with an existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). Further, the project would not involve any changes in the existing environment which, due to their location or nature, could result in

⁴ California Department of Conservation. (2022). California Important Farmland Finder. Retrieved from <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed March 2, 2022.

⁵ County of Orange. (2012). Orange County General Plan, Resources Element. Retrieved from <https://ocds.ocpublicworks.com/sites/ocpwoocds/files/import/data/files/40235.pdf>. Accessed March 17, 2022.

conversion of Farmland, to non-agricultural uses or conversion of forest land to non-forest uses. No impacts related to the loss of farmland would occur.

Cumulative Impacts

The potential impacts related to agricultural and forestry resources are typically site specific and site specific BMPs are implemented at the proposed project level. The project site is not currently used for agricultural purposes and has not been used for agricultural uses/operations since at least 1980. The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-farmland; the project site is not subject of a Williamson Act Contract. Thus, the proposed project would have no impact on agricultural and forestry resources. Therefore, the proposed project would not contribute to a cumulatively considerable impact in the conversion of Farmland to non-farmland.

AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X

An Air Quality Assessment was prepared for the proposed project by Kimley-Horn and Associates in May 2022. This report is summarized below and are included as **Appendix A** of this Initial Study.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e. chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or

illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

California Air Resources Board (CARB) identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the South Coast Air Basin (SCAB) that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the project that monitors ambient concentrations of these pollutants is the Anaheim Pampas Lane Monitoring Station (located approximately 9.75 miles to the northwest). Local air quality data from 2018 to 2020 are provided in **Table 1: Project Building Summary**, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 4: Ambient Air Quality Data

Criteria Pollutant	2018	2019	2020
Ozone (O₃)¹			
1-hour Maximum Concentration (ppm)	0.112	0.096	0.142
8-hour Maximum Concentration (ppm)	0.071	0.082	0.097
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	-	-	-
NAAQS 8-hour (>0.070 ppm)	0	1	6
Carbon Monoxide (CO)¹			
1-hour Maximum Concentration (ppm)	2.31	2.44	2.31
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)¹			
1-hour Maximum Concentration (ppm)	0.066	0.059	0.071
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)¹			
National 24-hour Maximum Concentration	94.6	127.6	74.8
State 24-hour Maximum Concentration	94.6	127.1	74.5
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	0	0
CAAQS 24-hour (>50 µg/m ³)	2	4	5
Particulate Matter Less Than 2.5 Microns (PM_{2.5})¹			
National 24-hour Maximum Concentration	63.1	36.1	60.2
State 24-hour Maximum Concentration	68.0	37.1	64.8
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	7	4	12
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m ³ = micrograms per cubic meter; – = not measured			
¹ Measurements taken at the Anaheim-Pampas Lane Monitoring at 1630 W. Pampas Lane, Anaheim, California 92802 (CARB#30178)			
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution, more so than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers,

convalescent centers, and retirement homes. The nearest residential community is located approximately 1,600 feet to the northwest along Tustin Ranch Road.

Methodology

This air quality impact analysis considers construction and operational impacts associated with the project. Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with project construction would generate emissions of criteria air pollutants and precursors. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD. Where criteria for air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

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

Less Than Significant Impact. As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The project would not exceed the assumptions in the AQMP or increments based on the years of the project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS).

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 5: Construction-Related Emissions** and **Table 6: Long-Term Operational Emissions**, the project would not exceed construction or operation emission standards. Therefore, the project would not contribute to an existing air quality violation. Thus, the project is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The project is consistent with the land use designation and development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, the project is consistent with the second criterion.

Based on these criteria, the project would not conflict with or obstruct implementation of the AQMP.

- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less Than Significant Impact.

Construction Emissions

Construction associated with the project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include O₃-precursor pollutants (i.e. ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction

activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction activities associated with the project are estimated to be completed within 1 year. Construction-generated emissions associated with the project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix A** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the project are summarized in **Table 5: Construction-Related Emissions**.

Table 5: Construction-Related Emissions

Construction Year	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 1 (2024)	23.92	27.21	23.19	0.05	9.82	5.50
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>55</i>	<i>150</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No adjustments were applied to equipment exhaust. Refer to Appendix A for Model Data Outputs.						
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the project and were applied in CalEEMod to minimize fugitive dust emissions. As identified in Section 2.0, *Description of Proposed Project*, PDF AQ-A requires the implementation of Rule 402 and 403 dust control techniques to minimize PM₁₀ and PM_{2.5} concentrations. This Project Design Feature would be required to ensure compliance with SCAQMD Rules and Regulations, which would be verified and enforced through the City's development review process.

Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. As required by law, all architectural coatings for the project structures would comply

with SCAQMD Rule 1113. PDF AQ-B requires implementation of Rule 1113 which limits the VOC content of paint to 50 grams per liter or less. Compliance with PDF AQ-B would be required to ensure compliance with SCAQMD Rules and Regulations, which would be verified and enforced through the City's development review process.

As shown in **Table 5**, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the project would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Framework subsection above and required by PDFs AQ-A and AQ-B.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the project are summarized in **Table 6: Long-Term Operational Emissions**. Note that emissions rates differ from summer to winter because different weather patterns affect pollutant mixing, dispersion, O₃ formation, and other factors. **Table 6** also provides the emissions associated with operations of the two existing industrial/office buildings totaling approximately 136,098 square feet. As shown in **Table 6**, the operational project emissions are below the SCAQMD's thresholds, and therefore impacts would be less than significant.

Area Source Emissions

Area source emissions would be generated due to on-site equipment, architectural coating, and landscape maintenance equipment that were previously not present on the site. As shown in **Table 6**, the net area source emissions from the project represent a de minimis impact relative to the SCAQMD thresholds for each of the criteria pollutants analyzed. Therefore, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, impacts associated with operational air quality related specifically to area source emissions would be less than significant.

Energy Source Emissions

Energy source emissions would be generated due to electricity and natural gas usage associated with the project. Primary uses of electricity and natural gas by the project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in **Table 6**, net energy source emissions from the project represent a de minimis impact relative to the SCAQMD thresholds for each of the criteria pollutants analyzed. As such, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, impacts associated with operational air quality related specifically to energy source emissions would be less than significant.

Off-Road Equipment

Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. For this project it was assumed that the warehouses would include three forklifts and one yard truck per SCAQMD data.⁶

Emergency Backup Generators

As the Project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with this equipment were included to be conservative. Emissions from an emergency backup generator for each warehouse building were calculated separately from CalEEMod; refer to Appendix A. However, CalEEMod default emissions rates were used. If backup generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

⁶ SCAQMD, *High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results*, June 2014.

Table 6: Long-Term Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Existing Conditions						
Area ¹	3.12	0.00	0.03	0.00	0.00	0.00
Energy ¹	0.04	0.36	0.30	0.00	0.03	0.03
Mobile ¹	2.95	3.26	30.36	0.07	8.04	2.18
Total Emissions¹	6.11	3.62	30.69	0.08	8.07	2.20
Proposed Project						
Summer Emissions						
Area	3.39	0.00	0.03	0.00	0.00	0.00
Energy	0.02	0.16	0.14	0.00	0.01	0.01
Mobile	2.51	5.83	25.45	0.08	7.20	1.98
Off-Road – Forklifts	0.41	3.91	5.13	0.01	0.22	0.21
Off-Road – Yard Trucks	0.14	4.69	32.56	0.00	0.06	0.05
Backup Generator	1.69	4.71	4.30	0.01	0.25	0.25
Total Emissions	8.16	19.30	67.61	0.10	7.74	2.50
Winter Emissions						
Area	3.39	0.00	0.03	0.00	0.00	0.00
Energy	0.02	0.16	0.14	0.00	0.01	0.01
Mobile	2.50	16.14	25.20	0.08	7.20	1.98
Off-Road – Forklifts	0.41	3.91	5.13	0.01	0.22	0.21
Off-Road – Yard Trucks	0.14	4.69	32.56	0.00	0.06	0.05
Backup Generator	1.69	4.71	4.30	0.01	0.25	0.25
Total Emissions	8.15	29.61	67.36	0.10	7.74	2.50
Net Emissions						
Existing Conditions	6.11	3.62	30.69	0.08	8.07	2.20
Proposed Project ¹	8.16	29.61	67.61	0.10	7.74	2.50
Net Change	2.05	25.99	36.92	0.02	-0.33	0.30
SCAQMD Significance Thresholds	55	55	550	150	55	150
Exceed thresholds?	No	No	No	No	No	No
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						
Note: Total values are from CalEEMod and may not add up 100% due to rounding.						
1. The highest values between summer and winter results were used as a worst case scenario						

Mobile Sources

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation within the project Trip Generation and Vehicle Miles Traveled (VMT) Memorandum (see **Appendix H**) and incorporated into CalEEMod as recommended by the SCAQMD. Per the project Trip Generation and VMT Memorandum, using the High-Cube Fulfillment Center Warehouse

trip generation rate (Institute of Transportation Engineers [ITE] code 155) the project would generate 956 daily vehicle trips (928 passenger cars and 28 trucks). Additionally, the existing industrial/office uses are currently estimated to generate 1,066 (non-passenger car equivalent) daily trips. When deducted, the trips generated by the project results in a decrease of 110 daily trips.

As shown in **Table 6**, net mobile source emissions would be below SCAQMD thresholds for each of the criteria pollutants analyzed. As such, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, impacts associated with operational air quality related specifically to mobile emissions would be less than significant.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. Appendix D of the *SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in **Table 5** above, project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the proposed project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the project construction-related impacts. Therefore, project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing

cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As shown in **Table 6**, the project operational emissions would not exceed the SCAQMD thresholds. Therefore, impacts would be less than significant.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact.

Localized Construction Significance Analysis

The nearest sensitive receptor is a residential community located 1,600 feet (0.30 miles/488 meters) northwest of the project along Tustin Ranch Road. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 7: Equipment-Specific Grading Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central Orange County (SRA 17) since this area includes the project. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 2.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 2.5-acre threshold were interpolated and utilized for this analysis.

Table 7: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
Total Acres Graded per Day					2.5
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.					

The SCAQMD’s methodology states that “off-site mobile emissions from the project should not be included in the emissions compared to LSTs.” Therefore, only emissions included in the CalEEMod “on-site” emissions outputs were considered. The nearest sensitive receptors are the single-family residences located 1,600 feet (0.30 miles/488 meters) northwest of the project. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 488 meters were interpolated and utilized in this analysis. **Table 8: Localized Significance of Construction Emissions** presents the results of localized emissions during each construction phase. **Table 8** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 8: Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition	20.88	19.71	5.19	1.53
Site Preparation	27.18	18.34	20.89	11.23
Grading	17.03	14.76	7.81	4.09
Building Construction	13.44	16.17	0.61	0.58
Paving	9.52	14.63	0.47	0.43
Architectural Coating	1.22	1.81	0.06	0.06
<i>SCAQMD Localized Screening Threshold (adjusted for 2.5 acres at 488 meters)</i>	<i>209</i>	<i>7,604</i>	<i>166</i>	<i>92</i>
Exceed SCAQMD Threshold?	No	No	No	No
NOX = Nitrogen Oxides; CO = Carbon Monoxide; PM10 = Particulate Matter 10 microns in diameter or less; PM2.5 = Particulate Matter 2.5 microns in diameter or less				
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the proposed project is a warehouse distribution building, the operational phase LST protocol is conservatively applied to both the area source and all the mobile source emissions. LSTs thresholds for receptors were interpolated for 488 meters because the closest receptors are 488 meters away. Although the project site is 7.18 acres, the 5-acre LST threshold was also conservatively used for the project, as the LSTs increase with the size of the site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 9: Localized Significance of Operational Emissions**, conservatively include all on-site project-related stationary sources and 100 percent of the project-related new mobile sources, since a portion of mobile sources could include trucks idling on-site. **Table 9** shows that the maximum daily emissions of these

pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Table 9: Localized Significance of Operational Emissions

Activity	Maximum Pounds Per Day			
	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site and Mobile Source Emissions	29.61	67.61	7.74	2.50
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 488 meters)	243	9,123	44	22
Exceed SCAQMD Threshold?	No	No	No	No

Source: CalEEMod version 2020.4.0. Refer to **Appendix A** for model outputs.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

The Friant Ranch project was a 942-acre Specific Plan that involved a commercial master planned community of approximately 2,500 dwelling units and extensive commercial supporting development. The anticipated air quality impacts resulting from this development included significant and unavoidable emissions of multiple criteria pollutants (including significant emissions of both primary O₃ precursors [NO_x and ROGs]) at levels that exceeded the daily thresholds of significance. As noted above and shown in **Table 6**, the project's operational emissions are below SCAQMD's significance thresholds, resulting in a less than significant impact and therefore the project is consistent with the *Sierra Club v. County of Fresno* opinion.

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the South Coast Air Basin) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁷ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or

⁷ Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)]

contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_x and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2016 AQMP, ozone, NO_x, and ROG have been decreasing in the Basin since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the Basin continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO_x emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing

equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMP also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_x emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_x from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_x reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, localized effects of on-site project emissions to nearby receptors were found to be less than significant (refer to **Table 8** and **Table 9**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. As shown above, project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire

Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 956 additional total daily vehicle trips (-6 net a.m. peak hour and 52 net p.m. peak hour trips) attributable to the project, when compared to the existing condition. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Construction would result in the generation of diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e. potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 1,600 feet from the property boundary and the associated project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e. move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

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

No Impact. The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the project would not create objectionable odors.

Cumulative Impacts

As discussed above, project-related impacts to air quality would be less than significant. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As described in this section, the proposed Project's operational emissions would not exceed thresholds. Therefore, the proposed Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The proposed project would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, as a sensitive, or as a special-status species in local or regional plans, policies, or regulations, or by the California

Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS). The project site consists of two existing industrial/office buildings, ancillary auto parking lot, and landscaping. There is limited vegetation on the project site consisting of landscaped ornamental vegetation found on the perimeter of the project site and along the parking aisles. No natural habitats exist on-site. The project site no longer contains suitable habitat for any protected species. Therefore, there would be no impact to sensitive species. No mitigation is required.

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

No Impact. The project site is developed with two industrial/office buildings and is surrounded on all sides by existing commercial and industrial properties. There are no native habitats on site. Additionally, no drainages, riparian habitat, or aquatic features are located on the project site. No impacts to riparian habitat or other sensitive natural community would occur as a result of the proposed project; no mitigation is required.

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. Refer to Threshold 4.4 (b) above. No drainages, jurisdictional water, or wetlands occur on site. No impact would occur.

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

No Impact. The project site is located in a predominately industrial and commercial area and is not suitable as a wildlife movement corridor. Construction of the proposed project would not impact a wildlife corridor.

Nesting birds and their nests are protected under the provisions of the Migratory Bird Treaty Act (MBTA) and CDFW codes. As described above in Threshold 4.4 (a), the site does not provide any natural habitats; however, there is landscaped ornamental vegetation that occurs on the perimeter on the project site. Landscaped vegetation could provide suitable habitat for birds protected by the MBTA. As described in PDF BIO-A (see section 2.2, Project Design Features section), a qualified biologist would conduct a pre-construction nesting bird survey prior to any ground disturbing activities or the removal of vegetation on the site during the nesting period (February 1st to August 31st). Therefore, there would be no impact to migratory wildlife or corridors and no mitigation is required.

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

No Impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources, as the project site has been developed and there are no identified biological resources that are subject to such regulation; no impact would occur and no mitigation is required.

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

No Impact. The project site is not subject to a conservation plan since it is a developed site with no biological resources subject to regulation. No impact relative to adopted habitat conservation or other approved local, regional or State plans would occur.

Cumulative Impacts

The analysis above determined that the implementation of the proposed project would not result in significant impacts to biological resources. Similar to the proposed project, all cumulative projects would be subject to individual project review and conformance with conservation plans and standard provisions for compliance with state and federal protection laws. Since potential cumulative projects would also be required to mitigate for any potential impacts to biological resources, the cumulative impact from other past, present, and reasonably foreseeable projects, would be expected to be less than significant. Therefore, cumulative impacts would be less than significant and the potential incremental effects of the proposed project would not be cumulatively considerable.

CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

The discussion below relies on the City's General Plan as it relates to the cultural resources and the project site and a California Historical Resources Information System (CHRIS) Summary Memo conducted by ASM Affiliates (ASM) in April 2022 (**Appendix B**).

- a) *Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*

No Impact. The project site consists of two existing industrial/office buildings, and associated surface parking lots and landscaping. According to the City's General Plan, the project is not located in the Cultural Resources Overlay District. In addition, the existing structures, as described in Section 4.9, *Hazards and Hazardous Materials*, were constructed in or shortly before 1979 and 1980, were not identified as historic structures through inventories of historic buildings completed by the City in 1990 and 2003.⁸ In addition, ASM Affiliates, Inc. (ASM) requested a search of existing records held by the South-Central Coastal Information Center (SCCIC), part of the California Historical Resources Information System (CHRIS), which encompassed the project area and a radius of 1 mile around it. Historic aerial photographs and historic USGS topographic maps of the project area were analyzed. A request was also made for a search of the Native American Heritage Commission's (NAHC) Sacred Lands File. The SCCIC records search was conducted to determine whether the project area has been previously subject to survey as well as to detect the presence or absence of cultural resources previously documented within the project area. The search included all records and documents on file with the SCCIC, as well as the National Register of Historic Places, the Office of Historic Preservation (OHP) Historic Property Directory, and the OHP Archaeological Determinations of Eligibility list.

A total of 56 previous reports were identified as a result of the records search (See Table 1 in **Appendix B**). Six of these encompassed all or a portion of the project area, with one

⁸ City of Tustin. (2018). City of Tustin General Plan, Open Space and Recreation Element. Page 36. Retrieved from <https://tustinca.org/396/General-Plan>. Accessed April 18, 2022.

located just outside of the proposed project parcel. Three of the six reports are large-scale overviews that do not address the project location specifically. As documented in report OR-01413, a portion of this project was included in a survey of a small parcel just to the southwest of the proposed project; this report had negative results and concluded that the area had a low prehistoric sensitivity. A small area within the proposed project parcel was documented in OR-01662, while OR-04000 included a linear component adjacent to the eastern edge of the parcel; no resources were documented by either project within or near the project parcel.

Historical topographic maps provide minimal additional information regarding the use of the project area over time. Michelle Drive appears on early topographic maps dating from 1896 with other roads not appearing in the area until 1932. No significant change is evident again until 1982 when Myford Road appears as well as a variety of structures throughout the area. Similarly, historical aerial images show the project area largely undeveloped until the 1980 image, which shows roads and structures as depicted on the topographic map, with minimal change to the most recent image taken in 2018.

Review of the results of the SCCIC records search and historical imagery indicate that the project location does not contain any nor has it contained any known historical properties as defined by CEQA. The results of prior studies encompassing and adjacent to the project site suggest that the area overall has a low potential for containing previously undocumented archaeological or historical resources. Thus, no impact would occur to historical resources and mitigation is not required.

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

Less Than Significant Impact. The project site has been previously disturbed and the surrounding area is predominately urbanized with industrial uses. According to Figure COSR-2 in the City's General Plan, the project site is not located within a known archaeological area. Due to the level of past disturbance, it is not anticipated that archaeological sites would be found. Because the proposed project involves development of a site that has been so heavily disturbed, it is not anticipated that intact subsurface archaeological resources would be encountered during excavation and grading activities. Potential impacts are considered less than significant and no mitigation is required.

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

Less Than Significant Impact. The project site is not located within a known or suspected cemetery and there are no known human remains within the project site. However, this does not preclude finding human remains during project-related ground disturbance. In compliance with State regulations, should any human remains be encountered during construction activities, State Health and Safety Code Section 7050.5 states that no further disturbances shall occur in the immediate area until the County Coroner has made the

necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In addition, in accordance with State and local guidelines, if the Coroner determines the remains to be of a Native American, the Coroner shall contact the Native American Heritage Commission within 24 hours for identification of the most likely descendent of the deceased Native American. Additionally, if the remains are determined to be Native American, the City would work with local Native American representatives to ensure that the remains and any associated artifacts are treated in a respectful and dignified manner. Despite the applicable regulatory framework and the relatively low likelihood of discovery, it remains possible that the proposed project would discover human remains during subsurface activities, which could then result in the remains being inadvertently damaged. Project compliance with State Health and Safety Code Section 7050.5 would reduce this potentially significant impact to a less than significant level.

Cumulative Impacts

The proposed project would result in less than significant impacts to historical, known archaeological resources, or known human remains. The chances of cumulative impacts occurring as a result of project implementation plus implementation of other projects in the region are not likely since other proposed projects would be subject to individual project-level environmental review. Since there would be no project-related significant impacts and due to existing laws and regulations in place to protect cultural resources and prevent significant impacts to archaeological resources, or known human remains, the potential incremental effects of the proposed project would not be cumulatively considerable.

ENERGY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Building Energy Conservation Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission [CEC]) in June 1977 and are updated every three years (Title 24, Part 6, of the CCR). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which took effect on January 1, 2023.

The 2022 Building Energy Efficiency Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Sections 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the CEC to establish performance standards, in the form of an “energy budget” in terms of the energy consumption per square foot of floor space. For this reason, the 2022 Building Energy Efficiency Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option.⁹

The 2022 Building Energy Efficiency Standards build on California’s technology innovations, encouraging energy efficient approaches to encourage building decarbonization. The 2022 Building Energy Efficiency Standards also extend the benefits of photovoltaic and battery storage systems and other demand flexible technology to work in combinations with heat pumps to

⁹ California Energy Commission. (2022). 2022 Building Energy Efficiency Standards for Residential and non-residential standards. Page iv. Retrieved from https://www.energy.ca.gov/sites/default/files/2022-12/CEC-400-2022-010_CMF.pdf. Accessed February 7, 2023.

enable California buildings to be responsive to climate change. The 2022 Building Energy Efficiency Standards also strengthen ventilation standards to improve indoor air quality.

Senate Bill 350

SB 350 was signed into law in September 2015 and establishes tiered increases to the Renewable Portfolio Standard—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 100 was signed into law September 2018 and increased the required Renewable Portfolio Standards.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

State CEQA Guidelines Appendix F

Pursuant to Section 15126.2(b), Section 15126.4 (a)(1)(C), and Appendix F of the State CEQA Guidelines, the environmental setting may include “existing energy supplies and energy use patterns in the region and locality.” Energy use is analyzed in this document due to the potential direct and indirect environmental impacts associated with the project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both project construction and operations. Refer to Greenhouse Gas Emissions, **Appendix D**, for additional regulatory background and environmental setting regarding the project’s energy use.

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for one hour would be 100 Wh. If ten 100 W bulbs were on

for one hour, the energy required would be 1,000 Wh or one kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (mw), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for the project, services approximately 21 million people in a 20,000-square mile service territory. SoCalGas has four storage fields; Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of 134.1 billion cubic feet. According to the CEC, natural gas demand in the SoCalGas service area was 7,431 million therms (or 743,100 million cubic feet) in 2010. The CEC prepared three scenarios for forecasting future growth in natural gas demand between 2012 and 2022: a high-energy demand case, a low-energy demand case, and a mid-energy demand case. The low-demand scenario, which incorporates relatively high economic/demographic growth, relatively low electricity and natural gas rates, and relatively low-efficiency program and self-generation impacts, estimates that natural gas demand in the SoCalGas service area would be 7,951 million therms in 2022 (the latest year in the demand forecast).

Natural gas provides almost a third of California's total energy requirements and will continue to be a major fuel in California's energy supply. Only 13.5 percent of the natural gas California used came from in-State production in 2006; the rest was delivered by pipelines from several production areas in the western United States and western Canada. Once the gas arrives in California, it is distributed by the State's three major gas utilities that provide a collective of 98 percent of the State's natural gas.

Energy Use

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy use in California was 7,816.9 trillion BTU in 2019 (the most recent year for which this specific data is available), which equates to an average of approximately 198 million BTU per capita. Of California's total energy use, the breakdown by sector is 39.3 percent transportation, 23.2 percent industrial, 18.8 percent commercial, and 18.7 percent residential.¹⁰ Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use.

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

Less Than Significant Impact.

¹⁰ United States Energy Information Administration. (2022). California State Profile and Energy Estimates. Retrieved from www.eia.gov/state/?sid=CA. Accessed April 27, 2022.

Electricity

SCE provides electricity to the project area. Currently, the existing site uses electricity to operate the existing combined total of 136,098 square feet of industrial/office buildings. Development of the project may result in an increase in electricity over existing conditions. The increased demand is expected to be adequately served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 GWh—or 12 billion kWh—between 2015 and 2026. The increase in electricity demand from the project would represent a small percentage increase compared to overall demand in SCE's service area. Therefore, projected electrical demand would not significantly impact SCE's level of service.

It should also be noted that the project design and materials would comply with the 2022 Building Energy Efficiency Standards, which took effect on January 1, 2023. Prior to issuance of a building permit, the City of Tustin Building Division would review and verify that the project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The project would also be required to adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (in excess of the CEC requirements), water conservation, material conservation, and internal air contaminants.

Project development would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE and other electricity retailers. As electricity retailers reach these goals, emissions from end-user electricity use would decrease from current emission estimates.

Natural Gas

SoCalGas provides natural gas service to the project area. The increased demand is expected to be adequately served by the existing SoCalGas facilities. From 2018 to 2035, residential demand is expected to decline from 236 billion cubic feet (bcf) to 186 bcf, while supplies remain constant at 3.775 billion cubic feet per day (bcfd) from 2015 through 2035. Therefore, the natural gas demand from the proposed project would represent a nominal percentage of overall demand in SoCalGas' service area. The proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Fuel

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most

construction equipment would be gas-powered, diesel-powered, or electricity powered. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During operations, energy consumption would be associated with facilities operations, visitor, and employee vehicle trips; delivery and supply trucks; and trips by maintenance and repair crews. The project is a warehouse distribution development project near the I-5 freeway, SR 261, and SR 55, reducing the need to drive long distances to a major highway. Consequently, the proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Additionally, fuel consumption associated with vehicle trips generated by the proposed project would not be considered inefficient, wasteful, or unnecessary.

The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are less than significant, and no mitigation is required.

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

No Impact. As discussed in Section 4.8, *Greenhouse Gas Emissions*, threshold (b), the proposed project would be consistent with the SCAG 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and the CARB Scoping Plan. Project design and operation would comply with the California Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

The project is a warehouse distribution development and would generate GHG emissions below SCAQMD post-2020 thresholds (the proposed project generates 373 million metric tons of CO₂ equivalent per year [MTCO_{2e}/yr]). The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32; therefore, the project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by 2020. Potential impacts are considered less than significant.

Cumulative Impacts

Construction and operations associated with implementation of the project would result in the consumption of fuel and energy, but it would not do so in a wasteful manner. The consumption of fuel and energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand. New capacity or supplies of energy resources would not be

required. Additionally, the project would be subject to compliance with all Federal, State, and local requirements for energy efficiency.

The anticipated impacts from the proposed project, in conjunction with future development in the site vicinity, would increase urbanization and result in increased energy consumption. However, potential land use impacts are site-specific and require evaluation on a case-by-case basis. Each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential energy consumption impacts and identify necessary mitigation measures, where appropriate.

As noted above, the proposed project would not result in significant energy consumption impacts. The proposed project would not be considered inefficient, wasteful, or unnecessary with regard to energy. Thus, the proposed Project would not result in incremental effects to energy that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative significant impacts related to energy would occur. Therefore, potential impacts are not expected to be cumulatively considerable and impacts would be less than significant.

GEOLOGY AND SOILS

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

A Geotechnical Investigation was prepared for the proposed project by Geotechnical Professionals Inc. (February 2022). The report is provided in **Appendix C**; the results and conclusions of the report are summarized herein.

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (AP Act) was signed into law in 1972 with its primary purpose being to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The AP Act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The AP Act dictates that cities and counties withhold development permits for projects within an Earthquake Fault Zone within their jurisdiction until geologic investigations demonstrate that the projects are not threatened by surface displacements from future earthquakes. Projects include all land divisions and most structures for human occupancy. State law exempts single-family wood-frame and steel-frame dwellings that are less than three stories and are not part of a development of four units or more. However, local agencies can be more restrictive than the State.

Ground Shaking

Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake and is normally the major cause of damage in seismic events. The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. Magnitude is a measure of the energy released by an earthquake; it is assessed by seismographs. Intensity is a subjective measure of the perceptible effects of seismic energy at a given point and varies with distance from the epicenter and local geologic conditions.

Ground shaking is the primary cause of damage and injury during earthquakes and can result in surface rupture, liquefaction, landslides, lateral spreading, differential settlement, tsunamis, building failure, and broken gas and other utility lines, leading to fire and other collateral damage. The intensity and severity of ground motion is dependent on the earthquake's magnitude, distance from the epicenter and underlying soil and rock properties. Areas underlain by thick, saturated, unconsolidated soils will experience greater shaking motion than areas underlain by firm bedrock.

Seismicity and Seismic Hazards

The faulting and seismicity of southern California is dominated by the San Andreas Fault zone. The zone separates two of the major tectonic plates that comprise the earth's crust. The Pacific Plate lies west of the fault zone. This plate is moving in a northwesterly direction relative to the North American Plate, which lies east of the fault zone. This relative movement between the two plates is the driving force of fault ruptures in western California. There are numerous faults in southern California that are categorized as active, potentially active, and inactive.

A fault is classified as active by the state if it has either moved during the Holocene epoch (during the last 11,000 years) or is included in an Alquist-Priolo Earthquake Fault zone (as established by the California Geological Survey [CGS]). A fault is classified as potentially active if it has experienced movement within the Quaternary period (during the last 1.6 million years). Faults that have not moved in the last 1.6 million years generally are considered inactive.

The severity of an earthquake generally is expressed in two ways—magnitude and intensity. The energy released, as measured on the Moment Magnitude (MM) scale, represents the magnitude of an earthquake. The intensity of an earthquake is measured by the Modified Mercalli Intensity (MMI) scale, which emphasizes the seismic response at a subject site and measures ground-shaking severity according to damage done to structures, changes in the earth surface, and personal accounts.

Earthquake Induced Liquefaction

Liquefaction is the sudden loss of soil shear strength and sudden increase in porewater pressure caused by shear strains, as could result from an earthquake. Research has shown that saturated, loose to medium-dense sands with a silt content less than about 25 percent and located within the top 40 feet are most susceptible to liquefaction and surface rupture/lateral spreading. These zones delineate regional susceptibility and can vary greatly due to groundwater level changes.

Landslides

Shaking during an earthquake may lead to seismically induced landslides, especially in areas that have previously experienced landslides or slumps, in areas of steep slopes, or in saturated hillsides. The City is generally flat and not at risk from the threat of landslides. Potential areas where seismically induced landslides could occur in the north portion of the City.

Surface Fault Rupture Potential

Rupture of the surface during an earthquake generally is limited to the narrow strip of land immediately adjacent to the fault on which the earthquake is occurring. Surface fault rupture may occur suddenly during an earthquake or slowly in the form of fault creep and almost always follows pre-existing faults, which are zones of weakness. Secondary surface faulting can be triggered by aquifer compaction and subsidence or by the effects of strong groundshaking triggering an effect on neighboring faults. Not all earthquakes will result in surface rupture and the Alquist-Priolo Earthquake Fault Zone Act initiated a statewide program to identify fault zones that are susceptible to surface rupture.

Soil Erosion

Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover (which leaves the soil exposed to erosive forces). Surface

improvements, such as paved roads and buildings, decrease the potential for erosion on-site, but can increase the rate and volume of runoff, potentially causing off-site erosion.

Subsidence

Soil subsidence at the land surface can result from both natural and man-made phenomena. Natural phenomena that may induce subsidence include tectonic deformation and seismically induced settlements (liquefaction); soil consolidation; oxidation or dewatering of organic-rich soils; and collapse of subsurface cavities. Human activities that may help induce subsidence include decreases in pore pressure caused by the excessive withdrawal of subsurface fluids (pumping), including water and hydrocarbons.

Soil Settlement

Soil settlement is the condition where soil deforms in a vertical direction when a vertical load is placed on top of it. The compression of the soil bed by the vertical load results from the characteristics of the soil particles that are contained in the soil bed, as the spaces that are filled with either air or water between the soil particles are squeezed out.

Expansive Soils

Expansive soils are common throughout California and can cause damage to foundations and slabs, separation of masonry, or failure of paved surfaces unless properly treated during construction. Expansive soil conditions could cause damage to facility components if they are not designed with proper engineering and grading practices. The hazard for expansive behavior is considered a low risk for alluvial fan locations because soils in these areas are frequently saturated and generally do not contain clay-sized particles.

- a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. The nearest Alquist-Priolo fault zone is the San Joaquin Hills Fault approximately 2.25 miles southwest of the project site.¹¹ Based on the Geotechnical Investigation, the proposed project site is not located within an Alquist-Priolo Special Studies Zone and there are no known faults crossing or projecting toward the project site. Therefore, ground rupture due to faulting is considered unlikely at this project site. The possibility of significant fault rupture on the project site is considered to be less than significant and no mitigation is required.

¹¹ United States Geological Survey. *Quaternary Faults*. Retrieved from <https://earthquake.usgs.gov/education/geologicmaps/qfaults.php>. Accessed August 3, 2022.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Refer to Threshold 4.7 (a-i), above. Due to the strong natural seismic activity of southern California, all structures, including the proposed project, are and would be exposed to potential strong seismic ground shaking through their lifespan. However, design and construction conformance with the latest California Building Code (CBC) would minimize the potential of strong seismic ground shaking impacts. The CBC was adopted by all municipalities within southern California on January 1, 2017. The CBC provides procedures for earthquake-resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure, including the structural system and height. With conformance to the CBC, a less than significant impact from ground shaking would occur.

iii, and iv) Seismic-related ground failure, including liquefaction? And Landslides?

Less Than Significant Impact. Liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated sandy soils. Thus, three conditions are required for liquefaction to occur: (1) a sandy soil of loose to medium density; (2) saturated conditions; and (3) rapid, large strain, cyclic loading, normally provided by earthquake motions.

According to the Geotechnical Investigation prepared for the project, the project site is located within an area mapped by the State of California as having a potential for soil liquefaction. Groundwater was encountered at depths of 11 to 20 feet during the geotechnical investigation for the project site. Historical groundwater levels at the project site are estimated to be approximately 12 to 13 feet below the ground surface at the project site.

The potential for liquefaction was evaluated in the Geotechnical Investigation. The materials encountered below the shallow groundwater depth of 11 feet consisted primarily of firm to very stiff clays with minor layers of medium dense to dense sands and silty sands. Based on the evaluation, the total and differential (across a 60-foot span) liquefaction-induced settlement is anticipated to be less than ¼-inch. As such, the potential for soil liquefaction and the resulting settlement to adversely affect the proposed project is considered to be low. Therefore, impacts from liquefaction are considered less than significant.

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site consists of developed land. According to the City's General Plan Figure

COSR-1, *Hazard Planning Areas*, the project site is not located within an area susceptible to landslides.¹² Therefore, there would be no impact from landslides on the proposed project and no mitigation is required.

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

Less Than Significant Impact.

Short-term Construction Impacts

Grading during the construction phase of the proposed project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. However, erosion and loss of topsoil would be controlled using standard erosion control practices during construction. Accordingly, the proposed project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit to implement Best Management Practices (BMPs) to minimize stormwater runoff during construction. Adherence to the SWPPP with the recommendations of the Preliminary Water Quality Management Plan prepared for the proposed project would reduce possible impacts related to the erosion to less than significant. No mitigation is required.

Long-term Operational Impacts

Following construction of the project, ground surfaces would be covered by the proposed warehouse distribution building, landscape and paving. Runoff from the northwesterly portion of the building and the truck loading dock area would drain to catch basins located in the truck loading dock. A proposed storm drain would convey runoff around the building and connect to the existing 18" lateral line located at the westerly property line. Flows from the southeasterly half of the building would be collected by a catch basin near the south driveway. A proposed storm drain would convey runoff westerly to the southwest corner of the project site. This would confluence with the runoff from the southwesterly portion prior to connecting to a second existing lateral. Before the on-site flows discharge off-site, manhole structures would divert low flows to a Bio Clean Modular Wetlands System for stormwater treatment.¹³ Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

c, d) *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? And be located on expansive soil, as defined in Table*

¹² City of Tustin. (2022). City of Tustin General Plan, Figure COSR-1. Retrieved from <https://tustinca.org/396/General-Plan> Accessed March 4, 2022.

¹³ Thienes Engineering, Inc. (2022). Preliminary Water Quality Management Plan.

18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. The City's General Plan Safety Element Figure COSR-1, *Hazard Planning Areas*, in the City's General Plan Safety Element depicts areas in the City which require special planning considerations to avoid potential geologic hazards. The project site is not located in an area identified as either having high liquefaction potential or probable bedrock landslides. The Geotechnical Investigation for the proposed project site found impacts due to liquefaction to be less than significant. There would be no impacts from landslides because the proposed project site is flat and is not located near any areas with steep topography that would be susceptible to landslides.

However, the proposed project consists of soils that are made up of highly expansive clays. As described in PDF GEO-A, the project shall incorporate recommendations included in the Geotechnical Investigation prepared for the project by Geotechnical Professionals Inc. (February 2022) into design and construction of the project site. Compliance with the recommendations of the geotechnical investigation would reduce impacts associated with consolidation and collapse to less than significant.

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

No Impact. No septic tanks would be used as part of the proposed project. The project would connect to the City's existing sanitary sewer system for wastewater disposal. Thus, no impacts associated with the use of septic tanks would occur as part of the proposed project's implementation and no mitigation is required.

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

Less Than Significant Impact. The Geotechnical Investigation prepared for the project does not identify the presence of any unique geological features on the project site. Furthermore, the City's General Plan does not identify any unique geological features within the City. Thus, the proposed project would not directly or indirectly destroy a unique geological feature. Figure COSR-2, *Important Natural Resources*, in the City's General Plan Conservation/Open Space/Recreation Element does not identify the project site in an area of high paleontologic sensitivity. Therefore, impacts related to unique paleontological resources or unique geological features is considered less than significant.

Cumulative Impacts

The potential cumulative impact related to earth and geology is typically site specific. The analysis herein determined that the proposed project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature. Moreover, existing State and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong

seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides. Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations, along with project design features, would render potentially adverse geological and soil effects of the proposed project to a level considered less than significant. Further, these existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the City of Tustin and surrounding region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the proposed project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in the region. The impacts of the proposed project-related to geology and soils would be less than cumulatively considerable.

GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The following analysis is based on the Greenhouse Gas Emissions Assessment prepared by Kimley-Horn and Associates dated May 2022 and included as **Appendix D**.

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

Less Than Significant Impact.

Short-Term Construction Greenhouse Gas Emissions

The project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the project is depicted in **Table 10: Construction-Related Greenhouse Gas Emissions**.

Table 10: Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
Construction	469
30-Year Amortized Construction	16

Source: CalEEMod version 2020.4.0. Refer to **Appendix D** for model outputs.

As shown, the project would result in the generation of approximately 469 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions¹⁴. The amortized project construction emissions would be 16 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the project. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion

¹⁴ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the project, the emissions associated with solid waste generated from the project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the project are summarized in **Table 11: Project Greenhouse Gas Emissions**. The project is a speculative warehouse, and the modeled emissions are based on the conservative assumption that the project would be occupied by a High-Cube Fulfillment Center Warehouse (ITE code 155), which has the highest trip generation rate among likely potential users for the site. Per the project Trip Generation and Vehicle Miles Traveled (VMT) Memorandum (see **Appendix H**), using the High-Cube Fulfillment Center Warehouse trip generation rate, the project would generate 956 total daily vehicle trips (129 a.m. peak hour and 178 p.m. peak hour trips), and approximately 28 of those trips would be attributable to trucks. However, the two (2) existing buildings currently generate approximately 1,066 total daily vehicle trips (139 a.m. peak hour and 132 p.m. peak hour), and approximately 18 of those trips would be attributable to trucks. Therefore, the proposed project would result in a net reduction of 110 total daily vehicle trips (-10 net a.m. peak hour and 46 net p.m. peak hour), and approximately 10 of those net daily trips would be attributable to trucks. As shown in **Table 11**, using conservative trip generation assumptions, the Project would potentially generate a net of approximately 373 MTCO₂e annually from both construction and operations and the project-related GHG emissions would not exceed the SCAQMD's 10,000 MTCO₂e per year threshold. Therefore, impacts would be less than significant.

Table 11: Project Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year
Existing Conditions	1,755
Proposed Project	
Construction Amortized Over 30 Years	16
Area Source	<0.01
Energy	159
Mobile	1,360
Off-Road – Forklifts	124
Off-Road – Yard Trucks	252
Backup Generator	20
Waste	70
Water and Wastewater	127
Total Project Emissions	2,128

Emissions Source	MTCO ₂ e per Year
Net Emissions (Project – Existing)	373
SCAQMD Threshold	10,000
Exceeds Threshold?	No
Source: CalEEMod version 2020.4.0. Refer to Appendix D for model outputs.	

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

Less Than Significant Impact.

SCAG RTP/SCS Consistency

On September 3, 2020, the SCAG Regional Council adopted Connect SoCal (2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG’s RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the project would inhibit the post-2020 GHG reduction goals promulgated by the state. The project’s consistency with the RTP/SCS goals is analyzed in detail in **Table 12: Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 12**, the proposed project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Table 12: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	N/A:	Although this project is not a transportation improvement project, the project is located near existing transit routes on Myford Road, Walnut Avenue, and access to I-5.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. This development project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).
GOAL 6:	Support healthy and equitable communities.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are	N/A:	This is not a housing development project and is therefore not applicable. However, the project is located within a

SCAG Goals		Compliance	
	supported by multiple transportation options.		relatively short walking distance to local bus routes.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	This is not a project-specific policy and is therefore not applicable.
Source: Southern California Association of Governments, <i>Regional Transportation Plan/Sustainable Communities Strategy</i> , 2020.			

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 12** and **Table 13: Project Consistency with Applicable CARB Scoping Plan Measures**, the project would be consistent with the stated goals of the RTP/SCS and the CARB Scoping Plan. Therefore, the project would not result in any significant impacts or interfere with SCAG’s ability to achieve the region’s post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO₂, CH₄, NO_x, HFCs, PFCs, and SF₆) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan (CCSP)* in 2008, which outlines actions recommended to obtain that goal. The CCSP provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in **Table 13: Project Consistency with Applicable CARB Scoping Plan Measures**, the project is consistent with most of the strategies, while others are not applicable to the project.

The 2017 CCSP Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the CCSP in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 13: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance	Consistent. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		Mechanism October 20, 2015 (CCR 95800)	and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	Consistent. This measure applies to all new vehicles starting with model year 2012. The project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	Consistent. The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	Consistent. This measure applies to transportation fuels utilized by vehicles in California. The project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. PRC § 21155, 21155.1, 21155.2, 21159.28	Consistent. The project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	Not applicable. The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck	Consistent. This measure applies to medium and heavy-duty vehicles that operate in the state. The project would not conflict with implementation of this measure. Medium and

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		Regulation and the Tractor-Trailer GHG Regulation	heavy-duty vehicles associated with construction and operation of the project would be required to comply with the requirements of this regulation.
	High-Speed Rail	Funded under SB 862	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	Consistent. The project would not conflict with implementation of this measure. The project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	Consistent. The project would obtain electricity from the electric utility, SCE. In 2018 SCE obtained 42 percent of its power supply from renewable sources, including large hydroelectric projects. Therefore, the utility would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
Million Solar Roofs Program	Tax Incentive Program	Consistent. This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.	
Water	Water	Title 24 Part 11 California Green Building Code Standards	Consistent. The project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The project would also comply with the City’s Water-Efficient Landscaping Regulations (Article 9, Chapter 7 of the Tustin Municipal Code).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	Consistent. The State is to increase the use of green building practices. The project would implement required green building strategies through existing regulation that requires the project to comply with various CalGreen requirements. The project includes sustainability design features that support the Green Building Strategy.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	Not applicable. The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 MTCO ₂ e of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total project GHG emissions would not exceed the 10,000 MTCO ₂ e threshold. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	Consistent. The project would not conflict with implementation of these measures. The project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	Not applicable. The project is in an area designated for urban uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	Consistent. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The project would not conflict with the refrigerant management regulations adopted by CARB, because the proposed project will not include refrigerated warehouse space.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	Not applicable. The project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the project.
Source: California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i> , November 2017 and CARB, <i>Climate Change Scoping Plan</i> , December 2008.			

As seen in **Table 12** and **Table 13**, the project would be consistent with all applicable plan goals. In addition, the project would include several sustainable design features that would help reduce GHG emissions. As shown in **Table 11**, with mitigation the project is estimated to emit 2,128 MTCO₂e per year. However, existing operations are currently generating 1,755 MTCO₂e/yr. Therefore, operation of the Project would result in a net increase of 373 MTCO₂e /yr, and would be below the threshold of 10,000 MTCO₂e/yr. The GHG emissions caused by long-term operation of the project would be less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the project would comply

with all applicable measures are enacted that state lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050.

Cumulative Impacts

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As noted above, the proposed project would not result in significant greenhouse gas emissions impacts. In addition, the project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown in **Table 12** and **Table 13**, the project would not conflict with the RTP/SCS applicable CARB Scoping Plan Measures. As a result, the project would not conflict with any GHG reduction plans including the CARB Scoping Plan. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable.

HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Phase I Environmental Site Assessment (ESAs) were prepared by Avocet Environmental, Inc. for the 14351 Myford Road property and the 14321 Myford Road property on April 4, 2022 and April 5, 2022, respectively. A Soil Vapor Assessment was also prepared by Avocet Environmental, Inc. on April 5, 2022 for the entirety of the project site. These reports are summarized below and are provided in **Appendix E** of this document.

a, b) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? And, create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant Impact.

Short-Term Construction Impacts

Demolition of the on-site buildings has the potential to cause airborne asbestos and LBP concentrations that would exceed Federal and State thresholds and may pose an exposure risk for construction workers. Therefore, an Asbestos and Lead Demolition Survey would be conducted and asbestos and LBP building materials would be removed or stabilized prior to demolition as part of PDF HAZ-A identified in Section 2.0, *Description of Proposed Project* above. In compliance with PDF HAZ-A and all applicable Federal, State, and regional regulations regarding asbestos and LBP removal, the potential impact would be less than significant.

During project construction, potentially hazardous materials would be handled on-site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase. Although these materials could be stored on-site, storage would be required to comply with the guidelines established by the manufacturer's recommendations. Consistent with federal, state, and local requirements, transport, removal, and disposal of hazardous materials from the project site would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal would comply with all applicable federal, state, and local agencies and regulations, including the EPA, the California Department of Toxic Substances Control (DTSC), the California Occupational Safety and Health Administration (Cal/OSHA), Caltrans, the Resource Conservation and Recovery Act, and the Orange County Health Care Agency (the Certified Unified Program Agency for Orange County).

Long-Term Operational Impacts

Once the proposed project is constructed, hazardous materials would be limited to those associated with a warehouse facility. These include cleaners, paints, solvents; and fertilizers and pesticides for site landscaping. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Adherence to federal, State, and local health and safety requirements regarding these substances would preclude potential impacts. No mitigation is required.

Phase I Environmental Site Assessment Findings

14351 Myford Road Phase I Environmental Site Assessment

According to the Phase I ESA, the 14351 Myford Road property and much of the surrounding area was in agricultural use/operation until the early 1970s; however, the

14351 Myford Road lot had been developed with the existing building by 1979. Silicon Systems, Inc. (SSi) is believed to have been the first occupant at 14351 Myford Road, with the ground floor of the building built as office and warehouse space and the second floor built out as office space. By 1982, however, SSi had converted much of the ground floor into a wafer fab facility and had begun manufacturing silicon wafers, with related support facilities in a service yard that wrapped around the northeast and northwest sides of the building. The support facilities, which were expanded over the years, included, among other things, chillers, cooling towers, air scrubbers, a deionized (DI) water system, and aboveground storage tanks for DI water, oxygen, hydrogen, and inert gas storage. SSi also operated underground storage tanks (USTs), most, if not all, in concrete secondary containment vaults, for hydrofluoric acid, solvent and hydrofluoric acid waste accumulation, acid wastewater mixing, and acid wastewater neutralization. The two 2,000-gallon solvent waste storage tanks were in a concrete vault outside the northeast corner of the building, and the acid-related USTs were in concrete vaults in the service yard to the northwest of the building. Research conducted for the Phase I ESA indicated that the solvent waste was primarily water (at least 60 percent) containing acetone, 1,1,1-trichloroethane, xylenes, and isopropyl alcohol. SSi emptied the two solvent waste tanks on an as-needed basis using a vacuum truck. The hydrofluoric acid waste was neutralized on-site and discharged to the sanitary sewer system under a tiered "Permit by Rule" permit. The support facilities were connected to the manufacturing processes inside the building via subsurface and aboveground pipelines.

Avocet personnel, while with previous companies, provided environmental consulting services to SSi and Texas Instruments, its successor in interest. In particular, Avocet personnel installed six groundwater monitoring wells at the project site and conducted periodic groundwater monitoring until 1996, when SSi decided to consolidate its manufacturing capabilities at another location (in Santa Cruz, California), decommission its older manufacturing facilities in Tustin, and restore the building to its original condition. Pursuant to this decision, the USTs and other subsurface infrastructure at the project site were removed in 1996. Avocet personnel conducted confirmation soil matrix sampling in conveyance piping trenches and beneath the USTs and secondary containment vaults to evaluate the impact, if any, of SSi's operations on the subsurface environment. The confirmation soil matrix sampling results did not indicate the presence of significant soil impacts, and a final groundwater monitoring event in 1996 confirmed that groundwater had not been impacted by SSi's operations or decommissioning activities. The groundwater monitoring wells at the project site were subsequently destroyed and the building was converted back to its original use as office space and the building has operated as such since then.

The Phase I ESA identified one recognized environmental condition (REC) for the portion of the project site at 14351 Myford Road as follows:

- **REC 1 (14351 Myford Road) – Possible VOCs in Soil Vapor.** SSI investigated the impact, if any, of its operations on the subsurface environment in the 1980s and 1990s, notably prior to vacating the site in 1996. Although no significant impacts to vadose zone soil or groundwater were identified, the possible presence of volatile organic compounds (VOCs) in soil vapor was not of concern in the 1990s and was not assessed. As such, Avocet considered the possible presence of VOCs in soil vapor, either from SSI's on-site operations and/or via migration from the former Tungsten Carbide Manufacturing (TCM) facility, a REC and recommended a limited soil vapor survey, which was subsequently completed without any significant impacts.

No Controlled RECs (CREC) were identified at the portion of the project site at 14351 Myford Road. However, the Phase I ESA identified two Historical RECs (HREC) at the project site, as follows:

- **HREC 2 (14351 Myford Road) – Former Waste Solvent USTs.** In the past, SSI accumulated solvent waste, primarily water, in two 2,000-gallon USTs in a concrete secondary containment vault outside the northeast corner of the building. Liquid that accumulated in the secondary containment vault was attributed to both leaks from one of the USTs and infiltration of surface water into the vault. The original USTs were replaced in 1988 before ultimately being removed in 1996 as part of decommissioning the SSI facility. Sampling conducted while the USTs were in operation and after their removal indicated that their impact on soil and groundwater had essentially been negligible and would not warrant regulatory agency involvement. As such, the two former vaulted solvent waste USTs are considered an HREC for the subject site.
- **HREC 3 (14351 Myford Road) – Former Acid Neutralization UST.** In the past, SSI neutralized acidic wastewater in a UST located outside the northwestern side of the building. During facility upgrades in 1990, sodium hydroxide solution was reportedly released from the UST into an open excavation. Subsequent soil matrix sampling did not indicate that the release had significantly impacted the subsurface in the vicinity of the UST and there were no significant groundwater quality changes. The leak in the UST was repaired and the UST was eventually removed along with other SSI subsurface infrastructure in 1996. As the available data would not warrant regulatory agency involvement, the former acid wastewater neutralization UST is considered a HREC.

Other Environmental Features

Other Environmental Features (OEFs) are potential environmental features or conditions that do not meet the ASTM definition of a REC, CREC, or HREC, but which may warrant mention in the context of acquiring and developing the site. Based on the subject Phase I

ESA, three OEFs at the portion of the project site at 14351 Myford Road have been identified, sequentially numbered after the REC and HRECs, as follows:

- **OEF 4 (14351 Myford Road) – Pad-Mounted Transformer.** The subject site features a pad-mounted electrical transformer along the northeastern property boundary. The transformer is owned by Southern California Edison, but it is not known whether it contains or has contained polychlorinated biphenyls (PCBs). That said, there were no indications of oil leakage, PCB-containing or otherwise, on the transformer pad or the surrounding asphalt pavement observed during the site reconnaissance.
- **OEF 5 (14351 Myford Road) – Emergency Generators.** Two trailer-mounted emergency generators outside the northwest corner of the building during the walkover survey were observed during the site reconnaissance. The generators, which are assumed to be gasoline- or diesel-powered, appeared to be in good condition, with no visual or olfactory indications of leakage or spills on the surrounding pavement.
- **OEF 6 (14351 Myford Road) – ACMs and LBP.** The project site was developed in or around 1979, before certain restrictions on using asbestos-containing materials (ACMs) and lead-containing materials (LCMs) in construction occurred. That said, the original building has since been extensively remodeled and certain ACMs were abated when the SSi facility was decommissioned. No obvious hazardous conditions, such as damaged and friable ACMs or damaged LCMs were observed during the site reconnaissance; however, roof penetration mastics and similar materials sometimes contain nonfriable asbestos, and ceramic tile and porcelain plumbing fixtures may contain elevated lead concentrations. Avocet recommends pre-demolition surveys and, if necessary, abatement for ACMs, LCMs, universal wastes, and other potentially hazardous building materials prior to general building demolition.

Phase I Environmental Site Assessment Findings

14321 Myford Road Phase I Environmental Site Assessment

According to the Phase I ESA, the 14321 Myford Road property and much of the surrounding area was in agricultural use/operation until the early 1970s; however, the 14321 Myford Road property is believed to have been developed with the existing building in or shortly before 1980. Wespercorp, a manufacturer of computer parts and biomedical and analytical instruments, is believed to have been the first occupant at 14321 Myford Road. Permits indicate Wespercorp operated two vapor spray degreasers with 1,1,1-trichloroethane (1,1,1-TCA), “trichlorotri-fluoroethane” (Freon 113), methylene chloride, or some combination of these three used as the degreasing solvent. However, it is not clear where the two degreasers were located or how long they were used for. It is not clear exactly when, but at some point, SSi, which was later acquired by Texas Instruments, Inc.,

occupied the subject site in support of its wafer fabrication operations next door at the southwest-adjacent property at 14351 Myford Road. Avocet understands that SSi used the building as office space, although it is possible some soldering and/or other light manufacturing operations were conducted at the subject site. Specifically, permits indicate SSi operated a boiler, a soldering machine, and an oven at 14321 Myford Road; however, some or all of this equipment may actually have been installed at 14351 Myford Road with 14321 Myford Road used as the mailing address.

Woodbridge Glass has occupied the site since 2003 and manufactures aluminum window frames in the rear (northwest) end of the building, with the remainder built out as administrative office space. Woodbridge Glass's operations at the site include cutting and assembling aluminum frames, including welding, for commercial windows, although the glass for the windows is installed at another nearby facility. The workshop features multiple laser cutters, saws, and shearing machines. Potentially hazardous substances used in the manufacturing operations include synthetic cutting oil, small quantities of petroleum-based lubricants for machinery, and small quantities of gasoline and diesel used in equipment such as generators and forklifts. The outdoor portions of the site are paved and are either used for employee parking or for outdoor storage of aluminum bar stock and wooden pallets. Liquid waste is stored inside the building, for the most part with secondary containment, and periodically transported off-site for disposal or to be recycled; none of the liquid waste is treated on-site. The subject site is not known to have featured, nor did Avocet observe, any subsurface infrastructure such as wastewater clarifiers, USTs, or floor drains.

The Phase I ESA identified one REC for the portion of the project site at 14321 Myford Road as follows:

- **REC 1 (14321 Myford Road) – Former Degreasers.** Permits issued SCAQMD in 1980 indicate that Wespercorp, a former occupant, operated two vapor spray degreasers at the site starting in 1980. The permits indicate that both degreasers were permitted for use with 1,1,1-TCA, Freon 113, methylene chloride, or some combination of these three solvents. It is not clear where the two degreasers were located or how long they were used; however, solvent releases from vapor degreasers are common, including via liquid “drag-out” and as heavier-than-air vapors. Based on the likely presence of organic vapors in the subsurface, Avocet considers the former degreasers a REC.

No CRECs or HRECs were identified at the portion of the project site at 14321 Myford Road. However, based on the subject Phase I ESA, two OEFs have been identified, sequentially numbered after the REC as follows:

- **OEF 2 (14321 Myford Road) – Site-Wide POL Use.** Petroleum, oil, and lubricants (POLs) have been used in the workshop since Woodbridge Glass started operating at the site in 2003. The workshop currently features drums and smaller containers

of used and fresh cutting oil and lubricating oil for machinery. Drums and smaller storage containers are stored largely with secondary containment, but Avocet did observe a few containers without secondary containment during the walkover survey. Minor staining was observed during Avocet's walkover survey throughout the interior of the workshop, which suggests that periodic, de minimis surface spills have occurred. However, there are no indications of larger or more significant spills and none of the surfaces in the vicinity of these areas are unpaved.

- **OEF 3 (14321 Myford Road) – ACMs and LBP.** The site was developed in or before 1980, prior to certain restrictions on using asbestos-containing materials ACMs and LCMs in construction. That said, the original building has since been extensively remodeled and SCAQMD records indicate at least some ACMs were abated in 2011. Avocet personnel did not observe any obvious hazardous conditions, such as damaged and friable ACMs or damaged LCMs, however, roof penetration mastics and similar materials sometimes contain nonfriable asbestos, and ceramic tile and porcelain plumbing fixtures may contain elevated lead concentrations. Avocet recommends pre-demolition surveys and, if necessary, abatement for ACMs, LCMs, universal wastes, and other potentially hazardous building materials prior to general building demolition.

Soil Vapor Sampling and Analysis

Subsequent to the preparation of the Phase I ESA, a Soil Vapor Assessment was performed on the project site to determine the possible presence of VOCs in soil vapor. The Soil Vapor Assessment found elevated levels of tetrachloroethylene (PCE) in only one of the six reported samples and trichloroethylene (TCE) in one (albeit a different probe than the elevated level of PCE) of the six reported samples of VOCs taken on the project site. Given the isolated occurrences of elevated PCE and TCE concentrations in soil vapor, the elevated TCE concentration in ambient air, the conservatism of EPA's 0.03 AF and the only marginal exceedances of conservative indoor air screening levels, the soil vapor data do not warrant vapor intrusion mitigation measures.

Compliance with PDF HAZ-A, and all applicable Federal, State, and regional regulations, the project would not create short-term or long-term hazards due to transport of hazardous materials or upset of hazardous materials. Thus, a less than significant impact would occur.

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

Less Than Significant Impact. There are no schools located within one-quarter mile of the project site. The nearest school, Nelson Elementary School (14392 Browning Avenue) is located approximately 0.70 miles from the project site. Heritage Elementary School (15400 Lansdowne Road) is approximately 1.40 miles from the project site. As mentioned above, the project would not emit, transport, or upset hazardous materials, substances or waste

near within one-quarter mile of an existing or proposed school. Less than significant impacts are anticipated.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. The project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5.¹⁵ The Phase I ESA indicated there were two RECs, two HRECs and six potential hazardous OEFs identified in association with the project site that required additional investigation. A Soil Vapor Assessment was conducted and concluded that vapor intrusion mitigation measures would not be necessary. Compliance with PDF HAZ-A would result in no significant adverse impacts relative to hazardous materials sites for the project site.

- 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?*

No Impact. The project site is not located within an airport land use plan; the project site is not within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. The project site is approximately 4 miles northeast of John Wayne Airport. Therefore, no impact would occur.

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

Less Than Significant Impact. Implementation of the proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan, including the City of Tustin Emergency Operations Plan, which was revised in November 2019. The purpose of the Emergency Operations Plan is to provide guidance for the City's response to emergency situations from natural disasters, technological incidents, and National security emergencies. The Emergency Operations Plan describes procedures for the effective and efficient allocation response to a hazardous materials emergency. It establishes an emergency organization, assigns tasks, specifies policy and general procedures, and provides coordination of planning for all phases of emergency planning for a hazardous materials emergency. No revisions to the adopted Emergency Operations Plan would be required as a result of implementation of the proposed project. Primary access to all major roads would be maintained during construction of the project site. Impacts would be less than significant.

¹⁵ California Department of Toxic Substances Control. (2022). DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Retrieved from <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed March 7, 2022.

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

Less Than Significant Impact. The City of Tustin is categorized as a Local Responsibility Area (LRA) by CAL FIRE. The project site is mapped as a non-very high fire hazard severity zone (VHFHSZ).¹⁶ The project site is located within the City limits and surrounded by developed land. Although the project site is not located in a “Very High” FHSZ, the City, in conjunction with the Orange County Fire Authority reviews all building plans for compliance with the California Building Code, state and local statutes, ordinances, and regulations relating to the prevention of fire, the storage of hazardous materials, and the protection of life and property against fire, explosion, and exposure to hazardous materials. Adherence to regulations already in place through the development application and review process at the City would reduce the potential impacts associated with fire hazards as a result of adjacent wildlands to less than significant.

Cumulative Impacts

As noted above, the proposed project would not result in significant impacts related to hazards or hazardous materials. Impacts associated with hazardous materials are often site-specific and localized. The database search performed as part of the Phase I ESA documents the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials or petroleum hydrocarbons and serves as the basis for defining the cumulative impacts study area. Although some of the cumulative projects and other future projects associated with buildout of the surrounding communities could have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site specific.

Projects are required to address any issues related to hazardous materials or waste. Projects must adhere to applicable regulations for the use, transport, and disposal of hazardous materials and implement mitigation in compliance with Federal, State, and local regulations to protect against site contamination by hazardous materials. Compliance with all applicable Federal, State, and local regulations related to hazardous materials would ensure that the routine transport, use, or disposal of hazardous materials would not result in adverse impacts. Any demolition activities associated with projects that effect asbestos or lead based paint would also occur in compliance with SCAQMD Rule 1403 and the CalOSHA Construction Safety Orders, which would ensure that hazardous materials impacts would be less than significant. Additionally, site-specific investigations would be conducted at sites where contaminated soil or groundwater could occur to minimize the exposure of workers and the public to hazardous substances.

¹⁶ California Department of Forestry and Fire Protection. (2011). Tustin Very High Fire Hazard Severity Zones in LRA. Retrieved from https://osfm.fire.ca.gov/media/5896/c30_tustin_vhfhsz.pdf. Accessed March 7, 2022.

HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?				X
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
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?			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

A Hydrology Study and Preliminary Water Quality Management Plan (WQMP) were prepared by Thienes Engineering for the proposed project. The Hydrology Study and Preliminary WQMP are included in this Initial Study as **Appendices F and G**, respectively, and the results are summarized herein.

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

Less Than Significant Impact. The project site is currently developed with two existing industrial/office buildings and associated parking lots. Runoff from the project site is routed to an existing City storm drain system that traverses through the project site along the westerly property boundary.

The project site is proposed to drain in a similar manner as the existing condition; however, runoff from the northwesterly portion of the building and the truck loading dock area would drain to catch basins located in the truck loading dock. A proposed storm drain would convey runoff around the building and connect to the existing 18" lateral line located at the westerly property line. Flows from the southeasterly half of the building would be collected by a catch basin near the south driveway. A proposed storm drain would convey runoff westerly to the southwest corner of the project site. This would confluence with the runoff from the southwesterly portion prior to connecting to the existing lateral. Before the on-site flows discharge off-site, manhole structures would divert low flows to a Bio Clean Modular Wetlands System for stormwater treatment. In addition, the truck loading dock area would act as an on-site detention basin prior to discharge off-site. The proposed project would meet stormwater treatment requirements in the Orange County MS4 Permit; and therefore, impacts to water quality as a result of the proposed project would be less than significant.

To minimize water quality impacts during construction of the proposed project, construction activities would be required to comply with a SWPPP consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The SWPPP would incorporate Best Management BMPs such as gravel bags, silt fence, and fiber rolls. Preparation and implementation of a SWPPP would reduce potential impacts to water quality during construction to a less than significant level. No mitigation is required.

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

No Impact. The proposed project does not propose to use groundwater. The proposed project is currently developed with two existing industrial/office buildings and associated surface parking lots and landscaping. The proposed project would not result in additional impervious surfaces on the project site. In addition, the proposed project would use an on-site detention basin and would construct a Bio Clean Modular Wetlands System for stormwater treatment before being discharge into the public storm drain system located along the proposed project's west property line within an existing easement. Therefore, the proposed project would not significantly impact local groundwater recharge. No impacts would occur in this regard and no mitigation is required.

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

i) *Result in substantial erosion or siltation on- or off-site?*

No Impact. The proposed project would not substantially alter the existing drainage patterns of the project site or vicinity. The proposed project would continue to drain to an existing City storm drain system that traverses through the project site along the westerly property boundary. The project site is currently developed with two existing industrial/office buildings and associated surface parking lots and landscaping. Construction of the proposed project would not increase the amount of impervious surface. The project proposes to use a Bio Clean Modular Wetlands System for stormwater treatment before being discharged into the public storm drain system located along the proposed project's west property line within an existing easement. In addition, the truck loading dock area would act as an on-site detention basin prior to discharge off-site. The project site does not contain any streams or rivers; therefore, none would be altered by the proposed project. Accordingly, no impact would occur and no mitigation is required.

ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*

Less Than Significant Impact. Refer to Threshold 4.10 (c)(i) above. The proposed project would not substantially alter existing drainage patterns of the project site or project vicinity. The proposed project does not include any streams or rivers. Low flows would be directed to a Bio Clean Modular Wetlands System for treatment before being discharged into the public storm drain system located along the proposed project's west property line within an existing easement. In addition, the truck loading dock area would act as an on-site detention basin prior to discharge off-site. The proposed detention basin would also minimize the potential for flooding to occur on site or off site. Impacts would be less than significant and no mitigation is required.

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?*

Less Than Significant Impact. The proposed project discharges stormwater to an existing City storm drain system that traverses through the project site along the westerly property boundary. The proposed project would detain 100-year runoff to the existing 25-year peak flow rate in the truck loading dock area on the northwest side of the project site. The proposed project would not release more stormwater than existing conditions.

In addition, the proposed project would be required to prepare a SWPPP under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit to implement BMPs to minimize stormwater runoff during construction. Adherence with the

recommendations of the Preliminary WQMP prepared for the proposed project, and preparation of a SWPPP would reduce possible impacts related to the stormwater drainage system to less than significant. No mitigation is required.

iv) Impede or redirect flood flows?

Less Than Significant Impact. Refer to Threshold 4.10 (c)(i) above. The proposed project would continue to drain west to an existing City storm drain system that traverses through the project site along the western property boundary. The project proposes to use the truck loading dock area as a detention basin to maintain existing stormwater flows off-site. The proposed project would comply with the City's requirements for detention and stormwater treatment. Therefore, downstream facilities would not be negatively impacted by the development of the project site. Accordingly, impacts to the issues related to flooding would be less than significant.

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

No Impact. The proposed project is located over 8 miles east of the Pacific Ocean. There is no risk of exposure to inundation by seiche or tsunami. Accordingly, there is no significant risk of release of pollutants due to project inundation. Thus, no impact would occur and no mitigation is required.

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

No Impact. Water quality impacts other than those described in Threshold 4.10 (a) above are not anticipated with implementation of the proposed project. Furthermore, the proposed project does not propose to use groundwater and, as discussed in Threshold 4.10 (b) above, stormwater runoff would utilize an on-site detention basin and a Bio Clean Modular Wetlands System to detain and treat water prior to discharging into the public storm drain system. Therefore, the proposed project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impacts would occur in this regard and no mitigation is required.

Cumulative Impacts

The potential impacts related to hydrology and stormwater runoff are typically site specific and site specific BMPs are implemented at the proposed project level. The analysis above determined that the implementation of the proposed project would not result in significant impacts. In regards to proposed project impacts that would be considered less than significant, such impacts are not expected to result in compounded or increased impacts when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects, as other projects would be subject to similar laws and requirements regarding hydrology practices. Potential impacts are considered less than cumulatively considerable.

LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

a) *Physically divide an established community?*

No Impact. Projects that are typically considered to have the potential to divide an established community include the construction of new freeways, highways, roads, or other uses that physically separate an existing or established neighborhood. The proposed project does not include the construction of public roadways, structures, or other improvements that would be located between existing neighborhoods. Therefore, the proposed project would not physically divide or separate neighborhoods within an established community. The project site is located in a predominately infill industrial and commercial area. The City’s General Plan land use designation for the project site is Planned Community Commercial/Business (PCCB). The current zoning for the parcel is PC IND. The land uses surrounding the project site consist of industrial and commercial uses, thus would not physically separate residential areas.

As discussed above, the proposed project is zoned for industrial uses and is surrounded by industrial and commercial uses, thus would not physically separate residential areas. Accordingly, the proposed project would generally blend in with the surrounding uses and would not physically divide an established community. Accordingly, the project site is being proposed in a part of the city where the site is not critical to the connectivity of the community. The project site does not serve the community as a gathering place, nor does it increase the sense of community by providing community space. The project would not divide an established community. Therefore, no impacts would occur and no mitigation is required.

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

No Impact. The City’s General Plan land use designation for the project site is PCCB. The current zoning for the parcel is PC IND. The project is further governed by the Irvine Industrial Complex Planned Community District Regulations which provides standards for site density, setbacks, building height, landscaping, and other standards related to the

character of the project. Consistent with the development regulations for the PC IND zone and the Irvine Industrial Complex Planned Community District Regulations, the proposed project would have a FAR of 0.475, a maximum building height of approximately 47'-6" and would comply with the minimum setback requirements for the Irvine Industrial Complex Planned Community District Regulations. The project would require a minimum of 76 automobile parking spaces, which would be provided on-site. Therefore, no impacts would occur, and no mitigation is required.

Cumulative Impacts

The proposed project does not conflict with any applicable land use regulations, land use policies, or land use planning documents. The proposed project does not propose any new roadways or other significant infrastructure improvements that would restrict access, require a diversion of existing travel routes, or otherwise divide an established community. Therefore, the proposed project would not contribute towards any cumulative impacts in these regards. The proposed Project would not result in an impact on any sensitive plant or animal species covered by a habitat conservation plan or natural community conservation plan, nor does it hinder the implementation or establishment of such plans. For these reasons, the proposed Project would not contribute to a cumulative impact or result in land use conflicts. Potential future projects would be subject to project level review of their land use impacts. As discussed above, the proposed project would not impact land use policies, therefore, taken with past, present and reasonably foreseeable projects impacts are not considered cumulatively considerable, and no cumulative impacts related to land use and planning would occur.

MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Existing Conditions

A mineral resource is any naturally occurring rock material with commercial value. The City’s General Plan identifies the inactive Mercury-Barite deposit in Red Hill as the only mineral resource within the City and its SOI.¹⁷ The project is located approximately 2 miles southwest of the Red Hill deposit. As such, the project site is not designated for mineral resource recovery and does not contain any known mineral resources and is not used for mining or mineral production.

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

No Impact. While some amount of mineral resources may exist in the City limits, none are expected in the project site. Therefore, no impact would occur.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. According to the General Plan, no mining operations are currently active within the City limits, and none are being considered. The proposed project therefore would not have an effect on locally important mineral resources recovery site.

Cumulative Impacts

The proposed Project would not result in direct or indirect permanent or temporary impacts related to mineral resources. Implementation of the proposed project would not result in the loss of an area that is designated for mineral resource extraction and would not result in the inability to use any other areas for such purpose. Therefore, the proposed project would not result in incremental effects to the loss of mineral resources that could be compounded or increased when considered together with similar effects from other past, present, and

¹⁷ City of Tustin. (2018). City of Tustin General Plan, Open Space and Recreation Element. page 41. Retrieved from <https://tustincta.org/396/General-Plan>. Accessed March 7, 2022.

reasonably foreseeable future projects. Thus, no cumulative impacts related to mineral resources would occur. As a result, no cumulative impacts related to mineral resources would occur.

NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X

Discussion

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. The human environment is generally characterized by a certain consistent noise level that varies by area. This is called ambient, or background noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting; time of day and type of activity during which the noise occurs, and sensitivity of the individual.

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound’s pitch and is measured in cycles per second, or hertz (Hz). Intensity describes the sound’s loudness and is measured in decibels (dB). Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually as pain at still higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about 3 dB. Decibels are measured using a logarithmic scale; thus, the average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound’s loudness. This relation holds true for sounds of any loudness.

Because community noise fluctuates over time, a single measure called the Equivalent Sound Level (Leq) is often used to describe the time-varying character of community noise. The Leq is the energy-averaged A-weighted sound level during a measured time interval, and is equal to the level of a continuous steady sound containing the same total acoustical energy over the averaging time period as the actual time-varying sound.

Another sound measure known as the Community Noise Equivalent Level (CNEL) is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5 dB adjustment to sound levels during evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB adjustment to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). These adjustments compensate for the increased sensitivity to noise during the typically quieter evening and nighttime hours. The CNEL is used by the State of California and the City to evaluate land use compatibility with respect to transportation noise.

The City's Noise Ordinance (Article 4, Chapter 6 of the City's Municipal Code) specifies that exterior noise level shall not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 50 dBA between 10:00 p.m. and 7:00 a.m. in residential areas, shall not exceed 60 dBA in commercial areas at any time, and shall not exceed 70 dBA in industrial areas at any time. Interior noise level shall not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 45 dBA between 10:00 p.m. and 7:00 a.m. in residential areas.

Additionally, Section 4617 (e) of the City's Municipal Code limits construction activities to occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturdays, and is prohibited on Sundays and observed federal holidays (unless otherwise agreed to by the City).

Existing Noise Environment

Some land uses are considered sensitive to noise. Noise-sensitive receptors are associated with indoor and/or outdoor activities subject to stress and/or significant interference from noise, such as residential dwellings, transient lodging, dormitories, hospitals, educational facilities, public assembly facilities, amphitheaters, playgrounds, congregate care facilities, childcare facilities and libraries. Industrial and commercial land uses are generally not considered sensitive to noise.

The project site is surrounded by industrial and commercial land uses. The nearest residential community is located approximately 1,600 feet to the northwest along Tustin Ranch Road.

The project site is located on the west side of Myford Road, east of Walnut Avenue, approximately 0.3 miles west of SR 261, and approximately 0.7 miles west of the I-5 freeway. Noise sources for the area are mainly associated with industrial uses and the traffic noise along nearby streets and freeways. Myford Road is a north-south secondary roadway shared with the City of Irvine. In the project vicinity, Myford Road is a four-lane undivided roadway. Walnut Avenue is an east-west primary roadway beginning in the City of Tustin and terminating in the City of Irvine at Myford Road. Walnut Avenue is located approximately one quarter of a mile to

the south of the project site. West of Myford Road, it provides two travel lanes in each direction, and provides three travel lanes in each direction to the east of Myford Road in the City of Irvine.

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

Less Than Significant Impact.

Construction

The project is surrounded on all sides by existing commercial and industrial properties and the nearest sensitive receptors are located approximately 1,600 feet from the property boundary and major project construction areas. Further, project construction would be completed consistent with Section 4617 (e) of the City's Municipal Code. Due to project compliance with the City's Municipal Code and the distance between project construction areas and sensitive receptors, impacts would be less than significant and mitigation is not required.

Operations

Noise impacts are considered significant for residences if exterior noise levels exceed 55 dBA CNEL. The operation of the project shall be required to be in accordance with the City's Noise Ordinance set forth in Article 4, Chapter 6, Section 4614 and 4617(e) of the City's Municipal Code, which specifies that exterior noise level shall not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 50 dBA between 10:00 p.m. and 7:00 a.m. in residential areas, shall not exceed 60 dBA in commercial areas at any time, and shall not exceed 70 dBA in industrial areas at any time. Interior noise level shall not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 45 dBA between 10:00 p.m. and 7:00 a.m. in residential areas. As discussed above, the project site is located adjacent to existing industrial sites and would not generate noise levels in excess of standards once operational. Given the project site and use is similar to adjacent uses and would not change ambient noise levels to nearby residential uses, the impact is less than significant, and no mitigation is required.

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

Less Than Significant Impact. The proposed project does not involve heavy manufacturing drilling or other subterranean activities that would generate excessive groundborne vibration or groundborne noise levels when in operation. In addition, construction activities for the project are not anticipated to involve pile driving or blasting; therefore, a less than significant impact would occur and no mitigation is 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?*

No Impact. The project site is not located near a private airstrip or within the vicinity of an airport land use plan. John Wayne Airport is located approximately four miles southwest of the project site and, therefore, would not expose persons to excessive airport-related noise levels. No impacts would occur and no mitigation is required.

Cumulative Impacts

The project's construction activities would not result in a substantial temporary increase in ambient noise levels. The operation of the project shall be required to be in accordance with the City's noise standards set forth in Article 4, Chapter 6, Section 4614 and 4617(e) of the City's Municipal Code, which specifies that exterior noise level shall not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 50 dBA between 10:00 p.m. and 7:00 a.m. in residential areas, shall not exceed 60 dBA in commercial areas at any time, and shall not exceed 70 dBA in industrial areas at any time. Interior noise level shall not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 45 dBA between 10:00 p.m. and 7:00 a.m. in residential areas. There would be periodic, temporary, noise impacts that would cease upon completion of construction activities. However, based on the noise analysis above, the project's construction-related noise impacts would be less than significant following compliance with the General Plan and the Municipal Code. Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with project specific noise impacts, would not be cumulatively significant.

POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Demographic Setting

According to the Southern California Association of Governments (SCAG), in 2018, the City had a total population of 82,344 residents and approximately 28,118 housing units.¹⁸ As reported by the California Department of Finance (DOF), the vacancy rate is a measure of the availability of housing in a community. It also demonstrates how well the available units meet the market demand. A low vacancy rate suggests that residents may have difficulty finding housing within their price range and a high supply of vacant units may indicate either the existence of a high number of desired units, or an oversupply of units. A healthy vacancy rate is generally accepted at seven or eight percent. A low vacancy rate is about two percent. The City’s current vacancy rate is approximately 4.9 percent.¹⁹ SCAG projects the County to grow in population to approximately 22 million people by 2040, which totals nearly 4 million additional people.²⁰

- a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact. The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the area. The temporary workforce would be needed to construct the warehouse distribution building and associated improvements. Because the future tenant is not yet known, the number of jobs that the project would generate cannot be precisely determined. However, the proposed project would replace two industrial/office buildings (81,008 square feet and 55,090 square feet) with one 148,437 square foot

¹⁸ Southern California Association of Governments. (2019). Profile of the City of Tustin. Table 11. Retrieved from https://scag.ca.gov/sites/main/files/file-attachments/tustin_localprofile.pdf?1606012675 Accessed March 7, 2022.

¹⁹ California Department of Finance. (2022). Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2021, with 2010 Benchmark. Retrieved from <https://dof.ca.gov/Forecasting/Demographics/Estimates/estimates-e5-2010-2021/>. Accessed March 7, 2022.

²⁰ Southern California Association of Governments. (2016). 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Retrieved from <https://scag.ca.gov/sites/main/files/file-attachments/f2016trtpscs.pdf?1606005557>. Accessed March 7, 2022.

warehouse distribution building. Employment created by the proposed project would likely replace existing jobs on the existing project site. Therefore, the project's temporary and permanent employment requirements could likely be met by the City's existing labor force without the relocation of people into the region. Therefore, impacts associated with population growth would be less than significant.

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

No Impact. No residential dwelling units exist on-site. Because there would be no displacement of people or housing, no impacts would occur.

Cumulative Impacts

The proposed project would not result in direct or indirect permanent or temporary impacts related to population, housing, or employment. Therefore, the proposed project would not result in material effects to population, housing, or employment that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur.

PUBLIC SERVICES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
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:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

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:*

i) *Fire protection?*

Less Than Significant Impact. The proposed project would replace two industrial/office buildings (81,008 and 55,090 square feet) with the proposed 148,437 square foot warehouse distribution building. The area surrounding the project site is developed with industrial and commercial buildings. Implementation of the project would have a minimal increase in demand for fire protections services in Tustin. Further, the project would be developed in accordance with applicable city, county, and state regulations, codes, and policies pertaining to fire hazard reduction and protection. The proposed warehouse would be equipped with emergency sprinkler systems and fire detectors. Water lines with fire-sufficient flows supplied by the Irvine Ranch Water District (IRWD) be connected to fire hydrants placed in accordance with Orange County Fire Authority (OCFA) standards.

Fire protection and emergency response services are currently provided for the project site by OCFA, a regional fire service agency that serves 23 cities in Orange County and all unincorporated areas. The OCFA operates 77 fire stations throughout Orange County, including three within the City of Tustin. Fire Station 37, located at 15011 Kensington Park Drive, is approximately 0.85 miles west of the project site, Fire Station 21, located at 1241 Irvine Boulevard, is approximately 2.2 miles north of the project site, and Fire Station 43, located at 11490 Pioneer Road, is approximately 2.9 miles northeast of the project site.

With compliance of the applicable city, county, and state regulations, codes, and policies, potential impacts on fire services from implementation of the project would be less than significant.

ii) Police protection?

Less Than Significant Impact. Implementation of the proposed project would result in a minimal increase in demand for police protection services in Tustin. The proposed project would be served by the City of Tustin Police Department (TPD), located at 300 Centennial Way, which is approximately 2 miles northwest of the project site. TPD currently has nearly 100 sworn officers and 55 civilian support personnel providing law enforcement services 24 hours a day, 365 days a year.²¹

The project proposes to construct a new warehouse building that would operate on the project site, replacing two existing industrial/office buildings. Further, the proposed project is in a developed area and is currently served by the TPD. The proposed project is not anticipated to increase response times to the project site or surrounding areas. Further, the proposed project does not require new or physically altered police protection facilities. Therefore, impacts would be less than significant, and no mitigation is required.

iii) Schools?

Less Than Significant Impact. The project site is located in the Tustin Unified School District (TUSD). The nearest schools are located approximately 0.70 miles and 1.40 miles from the project site: Nelson Elementary School, located at 14392 Browning Ave and Heritage Elementary School, located at 15400 Lansdowne Road respectively.

The proposed project is a non-residential land use. Implementation of the proposed project would not directly result in an increased population in the City and therefore would not increase the need for the construction of additional school facilities. TUSD requires development fees to be paid by the applicant (eligible for fee credits for existing building square footage). Upon payment of the required fees, no significant impacts would occur for school services or facilities and no mitigation is required.

²¹ City of Tustin Police Department (2022). About Us. Retrieved from <https://www.tustinca.org/177/About-Us>. Accessed March 31, 2022.

iv) Parks?

Less Than Significant Impact. The proposed project does not have a residential component. As such, the proposed project would not create a significant increased demand or need for the construction or use of park facilities. The City has established park development fees to offset the costs associated with increased maintenance and the addition of park facilities resulting from new development. The City's Park development fees are generated based on the type of land use. Residential uses are required to pay a park development fee; however, nonresidential uses such as industrial uses are not obligated to contribute to park development fees. Therefore, the impact would be less than significant and no mitigation is required.

v) Other public facilities?

Less Than Significant Impact. The proposed project would be subject to Development Impact Fees (DIF) including New Construction Fees and Major Thoroughfare & Bridge Fee (The Toll Roads/Transportation Corridor Agencies) (both of which are eligible for fee credits for existing building square footage). The DIF levied on the proposed project would help the City in providing for infrastructure, equipment, and staffing. Therefore, impacts would be less than significant and no mitigation is required.

Cumulative Impacts

The proposed project would not result in a significant cumulative impact to public services or facilities. The project would result in new employees and potentially new residents in the project area. However, the proposed project would not result in growth beyond what has been planned in the General Plan. Similar to the proposed project, future projects would be required to compensate the City for potential increases in demand for public services. It is expected that impacts of future projects would be required to demonstrate the availability of services or mitigate accordingly. Therefore, the proposed project would not result in substantial incremental effects to public services and facilities when taken in sum with other past, present, and reasonably foreseeable projects.

RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION. Would the project:				
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?				X
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?				X

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?*

No Impact. The proposed project does not include development of residential uses, which would directly increase population and result in increased demand for parks and recreational facilities. Accordingly, implementation of the proposed project would not generate an increase in demand on existing public or private parks or other recreational facilities which could result in increased physical deterioration of the facility. Because the proposed project involves a warehouse distribution use, the proposed project would not be subject to the City of Tustin Development Park Impact Fee. Therefore, no impacts to existing recreational facilities would occur and no mitigation is 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?*

No Impact. The proposed project does not include nor does it require the construction or expansion of recreational areas. Therefore, no impacts would occur.

Cumulative Impacts

The proposed project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, taken in sum with past, present, and reasonably foreseeable projects, no cumulative impacts on recreational facilities would result from implementation of the proposed project.

TRANSPORTATION

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

The Trip Generation and Vehicle Miles Traveled (VMT) Memorandum (Traffic Memo), prepared for the project by Kimley-Horn and Associates (May 5, 2022), evaluates the change in project-related traffic associated with the proposed project, compared to the existing land uses. The Traffic Memo is summarized herein and included as **Appendix H**.

Trip Generation

A trip generation comparison between existing conditions and the proposed project was prepared in order to evaluate whether the net change in project-related trips would cause deficiencies on the existing roadway network. Trip generation estimates are based on daily and peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).

- ITE Land Use 155: High-Cube Fulfillment Center Warehouse – Sort
- ITE Land Use 140: Manufacturing
- ITE Land Use 710: General Office Building
- ITE Land Use 760: Research and Development Center
- ITE Land Use 150: Warehousing

Table 14: Trip Generation Rates, summarizes the estimated net daily and peak hour passenger car equivalent (PCE) trips generated by the project.

Table 14: Trip Generation Rates

Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Cube Fulfillment Center Warehouse - Sort (Passenger Vehicles)	155	KSF	6.25	0.695	0.155	0.85	0.459	0.721	1.18
High-Cube Fulfillment Center Warehouse - Sort (Trucks)	155	KSF	0.19	0.010	0.010	0.02	0.009	0.011	0.02
Manufacturing	140	KSF	4.75	0.517	0.163	0.68	0.229	0.511	0.74
General Office Building	710	KSF	10.84	1.338	0.182	1.52	0.245	1.195	1.44
Research and Development Center	760	KSF	11.08	0.845	0.185	1.03	0.157	0.823	0.98
Warehousing (Passenger Vehicles)	150	KSF	1.11	0.121	0.029	0.15	0.034	0.116	0.15
Warehousing (Trucks)	150	KSF	0.60	0.010	0.010	0.02	0.016	0.014	0.03
Project Trip Generation									
Land Use	Quantity	Unit	Daily	Trip Generation Estimates					
				AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Use									
Myford 14351									
Warehousing									
Passenger Vehicles	14.701	KSF	16	2	1	3	1	2	3
Trucks	14.701	KSF	9	0	0	0	0	0	0
Truck PCE Trips	PCE Factor	3.0	27	0	0	0	0	0	0
Total Myford 14351 Warehouse PCE Trips			43	2	1	3	1	2	3
General Office Building	45.588	KSF	494	61	8	69	11	54	65
Research and Development Center	20.719	KSF	230	18	4	22	3	17	20
Total Myford 14351 PCE Trips			767	81	13	94	15	73	88
Myford 14321									
Warehousing									
Passenger Vehicles	15.429	KSF	17	2	1	3	1	2	3
Trucks	15.429	KSF	9	0	0	0	0	0	0
Truck PCE Trips	PCE Factor	3.0	27	0	0	0	0	0	0
Total Myford 14321 Warehouse PCE Trips			44	2	1	3	1	2	3
General Office Building	16.918	KSF	183	23	3	26	4	20	24
Manufacturing	22,743	KSF	108	12	4	16	5	12	17
Total Myford 14321 PCE Trips			335	37	8	45	10	34	44
Total Existing PCE Trips			1,102	118	21	139	25	107	132
Proposed Use									
High-Cube Fulfillment Center Warehouse - Sort									
Passenger Vehicles	148.437	KSF	928	104	23	127	68	107	175
Trucks	148.437	KSF	28	1	1	2	1	2	3
Total Truck PCE Trips	PCE Factor	3.0	84	3	3	6	3	6	9
Total Proposed Project PCE Trips			1,012	107	26	133	71	113	184
New Net Trips (Proposed - Existing)			-90	-11	5	-6	46	6	52
Source: Institute of Transportation Engineers (ITE) <i>Trip Generation Manual</i> , 11 th Edition									

The proposed project is estimated to result in a decrease in the total site daily and morning peak-hour trips generated by 90 and 6 PCE trips, respectively, while increasing the afternoon peak hour trips by 52 PCE trips. Based on this nominal increase during the afternoon peak-hour, and decrease in the number of trips on a daily basis and during the morning peak-hour, a traffic study is not required for the proposed project as confirmed with the City of Tustin.

Low-VMT Area Screening

Projects located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), tend to exhibit similarly low VMT. Because new development in such locations would likely result in a similar level of VMT, low VMT areas can be used to screen out projects from needing to prepare a detailed VMT analysis. VMT data based on Orange County Transportation Analysis Model (OCTAM) shows the employment (commute) VMT per employee for the traffic analysis zone (TAZ) in which the project is located is below than the Citywide VMT per employee. The project VMT per Employee is 23.1, which is lower than the Citywide VMT per employee of 23.6. The project site is in a low VMT area based on OCTAM.

Project Type Screening

Projects that generate less than 110 daily trips may be screened from conducting a VMT analysis based on the Office of Planning and Research (OPR) Technical Advisory. As stated previously, the project is estimated to decrease the total daily trips generated by 90 trips as compared to the existing uses on the site. Since the proposed project generates less than 110 net daily traffic trips, the project has been determined to have a less than significant level of VMT impact.

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

Less Than Significant Impact. Short-term construction trips would include the transfer of construction equipment, construction worker trips, and hauling trips for construction materials; however, impacts in this regard would be temporary in nature and would cease upon project completion. As shown in the **Table 14**, operation of the proposed project is estimated to decrease the total site daily and morning peak-hour trip generation by 90 and 6 PCE trips, respectively. The afternoon peak-hour trips would increase by 52 PCE trips. Due to the nominal increase during the afternoon peak-hour and decrease in trips on a daily basis, as well as during the morning peak-hour, the proposed project would not adversely affect the circulation system. Thus, impacts have been concluded as less than significant. No project components would require removal of vehicular lanes, such that capacity would be reduced, or that would affect transit service. Therefore, impacts would be less than significant.

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

Less than Significant Impact. Senate Bill 743 (SB 743) was approved by the California legislature in September 2013. SB 743 requires changes to CEQA, specifically directing the

OPR to develop alternative metrics to the use of vehicular LOS for evaluating transportation projects. OPR has prepared a technical advisory for evaluating transportation impacts in CEQA and has recommended that VMT replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires use of VMT for the purposes of determining a significant transportation impact under CEQA.

Truck Trips Related to Shipping Activities

The OPR guidance indicates that, although heavy vehicle traffic can be included for analysis convenience, the SB 743 analysis requirements are specific to passenger-vehicles and light duty trucks. While it may be appropriate to consider heavy vehicle traffic if directed by the lead agency, it is generally understood that interstate commerce and related heavy vehicle traffic are regulated by the federal government as it relates to commerce. Irrespective of this and considering that the end-user of this facility is unknown at this time (thus the nature of the business enterprise and its probable origins and destinations are unknown), it is reasonable to assume that the ultimate end user would select this location, at least in part, as to how it effects their transportation costs. Most often businesses who have shipping as a significant part of their operations are sensitive to transportation costs and their relative proximity to customers and suppliers. Accordingly, it is reasonable to assume that warehouses are often located in a manner to reduce VMT, given that it is the interest of the business.

As described above, the project site is in a low VMT area based on OCTAM and generates less than 110 net daily trips. As such the project would result in a less than significant impact under SB 743.

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

No Impact. The design features of the proposed project do not incorporate any hazardous or incompatible features. The drive aisles/fire lanes within the project site have been designed to be both efficient and safe for vehicular traffic. Additionally, the project would not be an incompatible use, nor would it be hazardous due to its design. Therefore, no impact would occur.

- d) *Result in inadequate emergency access?*

Less Than Significant Impact. The project provides two 35-foot and one 27-foot driveway entries on Myford Road. Project design features and ingress and egress are developed to comply with all relevant emergency regulations. Additionally, construction of the proposed project is not expected to require road closures or otherwise adversely affect emergency access around the site perimeter.

As a standard practice, if road closures (complete or partial) were necessary, the Police and Fire Departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. The impact on emergency access would be less than significant.

Cumulative Impacts

The proposed project would not result in direct or indirect significant impacts related to transportation. Therefore, the proposed project would not result in incremental effects to transportation that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to transportation would occur.

TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		

The discussion below relies on the City’s General Plan as it relates to the cultural and tribal resources and the project site.

a) *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:*

i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).*

No Impact. As discussed above in Section 4.5, *Cultural Resources*, the proposed project would result in no impact on sites that are listed or eligible for listing in the California Register of Historic Resources.

ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public*

Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Unless Mitigation Incorporated. Per the City’s standard practice and in accordance with Assembly Bill 52 (AB 52), including Section 21080.3.1(d), the City circulated letters via certified mail on June 30, 2022 to the tribes referenced in Section 3.0 (10) to request comments and input on the proposed project and the potential to affect Tribal and Cultural Resources.

At the expiration of the AB-52 noticing period (30 days) on August 1, 2022, the City only received one response letter from the Gabrieleño Band of Mission Indians – Kizh Nation (“Kizh Nation”) to request consultation. On August 16, 2022, Kizh Nation proposed three (3) mitigation measures to the City, which are included verbatim below as MM TCR-1, TCR-2, and TCR-3. With implementation of MM TCR-1, TCR-2, and TCR-3, the proposed project’s potential impacts would be reduced to a level considered less than significant.

Mitigation Measures

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities:

- A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (the “Kizh” or the “Tribe”). The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Grounddisturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of grounddisturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. Subsequent to the discovery and assessment of the TCR(s), if the Kizh does not relocate the TCR(s) to a location off-site, the project applicant shall be permitted to relocate the TCR(s) to a location within the project site boundary outside of the building footprint, truck court, and paved drive aisles and walkways. The project applicant shall be required to work in coordination with the Kizh to determine the exact location the TCR(s) is to be placed.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects:

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that

determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance, except as required to be disclosed by project applicant or its successor in interest.
- G. Subsequent to the discovery and assessment of human remains and/or burial goods, the project applicant shall be required to work in coordination with the Kizh to reintern the human remains in the discovered location within the project site boundary, or if in the discretion of the Kizh, it is determined that reinternment is not possible without material project delays, then to relocate the human remains and/or burial goods to a location within the project site boundary outside of the building footprint, truck court, and paved drive aisles and walkways. The project applicant shall be required to work in coordination with the Kizh in good faith to determine the exact location the human remains and/or burial goods are to be placed. (Cal. Pub. Res. Code § 5097.98(e).)

TCR-3: Procedures for Burials and Funerary Remains:

- A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours.
- E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the California Native American Heritage Commission (NAHC). The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.
- H. Subsequent to the discovery and assessment of human remains and/or burial goods (three or less burials), the project applicant shall be permitted to inter or relocate the human remains and/or burial goods (three or less burials) to a location within the project site boundary outside of the building footprint, truck court, and paved drive aisles and walkways in accordance with California Public Resources Code §5097.98(e).

Cumulative Impacts

The proposed project would result in less than significant impacts to tribal cultural resources after incorporation of mitigation. The chances of cumulative impacts occurring as a result of project implementation plus implementation of other projects in the region is not likely since all past, present, and reasonably foreseeable project would have been or subject to individual project-level environmental review. Since project-related impacts would be reduced to a less than significant level with mitigation, and because existing laws and regulations are in place to protect tribal cultural resources and prevent significant impact to such resources, the potential incremental effects of the proposed project would not be cumulatively considerable.

UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Utility providers for the proposed Project were contacted and the correspondence with these providers is included in **Appendix I**. As described in **Appendix I**, power will be provided by SCE, natural gas will be provided by SoCalGas, domestic water, irrigation water, fire water, and sewer will be provided by IRWD, and telecommunications will be provided by AT&T, fiber will be provided by Charter Communications, and cable will be provided by Cox Communications.

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

Less Than Significant Impact. The City does not own or operate wastewater treatment facilities or sewers and sends all collected wastewater to the Orange County Sanitation District (OCSD) for treatment and disposal. Wastewater services within the City are

provided by OCSD and IRWD. Collected wastewater is sent to OCSD's facilities located in the Cities of Huntington Beach and Fountain Valley. OCSD's Plant No. 1 in Fountain Valley has a capacity of 320 million gallons per day (MGD) and Plant No. 2 in Huntington Beach has a capacity of 312 MGD.²²

The proposed project is located within an urbanized area of the City of Tustin. Accordingly, the proposed project does not increase the need for utility facilities beyond what was evaluated in the City's General Plan. The proposed project includes uses that are consistent with the approved land use and zoning for the project site, thus the wastewater pipelines would be sufficient to convey project wastewater. Additionally, sewer, water, and wastewater lines are currently in place to serve the proposed project and relocation or expansion of these lines beyond the scope of the proposed project site, or construction of a new or expanded sewer, water, wastewater treatment facilities as a result of the proposed project would not be required. Stormwater, drainage, electric power, natural gas, and telecommunications facilities are in place to serve the project without the need for construction or relocation of utility facilities. Further, the applicant obtained "will serve" letters from required utility providers (see Appendix I) to provide service to the project including domestic water, fire water, and sewer (IRWD), power (SCE telecommunications (AT&T), fiber (Charter Communications), cable (Cox Communications), and natural gas (SoCalGas). Therefore, the proposed project would not require the construction of new sewer, water, wastewater, stormwater, drainage, electric power, natural gas, or telecommunication facilities which could cause significant environmental effects. Significant impacts would not occur, and no mitigation is required.

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

Less Than Significant Impact. The proposed project would be served with potable water by the IRWD. According to IRWD's 2020 Urban Water Management Plan (UWMP), IRWD's will meet the projected water demands of existing and planned uses through 2040 under a single dry-year condition and over five years of consecutive drought, as well as in normal year conditions because IRWD sources imported water, groundwater, recycled water, and local surface water. Further, local supplies make up about 80% of IRWD's water supplies.²³

The project would not require a zone change as it would be consistent with the City's approved land use and zoning. Thus, the project would be consistent with the water demand estimated for these parcels in the analysis provided in the UWMP.

Potable water would be supplied using imported water supplies, local surface and groundwater supplies and through recycling and water conservation. Water demand during construction would be temporary and would not require additional water beyond

²² City of Tustin. (2016). 2015 Urban Water Management Plan. Retrieved from <https://www.tustinca.org/Archive/39>. Accessed March 7, 2022.

²³ Irvine Ranch Water District.(2021). 2020 Urban Water Management Plan. Page ES-3. Retrieved from <https://www.irwd.com/doing-business/urban-water-management-plan>. Accessed March 7, 2022.

the needs of typical construction projects of this type. Given that the project's proposed use is consistent with the project site's zoning and General Plan designation, and therefore consistent with the City's planned growth, which was accounted for in the City's UWMP, adequate water supplies would be available to serve the proposed project, impacts would be less than significant, and mitigation is not required.

- c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact. As discussed above, there are sufficient wastewater treatment facilities and capacity to service the project. The project would also be required to develop appropriately sized water and wastewater conveyance facilities to and from the project site. Thus, less than significant impacts would occur.

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less Than Significant Impact. The County of Orange owns and operates the Frank R. Bowerman Sanitary Landfill, which serves the City of Tustin. The proposed project is anticipated to generate solid waste during the temporary, short-term construction phase, as well as the operational phase, but it is not anticipated to result in inadequate landfill capacity. The Bowerman landfill has a maximum permitted capacity of approximately 266 million cubic yards, and a remaining capacity of approximately 205 million cubic yards. The landfill has an expected operational life through the year 2053, with the potential for vertical, or downward expansion.²⁴ The proposed project would replace two industrial/office buildings with footprints of approximately 81,008 square feet and 55,090 square feet with one 148,437 square foot proposed warehouse distribution building. Therefore, solid waste generated by the 148,437 square feet of proposed warehouse distribution uses would be similar to the solid waste currently generated by the 136,098 square feet of industrial/office uses that would be replaced by the proposed project. For these reasons, the proposed project's solid waste disposal needs can be met by the Frank R. Bowerman Sanitary Landfill.

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

Less Than Significant Impact. The proposed project, as with all other developments in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated and no mitigation is required.

²⁴ California Department of Resources Recycling and Recovery. (2022). Frank R. Bowerman Sanitary Landfill Detail (30-AB-0360). Retrieved from <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2767?siteID=2103>. Accessed March 7, 2022.

Cumulative Impacts

The proposed project would have a less than significant impact with respect to utilities/service systems. The project would require water and wastewater infrastructure, as well as solid waste disposal for building facility construction and operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. The project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, the proposed Project, taken in sum with past, present, and reasonably foreseeable projects, would not result in significant cumulative utility impacts.

WILDFIRE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

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

No Impact. As discussed in Section 4.9, *Hazards and Hazardous Materials*, Threshold 4.9 (f), the proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan, including the City of Tustin Emergency Operations Plan, which was revised in November 2019. The project does not include the construction of new roadways or vacation of roadways that would alter the Circulation Plan. Primary access to all major roads would be maintained during construction of the proposed project. Further, the conditions of approval for the project would include any additional requirements set forth by the City to ensure proper radio coverage for first responders in case of emergency at the project site. Therefore, no associated impacts would occur.

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

Less than Significant Impact. The proposed project is located in a predominately developed area consisting of industrial and commercial uses. The project site is currently

improved with two industrial/office buildings (81,008 and 55,090 square feet), ancillary auto parking lot, and landscaping. On-site vegetation consists of landscaped ornamental vegetation. According to wind rose data for the project area, wind generally travels to the south and southwest and has an average speed of 6.5 mph.²⁵ The surrounding area is largely developed and does not include large areas of vacant or open spaces areas, thus minimizing the likeliness of an uncontrolled spread of wildfire emanating from the project site. In addition, the project site does not include any steep slopes which would exacerbate the spread of wildfires. Further, as discussed in Section 4.9, *Hazards and Hazardous Materials*, Threshold 4.9 (g), the project site is mapped as a non-very high fire hazard severity zone (VHFHSZ). Impacts would be less than significant.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less than Significant Impact. As described in Section 4.19, *Utilities and Service Systems*, Threshold 4.19 (b) above, water for the proposed project would be provided by the IRWD and additional water facilities would not be required to serve the project. The addition of the proposed project would not create an additional demand for water beyond those identified in the City's General Plan. Thus, adequate water required for fire emergency services would be available to the proposed project.

Additionally, the project would not include the installation of above ground utilities or power lines that could exacerbate the fire risk. The construction of underground utilities would reduce the fire risk associated with above ground utilities to a less than significant level.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Less than Significant Impact. As described in Section 4.10, *Hydrology and Water Quality*, Threshold 4.10 (c) above, potential hazards related to downstream flooding are less than significant. Under proposed conditions, on-site surface runoff would be captured and routed through a Bio Clean Modular Wetlands System for stormwater treatment before being discharge off-site. As discussed in Section 4.7, *Geology and Soils*, Threshold 4.7 (a), the project site is not located within an area susceptible to landslides. The proposed project would be constructed in accordance with the Uniform Building Code (UBC) and CBC, as well as the Geotechnical Investigation conducted for the project and the grading requirements contained within Article 8 of the City's Development Code. Thus, impacts would be less than significant.

²⁵ Iowa State University. (2022). Iowa Environmental Mesonet. Retrieved from https://mesonet.agron.iastate.edu/sites/windrose.phtml?station=SNA&network=CA_ASOS. Accessed March 31, 2022.

Cumulative Impacts

The proposed project would not result in direct or indirect significant impacts related to wildfires. Therefore, the proposed project would not result in incremental effects to wildfires that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to wildfires would occur.

MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) *Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

No Impact. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS/MND. As discussed in Section 4.4, *Biological Resources*, the project would not have a significant impact on a sensitive habitat or species.

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

Less Than Significant Impact. As discussed throughout this IS/MND, implementation of the proposed project has the potential to result in effects to the environment that are individually limited, and cumulatively may be considerable in specific areas in conjunction with past, present, and reasonably foreseeable development. In all instances where the proposed project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than-significant levels. As such, with incorporation of the Project Design Features and mitigation measures imposed throughout this IS/MND, the project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.

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

Less Than Significant Impact. The project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND. In instances where the project has potential to result in direct or indirect adverse effects to human beings, mitigation measures have been applied to reduce the impact to below a level of significance. With required implementation of Project Design Features and mitigation measures identified in this IS/MND, construction and operation of the proposed project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

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