



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam

201 Mission Street  
Suite 1650  
San Francisco, CA 94105  
415-744-3133  
415-744-2726 (fax)

MAR 10 2015

Darrell Johnson, CEO  
Orange County Transportation Authority  
550 South Main Street  
Orange, CA 92863-1584

Re: Finding of No Significant Impact for the Santa Ana-  
Garden Grove Fixed Guideway Project

*Darrell*  
Dear Mr. Johnson:

Based on our review of the Revised Environmental Assessment, dated January 2015, for the proposed Santa Ana-Garden Grove Fixed Guideway Project, the Federal Transit Administration (FTA) has issued a Finding of No Significant Impact (FONSI). A copy of the FONSI is enclosed.

The FONSI and supporting documentation should be made available to affected government agencies and the public and should be posted on the project website. A Notice of Availability for the FONSI should be published in local newspapers and should also be provided directly to affected government agencies, including the State intergovernmental review contacts established under Executive Order 12372.

Please note that the terms and conditions of the grant contract will require the City of Santa Ana to undertake the mitigation measures identified in the Environmental Assessment and FONSI.

If you have questions about our review, please call Ted Matley, Community Planner, at (415) 744-2590.

Sincerely,

*Leslie T. Rogers*  
Leslie T. Rogers  
Regional Administrator

Copy: Jason Gabriel, City of Santa Ana

Enclosure

## Finding of No Significant Impact

**Applicant:** City of Santa Ana

**Project:** Santa Ana-Garden Grove Fixed Guideway Project

**Location:** Cities of Santa Ana and Garden Grove, California

The Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR) for the Santa Ana-Garden Grove Fixed Guideway Project (Project) was prepared in cooperation with the Federal Transit Administration (FTA) pursuant to the National Environmental Policy Act of 1969 (42 United States Code [U.S.C.] 4332); the Federal Transit Law (49 U.S.C. Chapter 53), Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303); and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations).

**Description:** The Project proposes to construct approximately 4.2 miles of new east-west transit line in Orange County between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The purpose of the Project is to improve transit connectivity and transit accessibility within the Study Area; relieve congestion by providing alternative mobility options in a manner that is sensitive to the community's character; increase transit options; and provide benefits to the environment through improved air quality. Key elements of the project include:

- *Trackway:* The new trackway would be installed primarily within the Pacific Electric Right-of-Way (PE ROW) through the western portion of the alignment. The eastern portion of the alignment will operate along Santa Ana Boulevard and 4th Street on the way to the SARTC. A new single-track bridge would be constructed immediately south of the existing Pacific Electric Santa Ana River Bridge. Through the use of gates and signaling, the single-track bridge would accommodate bi-directional streetcar traffic.

The Downtown Santa Ana segment features couplet operations with the westbound alignment on Santa Ana Boulevard, and the eastbound alignment on 4th Street. For the eastbound transition from Santa Ana Boulevard to 4th Street, a direct route would be provided from Santa Ana Boulevard along a public easement along the southern edge of Sasser Park to 4th Street.

- *Stations:* The Project includes twelve stations in the eastbound direction and twelve stations on the westbound direction. In both directions stations would be located at Harbor Boulevard/Westminster Avenue, Willowick, Fairview Street/PE ROW, Raitt Street/Santa Ana Boulevard, Bristol Street/Santa Ana Boulevard, Flower Street/Santa Ana Boulevard, Lacy Street/Santa Ana Boulevard, and SARTC. Along the Downtown Santa Ana couplet four stations would be located along the eastbound alignment on 4th Street at Sasser Park, Broadway, Main St. and French Street and four stations on the westbound alignment on Santa Ana Boulevard at Ross Street, Broadway, Main Street and French Street.
- *Overhead Contact (Power) System:* The streetcar system will be electrically powered using an overhead contact system and a series of Traction Power Substations.
- *Operations:* The streetcar system is expected to operate seven days a week with 10-minute headways during peak periods and 15-minute headways during off-peak periods. Service



would run from 6 am to 10 pm from Sunday to Thursday and from 6 am to 1 am on Fridays and Saturdays.

- *Operations and Maintenance Facility:* The operations and maintenance facility would accommodate routine vehicle inspections, cleaning of the streetcars, preventative (scheduled) and unscheduled maintenance, and component change-outs. The facility would also provide a venue for parking and layover of streetcar vehicles that are not in use. It would be located near SARTC bordered by 6th Street to the north, 4th Street to the south, the existing Metrolink tracks to the east, and various industrial and commercial businesses to the west.

**Alternatives:** The alternatives evaluated in the Environmental Assessment/ Draft Environmental Impact Report (EA/DEIR) were developed with consideration to public comments, as well as technical analyses, as detailed in the Alternative Analysis Report. The Alternatives Analysis Report included a comprehensive review of potential technology and alignment options. Several other alternatives, including BRT routes along Santa Ana Boulevard and Civic Center Drive, were considered in the initial alternatives analysis but were ultimately screened out because they did not fully satisfy the purpose and need or project goals and objectives and were less cost effective in terms of both capital and operations and maintenance costs per rider than Streetcar Alternatives 1 and 2.

The alternatives examined in the EA/DEIR consisted of a No Build Alternative, Transportation Systems Management (TSM) Alternative, and Streetcar Alternatives 1 and 2.

- The No Build Alternative assumed that the Project would not be constructed and provided as a basis for comparing the build alternatives.
- The TSM Alternative would provide increased transit operations and service levels along roadways within the Study Area, including modifications and enhancements to selected bus routes; intersection/signal improvements; and bus stop amenity upgrades.
- Streetcar Alternative 1 involved tracks within the PE ROW through the western half of its alignment and Santa Ana Boulevard and 4<sup>th</sup> Street on the way to SARTC. This alternative has twelve stations in eastbound and westbound direction.
- Streetcar Alternative 2 also included tracks within the PE ROW through the western half of its alignment and generally Santa Ana Boulevard, Civic Center Drive, and 5<sup>th</sup> Street along the eastern half of the alignment to SARTC. The operation of transit service under Streetcar Alternative 2 is identical to Streetcar Alternative 1; however, Streetcar Alternative 2 would have one additional station for a total of 13 in each direction.

Two Initial Operating Segments (IOS-1 and IOS-2) were assessed in the EA/DEIR. IOS-1 and IOS-2 are shorter segments of Streetcar Alternatives 1 and 2 respectively and would terminate at Raitt Station on Raitt Street and Santa Ana Boulevard. Both IOS options would include the same project features and design options as their respective build alternatives between Raitt Street and SARTC.

Two Operations and Maintenance Facility site options (Site A and Site B) were evaluated in the EA/DEIR. Site A is a roughly 2.2 acre parcel located south of SARTC, bordered by 4th Street, 6th Street, Poinsettia Street, and the existing Metrolink tracks. Currently the parcel is used as a waste transfer and recycling center and is adjacent to industrial and commercial uses. Site B is a slightly

larger than 2.4 acres and is located west of Raitt Street between the PE ROW and 5th St in an industrial and commercial zone. Site B is comprised of three parcels, two of which contain businesses and industrial buildings while the third parcel contains several residences.

Three parking scenarios were identified to address the diagonal parking on 4th Street between Ross Street and French Street. Each scenario includes replacement of streetlights and landscaping on this segment of 4<sup>th</sup> Street.

- Parking Scenario A would remove 26 on-street parking spaces and convert the diagonal parking along the south side of 4th Street to parallel parking and widen the sidewalk along the south side to 20 feet.
- Parking Scenario B would remove 77 on-street parking spaces along the south side of 4th Street and widen the sidewalk along the south side to 28 feet.
- Parking Scenario C would remove 132 on-street parking spaces along both sides of 4th Street and widen the sidewalks along both sides of 4<sup>th</sup> Street to 28 feet.

After a review of public comments on the EA/DEIR, the Santa Ana City Council identified the Streetcar Alternative 1 with Operations and Maintenance Facility Site B (west of Raitt Street) and Parking Scenario A as the Locally Preferred Alternative on August 5, 2014. Following circulation of the REA/FEIR, the Santa Ana City Council considered the Project on January 20, 2015 meeting and the Garden Grove City Council considered the Project, on February 10, 2015. Both city councils affirmed the selection of Streetcar Alternative 1, as the Locally Preferred Alternative.

**Public Involvement and Outreach:** The EA/DEIR was circulated for a period of 45 days beginning on May 23, 2014. During the review period, 17 written submissions were received on the EA/DEIR from public agencies, groups and individuals. Between June 14 and June 19, 2014, the City of Santa Ana also held three public meetings to present the conclusions of the EA/DEIR and receive comments from the public. Approximately 150 people attended the public meetings, and roughly 34 attendees gave verbal testimony at the meetings. Transcripts of the verbal testimony during the public meeting and responses to the comments received on the EA/EIR are provided in Chapter 2 of the REA/FEIR. A summary of comments received is included in Attachment A.

The REA/FEIR was circulated for public review beginning on January 5, 2015. The noticing and public outreach was identical to the process described above for the EA/DEIR. During the review period, two written submissions were received on the REA/FEIR from public agencies, community groups, and individuals. Approximately 150 people attended the City Council meeting, and one attendee gave verbal testimony. A summary of comments received after the circulation of the REA/FEIR is included in Attachment A.

The documents were made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk's Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA. The EA/DEIR and REA/FEIR were posted on the project website (<http://santaanatransitvision.com>). Copies of the document were sent by U.S. mail to the State Clearinghouse for distribution to state and local agencies.



**Environmental Effects:** The Orange County Transportation Authority (OCTA) in coordination with Cities of Santa Ana and Garden Grove prepared an EA/DEIR in May 2014 to evaluate the environmental effects of the project pursuant to the requirements of NEPA, as codified in 23 Code of Federal Regulations (CFR) 771.119. The FTA was the federal lead agency under NEPA. The EA concluded that implementation and operation of the project would not result in significant adverse effects that would not be mitigated. This would apply to all applicable environmental elements including Air Quality, Land Use and Zoning, Environmental Justice, Social Impacts, Transportation, Noise, Hazardous Materials, Water Resources, Biological Resources, Visual Quality, Cultural Resources, Recreation and Section 4(f) Resources, Safety and Security, and Public Services and Utilities. The Mitigation Monitoring and Reporting Program (MMRP) can be found in Chapter 4 of the REA/FEIR.

Executive Order 12898 provides that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations." Environmental justice populations occur throughout the Study Area. Similar effects would occur during construction and operation related to right-of-way, traffic, air quality and noise in all neighborhoods adjacent to the alignment. Mitigation measures to reduce these effects are identified in MMRP. The communities near the project corridor would benefit from increased transit accessibility and decreased congestion on many local streets, improved air quality, and improved connectivity and travel times between neighborhoods and businesses within the Study Area. Therefore, the proposed project will not have disproportionately high and adverse effects to human health or the environment on low-income or minority populations.

Executive Order 11988, Floodplain Management, directs federal agencies to avoid conducting, allowing, or supporting actions in a floodplain. A small portion of the Study Area is within an area described by the Federal Emergency Management Agency as low to moderate flooding hazard. Areas near the Santa Ana River crossing and within the western portion of the proposed alignment may be inundated during a 100-year flood. The greatest potential for flooding would be by dam inundation of the Prado Dam or a 500-year flood. These events are unlikely with a 0.2 percent chance of occurring annually. Development in this area is required to follow applicable federal and State regulations guiding flood management. FTA finds that there is no practicable alternative to placement of the project within the 100-year floodplain at the Santa Ana River and in the western portion of the proposed alignment and that the proposed project has been designed to minimize to minimize potential harm within the floodplain.

The project occurs within the boundaries of the Downtown Santa Ana and French Park Historic Districts. The project would not adversely affect any individually eligible historic property or any contributor to the Downtown Santa Ana or French Park Historic district. Consistent with 36 CFR 800 and 49 USC §303, the FTA determined that the project would have no adverse effect on historic properties which are on or determined eligible for the National Register of Historic Places (NRHP). The State Historic Preservation Officer (SHPO) concurred with this determination on April 7, 2014.


The Department of Transportation Act of 1966 protects properties, including publicly-owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly- or privately-owned historic site listed or eligible for listing on the NRHP. The Old Pacific Electric Santa Ana River Bridge would remain in place and a single-track bridge would be constructed immediately to



the south. However, in order for the Project alignment to be grade separated from the Santa Ana River Trail on both the east and west sides of the river, an alteration to the west abutment of the Old Pacific Electric Santa Ana River Bridge would be required. The abutment is not an original component of the bridge and is not an element or feature that contributes to the historic quality of the bridge. The minor alteration to the western bridge abutment would not substantially impair the features or attributes of the resource which qualify it for the NRHP. FTA determined that the proposed project would have no adverse effect on the Old Pacific Electric Santa Ana River Bridge under Section 106, and SHPO concurred on April 7, 2014. Therefore, FTA determined that the Project would result in a de minimis impact on the bridge.

Temporary closures may occur to the Santa Ana River Trail and Bikeway, which runs perpendicular below the bridge during construction at the Old Pacific Electric Santa Ana River Bridge. This would result in a temporary occupancy of the Santa Ana River Trail and Bikeway as specified in 23 CFR 774.13(d). The scope of work would be minor, and the duration of the temporary closure would be minimal. No change in ownership would occur and a detour route would be provided so that access and use of the trail and bikeway would not be affected. No adverse physical effects would occur to the trail and bikeway, and construction would not interfere with the activities along the trail and bikeway. After construction, the trail would be fully restored to the same condition prior to construction. The Orange County Parks Department, who has jurisdiction over this portion of trail and bikeway, has provided written concurrence, dated November 4, 2014, that the project would result in a temporary occupancy of the Santa Ana River Trail and Bikeway. Their letter is included in Attachment B.

**Environmental Findings:** In accordance with 23 CFR Part 771, the FTA finds, on the basis of the analysis, reviews, and mitigation measures identified in the REA/FEIR, that there are no significant impacts on the environment associated with the implementation of the project that would not be mitigated. The OCTA in coordination with City of Santa Ana and City of Garden Grove has incorporated mitigation measures into the project to reduce or eliminate potentially adverse environmental impacts.

  
Leslie T. Rogers  
Regional Administrator  
FTA Region IX

MAR 10 2015  
Date

**Attachments:**

Attachment A: Summary of Comments on the EA/DEIR and REA/FEIR and Responses

Attachment B: Relevant Correspondence

## **ATTACHMENT A**

### **Summary of Comments and Responses**

#### **Environmental Assessment/Draft Environmental Impact Report (EA/DEIR)**

The EA/DEIR was circulated for a period of 45 days beginning on May 23, 2014. During the review period of the EA/DEIR, 17 written submissions were received on the EA/DEIR from public agencies, community groups, and individuals. In addition, three public meetings were held on June 14, 17, and 19, 2014. Approximately 150 people attended the public meetings, and roughly 34 attendees gave verbal testimony at the meetings. The comment topics ranged from broad statements of support or opposition to specific questions on environmental areas of concern. All of the comments received were focused on the area of the project within the City of Santa Ana. No comments were received pertaining to the portions of the project within the City of Garden Grove. Transcripts of the meeting and the verbal testimony received at the public meeting, and responses to comments on the EA/DEIR are provided in Chapter 2 of the REA/FEIR.

The one federal agency to comment on the EA/DEIR was the U.S. General Services Administration (GSA), which expressed support for Streetcar Alternative 1. Four State agencies submitted comment letters related to the EA/DEIR. Three of the comment letters acknowledged that receipt of the EA/DEIR, and one comment letter was related to the preservation of cultural resources.

Seven comment letters were received from local organizations, including the Santa Ana Historical Preservation Society, which raised concerns over effects to the Howe-Waffle House. The Santa Ana Community & Business Alliance and the Santa Ana Business Council, Inc. submitted comment letters representing members of the community that were similar in content. The comment letters either included a list of people supporting the letter or individual form letters restating the concerns in the cover letters submitted by the business groups. The comment letters from the Santa Ana Community & Business Alliance and the Santa Ana Business Council, Inc., expressed opposition to the project and listed concerns associated with community outreach and noticing, construction activity, environmental justice/equity, safety, displacement, land use and growth, purpose and need, and cost.

One emailed comment was received from a community member and four comment cards were submitted by individuals at the public meetings. These comments (1) expressed general support for the proposed project, (2) one comment expressed support for Streetcar Alternative 1, (3) expressed support for Streetcar Alternative 2, (4) asked how the public would be notified of design changes, and (5) expressed concern with various environmental topics discussed in the EA/DEIR, including community impacts. Questions were fielded by the project team and recorded by court reporters.

#### **Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR)**

Comment letters and responses to the comments received subsequent to the close of the public review of the EA/DEIR and following the release of the REA/FEIR are summarized below and are included in Attachment B.

The General Services Administration (GSA) submitted a letter after the close of the EA/DEIR comment period on July 17, 2014. The comment letter stated support for Streetcar Alternative 1,



opposition to Streetcar Alternative 2, safety concerns related to train traffic, request for way finding signs, and station design, and the support for wireless technology. The City of Santa Ana has been in communication with the GSA, and a formal response was prepared on February 5, 2015 (Attachment C). The responses included a discussion of approval of Streetcar Alternative 1, an explanation that streetcars would operate in the right-of-way and obey all traffic laws and would not pose a new hazard, a description of the signage and way finding program, the intent for stations to be safe, and a commitment to assess wireless technology as it becomes feasible. The project team will continue to coordinate with the GSA as the project moves forward towards implementation.

The REA/FEIR was made available for public review on January 5, 2015. During the REA/FEIR review period, two identical written submissions were received from business owners adjacent to Operations and Maintenance Facility Site A. The letters requested renderings to show the frontage for the western property boundary between the businesses and Operations and Maintenance Facility Site A and to request shielding and a barricade to screen site activity from the adjacent properties, noise buffers, and an attractive appearance to the west. The comment letters also opposed Streetcar Alternative 2 because the alignment would travel through the industrial Sixth Street area.

The City of Santa Ana City Council considered the proposed project at the January 20, 2015 meeting. Approximately 150 people attended the City Council meeting, and one attendee gave verbal testimony (Daniel J. Domonoske). Mr. Domonoske submitted one of the two comment letters and reiterated the contents of the letters described above. The comments received at the City Council meeting were acknowledged by the City Council and were considered prior to certification of the REA/FEIR in compliance with the California Environmental Quality Act. The City of Santa Ana and the City of Garden Grove did not select the Streetcar Alternative 2 nor Operations or Maintenance Facility Site A as part of the Locally Preferred Alternative. Since the City Council did not approve Streetcar Alternative 2 or Operations & Maintenance Facility Site A, the City of Santa Ana did not provide the commenter's with renderings to show the frontage for the western property boundary between the businesses and Operations and Maintenance Facility Site A, or discuss shielding, noise buffers, and design.

Lastly, the California Public Utilities Commission (CPUC) sent an email indicating that the agency did not receive the EA/DEIR or REA/FEIR. No environmental comments were provided in the email. The City has verified that the CPUC was on the mailing list for notification of the commenting period and a copy of the document was provided to the CPUC. The City has informed CPUC of the commitment to address the Agency's concerns and the Orange County Transportation Authority in concert with the City of Santa Ana will continue coordination as the project moves forward.



SUMMARY OF COMMENT LETTERS - REA/FEIR		
No.	Commenter	Comment Topic
<b>FEDERAL AGENCIES</b>		
1	U.S. General Services Administration Region 9 Portfolio Management Division Maureen Sheehan, NEPA Project Manager 400 15 <sup>th</sup> St. S.W. Auburn, WA 98001	Support for Streetcar Alternative 1, opposition to Streetcar Alternative 2, safety concerns related to train traffic, request for way finding signs, station design, and support for wireless technology.
<b>STATE AGENCIES</b>		
2	California Public Utilities Commission (L.A. Office) Rail Transit Safety Section Noel Takahara, P.E., Senior Utilities Engineer 320 W. 4th Street Suite 500 Los Angeles, CA 90013	Environmental documents were not received.
<b>INDIVIDUALS</b>		
3	Maxima Investments Inc. Daniel J. Domonoske 17705 S. Main Street Gardena, CA 90248-3516	Operations & Maintenance Facility Site A (noise buffer and design), Opposition to Streetcar Alternative 2)
4	Santa Ana 4 <sup>th</sup> Properties Tony Fan 17705 S. Main Street Gardena, CA 90248-3516	Operations & Maintenance Facility Site A (noise buffer and design), Opposition to Streetcar Alternative 2)
<b>PUBLIC HEARING MEETING</b>		
5	Daniel J. Domonoske	Operations & Maintenance Facility Site A (noise buffer and design), Opposition to Streetcar Alternative 2)

**ATTACHMENT B**  
Relevant Correspondence

- Orange County Parks Department (November 4, 2014)
- General Services Administration, Region 9 (July 14, 2014)
- City of Santa Ana (February 4, 2015)
- California Public Utilities Commission Email Correspondence (January 30, 2015)
- Daniel J. Domonoske, Maxima Investments Inc. (January 15, 2015)
- Tony Fan, Santa Ana 4th Properties (January 15, 2015)



# Community Resources

Our Community. Our Commitment.

**STEVE FRANKS**  
DIRECTOR  
OC COMMUNITY RESOURCES

**RYAN DRABEK**  
DIRECTOR  
OC ANIMAL CARE

**KAREN ROPER**  
DIRECTOR  
OC COMMUNITY SERVICES

**STACY BLACKWOOD**  
DIRECTOR  
OC PARKS

**HELEN FRIED**  
COUNTY LIBRARIAN  
OC PUBLIC LIBRARIES

November 4, 2014

Jason Gabriel, Project Manager  
City of Santa Ana-Garden-Grove Fixed Guideway Project  
City of Santa Ana Public Works Agency  
20 Civic Center Plaza, M-93  
P.O. Box 1988  
Santa Ana, CA 92702

Dear Mr. Gabriel,

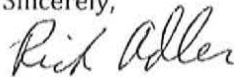
City of Santa Ana-Garden-Grove Fixed Guideway Project Section 4(F)  
Determination

OC Parks has reviewed the Draft Section 4(f) Evaluation prepared in accordance with the Department of Transportation Act of 1966 (49 USC 303) as part of the overall environmental review process for the Santa Ana-Garden Grove Fixed Guideway Project to assess potential impacts to the Santa Ana River Trail and Bikeway. The evaluation concludes that the proposed project would satisfy the five conditions for temporary occupancy identified in 23 CFR 774.13(d). A temporary occupancy of the Santa Ana River Trail and Bikeway would result and the temporary occupancy of this resource through the temporary closure would be so minimal as to not constitute a use within the meaning of Section 4(f).

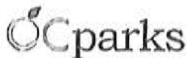
It is understood that to secure approval of this determination from the Federal Highway Administration, the Section 4(f) regulations (23 CFR 771/135(p) (7)) requires that there be documented concurrence from the agency having jurisdiction over the affected resource. Accordingly, by virtue of the authorized signature below, please be advised that OC Parks has reviewed the Section 4(f) Evaluation and is in agreement with the determination that the proposed project would satisfy the conditions for a temporary occupancy. In addition, OC Parks looks forward to working with the City of Santa Ana to identify the appropriate options for a detour route during the temporary closure of the Santa Ana River Trail and Bikeway. OC Parks will provide any required assistance for the project implementation.

If you have any questions, please contact me at [Richard.Adler@ocparks.com](mailto:Richard.Adler@ocparks.com) or at (949) 923-3752.

Sincerely,



Rich Adler  
OC Parks Real Estate Manager



13042 OLD MYFORD ROAD  
IRVINE, CA 92602  
PHONE: 866.OC PARKS  
FAX: 714-667-6511



GSA Pacific Rim Region

July 17, 2014

Jason Gabriel  
Principal Civil Engineer  
JGabriel@santa-ana.org  
City of Santa Ana | Public Works Agency

RE: Comments for the Proposed Santa Ana and Garden Grove Fixed Guideway Corridor  
Environmental Assessment/Draft Environmental Impact Report

Dear Mr. Gabriel,

Because of a miscommunication, GSA was not able to respond with comments by the July 7, 2014 deadline. Due to significant schedule constraints and milestone deadlines, the project team was not able to accommodate a 30 day extension, but did agree to address or incorporate any comments or concerns GSA and its Federal tenants may have.

GSA's preferred alternative is Streetcar Alternative #1 where the streetcar runs on 4th Street and Santa Ana Boulevard. Alternative #2 is highly undesirable to GSA and our Tenant Agencies from a security standpoint. The following are the outstanding comments that we would like to be addressed in your project:

- Alternative #1 has the tracks located 65' from the sally port entrance at 34 Civic Center Plaza. As it is now we need ground guides to help the bus drivers exit out of the sally port. To try to reverse our buses over tracks with oncoming train traffic would be very difficult and potentially dangerous.
- Should the Santa Ana Boulevard route be selected we would strongly recommend that way finding to the Superior Court be addressed through signs at all relevant street car stations, including but not limited to the Ross Street Station.
- The streetcar stations need to be kept as light and transparent as possible. They should not provide places for concealing packages or devices. The concept shown seems to take this into account but the designers should not lose sight of this goal as the stations are further developed and detailed.
- It would be highly desirable to keep the streets free of the overhead guide wires normally associated with Streetcars. Therefore it is recommended the wireless

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www.gsa.gov



technology mentioned in the presentation be considered as these plans are further developed.

We appreciate the City of Santa Ana's effort to work with all stakeholders to determine the best alternative for the location of this project. If you have any questions, please contact me at 253-931-7548.

Sincerely,

Maureen Sheehan  
NEPA Project Manager  
U.S. General Services Administration

**U.S. General Services  
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MAYOR  
Miguel A. Pulido  
MAYOR PRO TEM  
Vincent F. Sarmiento  
COUNCILMEMBERS  
Angelica Amezcua  
P. David Benavides  
Michele Martinez  
Roman Reyna  
Sal Tinajero



CITY MANAGER  
David Cavazos  
CITY ATTORNEY  
Sonia R. Carvalho  
CLERK OF THE COUNCIL  
Maria D. Huizar

## CITY OF SANTA ANA

### PUBLIC WORKS AGENCY

20 Civic Center Plaza M-36 • P.O. Box 1988 M-36  
Santa Ana, California 92702  
[www.santa-ana.org](http://www.santa-ana.org)

February 5, 2015

U.S. General Services Administration  
Region 9 Portfolio Management Division  
400 15<sup>th</sup> St. S.W.  
Auburn, WA 98001  
**Attn:** Ms. Maureen Sheehan, NEPA Project Manager

**RE:** Response to Comments on the Santa Ana-Garden Grove Fixed Guideway Project Environmental Assessment/Draft Environmental Impact Report (EA/DEIR)

Dear Ms. Sheehan:

Thank you for coordinating the General Services Administration (GSA) review of the Santa Ana-Garden Grove Fixed Guideway Project EA/DEIR. We offer the following responses to the comments you provided to us in your letter dated July 17, 2014.

**GSA - 1:** GSA's preferred alternative is Streetcar Alternative #1 where the streetcar runs on 4<sup>th</sup> Street and Santa Ana Boulevard.

**Response GSA - 1:** The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration.

**GSA - 2:** Alternative #2 is highly undesirable to GSA and our Tenant Agencies from a security standpoint.

**Response GSA - 2:** The opposition to Streetcar Alternative 2 was forwarded to the decision makers for consideration.

**GSA - 3:** Alternative #1 has the tracks located 65' from the sally port entrance at 34 Civic Center Plaza. As it is now we need ground guides to help the bus drivers exit out of the sally port. To try to reverse our buses over tracks with oncoming train traffic would be very difficult and potentially dangerous.

**Response GSA - 3:** The streetcars will be travelling in mixed flow traffic, much as OCTA buses currently travel along Santa Ana Boulevard. The streetcars will obey the same traffic safety laws as other vehicles using the roadway. When ground guides are present to assist buses entering and exiting the sally port, the streetcars will stop, along with the other vehicles on Santa Ana Boulevard, to allow the buses safe re-entry to Santa Ana Boulevard. The streetcar tracks will be embedded in

1-1

SANTA ANA CITY COUNCIL

Miguel A. Pulido  
Mayor  
[MPulido@santa-ana.org](mailto:MPulido@santa-ana.org)

Vincent F. Sarmiento  
Mayor Pro Tem, Ward 1  
[VSarmiento@santa-ana.org](mailto:VSarmiento@santa-ana.org)

Michele Martinez  
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Sal Tinajero  
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[STinajero@santa-ana.org](mailto:STinajero@santa-ana.org)



the roadway pavement and will not cause an impediment to vehicles, crossing the tracks, including buses.

**GSA – 4:** Should the Santa Ana Boulevard route be selected we would strongly recommend that way finding to the Superior Court be addressed through signs at all relevant street cars stations, including but not limited to the Ross Street Station.

**Response GSA – 4:** As planning and design for the streetcar continues, detailed consideration will be given to features that add to the safety, convenience and attractiveness of the system for potential users. A robust signage and way finding program that clearly links the streetcar with the accessible destinations at each station will be important to encouraging and sustaining ridership.

**GSA – 5:** The streetcar stations need to be kept as light and transparent as possible. They should not provide places for concealing packages or devices. The concept shown seems to take this into account but the designers should not lose sight of this goal as the stations are further developed and detailed.

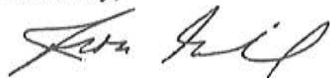
**Response GSA – 5:** The streetcar stations as currently conceptualized are intended to be light and transparent, a preference expressed by both the City of Santa Ana and the OCTA. The GSA's preference for a station design similar to the current concept is noted and will be carried forward as the project advances through planning and design.

**GSA -6:** It would be highly desirable to keep the streets free of the overhead guide wires normally associated with Streetcars. Therefore it is recommended the wireless technology mentioned in the presentation be considered as these plans are further developed.

**Response GSA – 6:** Currently with the most commonly-applied modern streetcar technology, streetcar vehicles are powered through a single-wire, overhead catenary system. However, improvements in battery technology are providing more reliable "off-wire" options. As wireless technologies continue to evolve as a reliable, practical and cost-effective option, these technologies will be considered for use on the streetcar system.

We are looking forward to the continued interest and involvement of the GSA as the Santa Ana-Garden Grove Streetcar moves forward towards implementation.

Sincerely,



Jason Gabriel, P.E.  
Project Manager  
City of Santa Ana Public Works Agency

1-1  
cont.

SANTA ANA CITY COUNCIL

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## **Letter 1**

Ms. Maureen Sheehan, NEPA Project Manager  
U.S. General Services Administration  
Region 9 Portfolio Management Division  
400 15<sup>th</sup> St. S.W.  
Auburn, WA 98001

## **Response 1-1**

Please see Comment Letter No. 1 for comments and responses.



**COMMENT**

From: Takahara, Noel [noel.takahara@cpuc.ca.gov]  
Sent: Friday, January 30, 2015 10:47 AM  
To: Gabriel, Jason  
Cc: Gilbert, Daren S.  
Subject: RE: CA Public Utilities Commission - Santa Ana Fixed Guideway project

Mr. Gabriel:

We met with the project administrators for this project several years ago (City Staff, consultants). I don't recall if we met you at that time but anyways we had requested to be on the recipient list for environmental documents such as the EIR. We were expecting that the draft would be sent directly to us with enough time to comment as necessary but it didn't seem happen in this case. We would appreciate if you could add us to the distribution list for future major documents.

By the way how far in the process is this project and what is the next step? Do you expect that the project can receive the funding to enter the preliminary engineering, final design phase?

Thank you,

Noel Takahara, P.E.  
Senior Utilities Engineer  
California Public Utilities Commission (L.A. Office)  
Rail Transit Safety Section  
320 W. 4th Street Suite 500, Los Angeles, CA 90013  
213-576-7106 (office)  
213-500-2756 (mobile)

2-1

**RESPONSE**

From: Kelly Hart [mailto:khart@octa.net]  
Sent: Thursday, February 05, 2015 11:46 AM  
To: Gabriel, Jason  
Cc: 'Mir, Ali H.'; Galvez, William E.; Mousavipour, Fred; 'Cathy Higley'; Jennifer Bergener  
Subject: RE: Follow-up from Today's Call

All-

I have spoken with Noel directly to ensure he didn't have any specific questions on the project and advise him that CPUC was on the distribution list for the noticing of the EA/DEIR. His only request for follow-up was regular coordination moving forward. As the lead agency, OCTA will be handling this communication.

## **Letter 2**

Noel Takahara, P.E.  
Senior Utilities Engineer  
California Public Utilities Commission (L.A. Office)  
Rail Transit Safety Section  
320 W. 4<sup>th</sup> Street Suite 500  
Los Angeles, CA 90013

### **Response 2-1**

Please see Comment Letter No. 2 for comments and responses.

**Maxima Investment Inc.  
17705 S. Main Street  
Gardena, CA 90248-3516**

City of Santa Ana  
Public Works Agency  
20 Civic Center Plaza, M-36  
Santa Ana, CA 92702

January 15, 2015

Re: Santa Ana Garden Grove Fixed Guideway FEIR / letter dated Jan 5, 2015  
Request from affected property owner

To: Whom It May Concern

The purpose of this letter is to advise you that our property is adjacent to the proposed Operations and Maintenance Facility Site A and we are very concerned about the impacts of the proposed project.

We request the City of Santa Ana provide us with a copy of the plans which include a rendering to show the frontage for the entire west frontage of the proposed Ops & Maint Facility. In addition, we are providing you with our comments on the project as follows:

Operations and Maintenance Facility A – please ensure that there is (a) adequate shielding and barricade so the activities are screened on the west side, (b) proper noise buffer, and (c) an attractive appearance to the west.

Street Car Alternative 2 - we strongly oppose having the tracks on 6<sup>th</sup> Street because this goes through an industrial area.

Thank you for taking action on the above mentioned issues. Please keep us updated on developments for this project.

Regards,

Daniel J. Domonoske





### **Letter 3**

Daniel J. Domonoske

#### **Response 3-1**

The comment requests renderings to show the frontage for the western property boundary (between the businesses and Operations & Maintenance Facility Site A), shielding and a barricade to screen site activity from the adjacent properties, noise buffers, and an attractive appearance to the west. The comment also states opposition to Streetcar Alternative 2 because the alignment would travel through the industrial Sixth Street area. Neither Streetcar Alternative 2 nor Operations & Maintenance Facility Site A was approved by the City of Santa Ana, and the comments are not relevant to the approved project. No further response is response is necessary.

***Santa Ana 4<sup>th</sup> Properties  
17705 S Main Street  
Gardena, CA 90248-3516***

City of Santa Ana  
Public Works Agency  
20 Civic Center Plaza, M-36  
Santa Ana, CA 92702

January 15, 2015

Re: Santa Ana Garden Grove Fixed Guideway FEIR / letter dated Jan 5, 2015  
Request from affected property owner

To: Whom It May Concern

The purpose of this letter is to advise you that our property is adjacent to the proposed Operations and Maintenance Facility Site A and we are very concerned about the impacts of the proposed project.

We request the City of Santa Ana provide us with a copy of the plans which include a rendering to show the frontage for the entire west frontage of the proposed Ops & Maint Facility. In addition, we are providing you with our comments on the project as follows:

Operations and Maintenance Facility A – please ensure that there is (a) adequate shielding and barricade so the activities are screened on the west side, (b) proper noise buffer, and (c) an attractive appearance to the west.

Street Car Alternative 2 - we strongly oppose having the tracks on 6<sup>th</sup> Street because this goes through an industrial area.

Thank you for taking action on the above mentioned issues. Please keep us updated on developments for this project.

Regards,

Tony Fan  
Principal



**Letter 4**

Tony Fan

**Response 4-1**

See Response 3-1 related to Streetcar Alternative 2 and Operations & Maintenance Facility Site A.