
CHAPTER 1 Executive Summary

1.1 PURPOSE OF THE SUMMARY

This summary is intended to highlight the major areas of importance in the environmental analysis for the proposed Metro East Mixed Use Overlay Zone as required by Section 15123 of the California Environmental Quality Act (CEQA) Guidelines. The summary includes a brief description of the Overlay Zone, the project objectives, community/agency issues, the purpose of the Mitigation Monitoring and Reporting Program, and alternatives to the Overlay Zone. In addition, this chapter also provides a table summarizing (1) the potential environmental impacts that would occur as a result of the Project; (2) the level of significance before mitigation measures; (3) the recommended mitigation measures that avoid significant environmental impacts; and (4) the level of significance after mitigation measures are implemented. Finally, a comparison of the proposed project to the project alternatives is also provided. A separate impact summary table and alternatives comparison table for First and Cabrillo Towers is provided in Volume II of this EIR.

1.2 PROJECT LOCATION

The Overlay Zone is located immediately east of the Santa Ana Freeway (Interstate 5 or I-5) and immediately west of State Route 55 (SR-55) in the City of Santa Ana in Orange County. The junction of I-5 and SR-55 is located approximately 0.2 mile to the southeast. The Overlay Zone is bounded by the Santa Ana Freeway (I-5) on the west and south; Tustin Avenue on the east; and East Sixth Street on the north. Several roadways provide access to properties within the Overlay Zone, including East First Street, East Fourth Street, Cabrillo Park Drive, Park Court Place, East Sixth Street, Parkcenter Drive, and North Golden Circle Drive.

1.3 PROJECT OBJECTIVES

The overall objectives of the Overlay Zone are to encourage a more active commercial and residential community, provide an expanded economic base, maximize property sales tax revenues, improve the jobs/housing balance within the City, and provide for a range of housing options. Creation of this Overlay Zone will also allow the City to consider subsequent actions consistent with these updates in the General Plan and Land Use designations.

1.4 PROJECT DESCRIPTION

The City of Santa Ana proposes the creation of a mixed use overlay zone, hereafter referred to as the Overlay Zone, over a portion of the City. The Overlay Zone is comprised of over 200 acres of land that is designated in the City's General Plan for Professional and Administrative Office, and is currently developed with commercial and office uses. It should be noted that several large vacant properties are

located along the western boundary of the Overlay Zone. The areas surrounding the Overlay Zone are a mix of residential and commercial properties, including a single-family residential neighborhood to the north, and a private school and multi-family residential properties to the south.

The Metro East Mixed Overlay Zone includes the following primary elements:

- A potential increase in City population of 11,102 residents
- A potential increase in the number of available residences within City limits by 5,551 units
- The potential development of 1,275,440 gross square feet (gsf) of commercial (retail and service) space, as well as 3,410,507 gsf of office space. This corresponds to a potential net increase of approximately 963,000 square feet (sf) of commercial space and 690,000 sf of office space.

The project description for the Metro East Mixed Use Overlay Zone EIR provides detailed information regarding (1) development standards by district within the Overlay Zone, (2) residential development and City population, and (3) parking and circulation. Under the proposed project, the Overlay Zone would allow for mixed use development with an emphasis on residential, commercial, and office uses.

The project description for the Metro East Mixed Use Overlay Zone EIR provides detailed information regarding (1) development standards by district within the Overlay Zone, (2) residential development and City population, and (3) parking and circulation. Under the proposed project, the Overlay Zone would be redesignated for mixed use development with an emphasis on residential, commercial, and office uses.

The second component of the Metro East Mixed Use Overlay Zone EIR will consider the environmental effects of the First and Cabrillo Towers, which is a related element of the Mixed Use Overlay Zone. The development includes 450,000 sf of residential areas, approximately 8,900 sf of retail/commercial areas, and approximately 768 parking spaces in an existing garage. Approximately 374 residential units (varying in size from one to three bedrooms) will be developed spread over two 21- and 22-story high-rise towers. The First and Cabrillo Towers site will also include a fitness center, party/recreation room, lawn areas, pool, Jacuzzi, barbecue area, pool cabanas, and valet/concierge service.

1.5 COMMUNITY/AGENCY ISSUES

This EIR addresses issues that are known or were raised by agencies or interested parties during the NOP public review periods with respect to the environmental resources associated with the proposed project. These issues include:

- Aesthetics and design
- Traffic and parking
- Provision of open space
- Safety
- Housing affordability and overcrowding
- Burdening of the public services and infrastructure
- Construction and operational air quality

1.6 MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that a public agency adopt a Mitigation Monitoring and Reporting Program (MMRP) for mitigation measures that have been incorporated into the project to reduce or avoid significant effects on the environment. The MMRP is designed to ensure compliance during project implementation, as required by Public Resources Code Section 21081.6.

This EIR discusses feasible mitigation measures (MMs) that would be implemented to reduce significant environmental impacts. In addition, existing City programs, practices, and procedures that currently reduce environmental impacts will be continued throughout the Overlay Zone planning horizon. The MMRP for the Metro East Mixed Use Overlay Zone, which obligates the City to implement MMs, will be prepared and reviewed by the City in conjunction with consideration of the Metro East Mixed Use Overlay Zone and certification of the Final EIR.

1.7 ALTERNATIVES

In accordance with Section 15126.6 of the CEQA Guidelines, a number of alternatives that would feasibly attain most of the basic project objectives while avoiding or substantially lessening some of the significant effects of the project were analyzed. These alternatives include:

- **Alternative 1—No Project/Reasonably Foreseeable Development (Continuation of Existing General Plan):** Under this alternative, development in the project area would occur under the existing General Plan and zoning designations.
- **Alternative 2—Higher Intensity Commercial Project:** This alternative would permit a higher intensity of commercial development and a corresponding decrease in residential density for projects proposed within the Overlay Zone relative to the proposed overlay plan. In general, this alternative would reduce the number of residences and increase employment opportunities as a result of more commercial/office uses in the area.
- **Alternative 3—Reduced Project:** This alternative would allow development at a maximum Floor Area Ratio of 1.25 for each developable parcel within the Overlay Zone without a consideration of the residential density (du/ac). The anticipated mix of commercial, office and residential land uses would be identical to the proposed project, however, a maximum FAR ratio would be established that would limit development potential. Under this alternative, there would be no differentiation between different areas (districts) of the Overlay Zone.

1.8 CLASSIFICATION OF ENVIRONMENTAL IMPACTS

Potential environmental impacts have been classified in the following categories:

- **Less-Than-Significant (LTS)**—Results in no substantial adverse change to existing environmental conditions
- **Potentially Significant (PS)**—Constitutes a substantial adverse change to existing environmental conditions that can be mitigated to less-than-significant levels by implementation of feasible mitigation measures or by the selection of an environmentally superior project alternative
- **Significant and Unavoidable (SU)**—Constitutes a substantial adverse change to existing environmental conditions that cannot be fully mitigated by implementation of all feasible mitigation measures or by the selection of an environmentally superior project alternative

1.9 ENVIRONMENTAL IMPACTS

Table 1-1 (Summary of Environmental Effects and Mitigation Measures), provided at the end of this section, presents a summary of the environmental impacts resulting from the proposed Overlay Zone. It has been organized to correspond with the environmental issues discussed in Chapter 4 (Environmental Setting, Impacts, and Mitigation Measures) and is arranged in four columns: the identified impact under each EIR issue area; the level of significance prior to mitigation; Overlay Zone EIR mitigation measures (MM-OZs) that would avoid or reduce the level of impacts; and the level of significance after implementation of mitigation measures, if applicable. The City programs, practices, and procedures are considered to be part of the Overlay Zone for purposes of determining the level of significance prior to mitigation. Where no mitigation is required, it is noted in the table.

While the City has evaluated a range of potential mitigation measures to reduce significant project impacts, and will implement all feasible mitigation measures, construction and operation of the Metro East Mixed Use Overlay Zone would result in the following significant and unavoidable impacts:

■ Air Quality

- Short-term construction impacts resulting from peak daily emissions of VOC and NO_x
- Operational impacts resulting from peak daily emissions of PM₁₀, CO, VOC, and NO_x
- A cumulatively considerable net increase of criteria pollutants for which the proposed project region is in nonattainment under an applicable federal or state ambient air quality standard resulting from construction and operation

■ Noise

- Short-term construction impacts resulting from groundborne vibration or groundborne noise levels
- Operational impacts resulting from an increase in ambient noise levels due to increased vehicular trips

■ Traffic and Circulation

- Operational impacts resulting from an exceedance of the applicable LOS criteria for vehicle trips
- Operational impacts resulting from an exceedance of applicable CMP level of service standard

All other physical, project-specific environmental impacts (project-specific and cumulative) are either less than significant or can be mitigated to a less-than-significant level. Cumulative impacts are discussed within each respective section of the EIR.

Table 1-1 Summary of Environmental Effects and Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Metro East Mixed Use Overlay Zone Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
Impact 4.1-1: Implementation of the proposed project would not result in a substantial adverse effect on a scenic vista.	LTS	No mitigation is required.	LTS
Impact 4.1-2: The construction and operation of the proposed project would alter the visual character or quality of the Overlay Zone or off-site areas where other improvements would occur.	LTS	No mitigation is required.	LTS
Impact 4.1-3: Implementation of the proposed project would result in new sources of increased daytime glare.	PS	MM-OZ 4.1-1 Proposed new structures shall be designed to maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass.	LTS
Impact 4.1-4: Implementation of the proposed project would result in new sources of increased nighttime light.	PS	<p>MM-OZ 4.1-2 All exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas.</p> <p>MM-OZ 4.1-3 Prior to issuance of a Site Development Permit for each specific development project, the applicant shall submit a lighting plan to the City of Santa Ana for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects. The plan shall specifically incorporate the following design features:</p> <ul style="list-style-type: none"> ▪ All projects shall incorporate project design features to shield light and/or glare from vehicles entering or exiting parking lots and structures that face sensitive uses (e.g., schools, hospitals, senior housing, or other residential properties) by providing barriers so that light from vehicle headlights would not illuminate off-site sensitive uses. ▪ All projects shall incorporate project design features to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interference with vehicular traffic, in accordance with the City's Municipal Code. 	LTS

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Impact 4.1-5: Implementation of the proposed project could result in a substantial increase in shade/shadows over sensitive uses.	PS	MM-OZ 4.1-4 Prior to issuance of a building permit each project shall be required to perform a shade and shadow analysis that demonstrates that the project will not result in significant impacts according to the following criteria. Shadowing impacts in the Overlay Zone are considered significant when shadows would be cast upon potentially sensitive uses during a substantial portion (greater than 50 percent) of the main daylight hours (9:00 a.m. to 3:00 p.m. during the fall, winter, and spring seasons, and 9:00 a.m. to 5:00 p.m. [daylight savings time] during the summer season). Light sensitive uses are those that depend upon light for their operation (e.g., solar panels) or for which solar access is essential for their function (e.g., swimming pools). Light-sensitive uses also include public parks, residences, and routinely useable outdoor spaces associated with residences (e.g., yards).	LTS
Air Quality			
Impact 4.2-1: Operation of the proposed project would provide new sources of regional air emissions but would not conflict with or obstruct implementation of the Air Quality Management Plan.	LTS	No mitigation is required.	LTS
Impact 4.2-2: Operation of the proposed project would generate increased local traffic volumes, but would not expose sensitive receptors to substantial localized carbon monoxide (CO) concentrations.	LTS	No mitigation is required.	LTS
Impact 4.2-3: Construction and operation of the proposed project would not create objectionable odors affecting a substantial number of people.	PS	MM-OZ 4.2-1 Trash receptacles within the Overlay Zone will be required to have lids that enable convenient collection and loading and will be emptied on a regular basis, in compliance with City of Santa Ana regulations for the collection of solid waste.	LTS
Impact 4.2-4: Construction activities associated with the proposed project would exceed South Coast Air Quality Management District Standards for VOC and NOX, and would result in a projected air quality violation. This is considered a potentially significant impact. Compliance with the identified project requirement and implementation of mitigation measures MM-OZ 4.2.2 through MM-OZ 4.2.16 would reduce this impact, but not to a less-than-significant level. Therefore, this impact	PS	MM-OZ 4.2-2 The developer shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff. MM-OZ 4.2-3 The developer shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site would use low-NO _x diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board diesel) in the South Coast Air Basin at the time construction activities commence. This requirement shall not apply to diesel-powered trucks traveling to and from the project site. Contract specifications shall be	SU

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would be considered significant and unavoidable.		<p>included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-4 The developer shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible in the South Coast Air Basin at the time construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-5 The developer shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-6 The developer shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than <u>5</u> minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-7 The developer shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-8 The developer shall require by contract specifications that construction parking be configured to minimize traffic interference during the construction period and, therefore, reduce idling of traffic. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-9 The developer shall require by contract specifications that temporary traffic controls are provided, such as a flagperson, during all phases of construction to maintain smooth traffic flow. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-10 The developer shall require by contract specifications that construction activities that affect traffic flow on the arterial system be scheduled to off-peak hours (10 A.M. to 4 P.M.). Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana Planning and Building Agency staff.</p>	

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		<p>MM-OZ 4.2-11 The developer shall require by contract specifications that dedicated on-site and off-site left-turn lanes on truck hauling routes be utilized for movement of construction trucks and equipment on site and off site to the extent feasible during construction activities. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana.</p> <p>MM-OZ 4.2-12 Upon issuance of building or grading permits, whichever is issued earliest; notification shall be mailed to owners and occupants of all developed land uses within ¼ mile of the Overlay Zone and the individual projects within the Overlay Zone providing a schedule for major construction activities that will occur through the duration of the construction period. In addition, the notification will include the identification and contact number for a community liaison and designated construction manager that would be available on site to monitor construction activities. The construction manager shall be responsible for complying with all project requirements related to PM₁₀ generation. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contract information for the community liaison and construction manager will be located at the construction office, City Hall, the police department, and a sign on site.</p> <p>MM-OZ 4.2-13 As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:</p> <ul style="list-style-type: none"> ▪ Limiting the amount of area disturbed during site grading to 10 acres per day ▪ Application of soil stabilizers to inactive construction areas ▪ Quick replacement of ground cover in disturbed areas ▪ Watering of exposed surfaces three times daily ▪ Watering of all unpaved haul roads three times daily ▪ Covering all stock piles with tarp ▪ Reduction of vehicle speed on unpaved roads ▪ Post signs on site, limiting traffic to 15 miles per hour or less ▪ Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads ▪ Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas ▪ Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off 	

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		<p>trucks and any equipment leaving the site each trip</p> <p>MM-OZ 4.2-14 The developer shall require by contract specifications that the architectural coating (paint and primer) products used would have a VOC rating of <u>100</u> grams per liter or less. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-15 The developer shall require by contract specifications that materials that do not require painting be used during construction to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Santa Ana Planning and Building Agency staff.</p> <p>MM-OZ 4.2-16 The developer shall require by contract specifications that pre-painted construction materials be used to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Santa Ana Planning and Building Agency staff.</p>	
Impact 4.2-5: Operation of the proposed project would exceed South Coast Air Quality Management District standards for VOC, NOX, CO, and PM10 and would result in a projected air quality violation.	PS	No feasible mitigation is available.	SU
Impact 4.2-6: Construction and operation of the proposed project could result in a cumulatively considerable net increase of criteria pollutants for which the proposed project region is in nonattainment under an applicable federal or state ambient air quality standard.	PS	MM-OZ 4.2-2 through MM-OZ 4.2-16 would apply to this impact	SU

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Impact(s)	Level of Significance Prior to Mitigation	Metro East Mixed Use Overlay Zone Mitigation Measures	Level of Significance After Mitigation
Biological Resources			
Impact 4.3-1: Implementation of the proposed project would not result in a potential reduction in nesting opportunities for resident and migratory avian species of special concern.	LTS	<p>MM-OZ 4.3-1 To ensure that avian species of concern, protected migratory species (e.g., MBTA), or raptors species are not injured or disturbed by construction in the vicinity of nesting habitat, the project applicant shall implement the following measures:</p> <ol style="list-style-type: none"> 1. When feasible, all tree removal shall occur between August 30 and February 15 to avoid the breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area. This period may be modified with the authorization of the DFG; or if it is not feasible to remove trees outside this window then, prior to the beginning of mass grading, including grading for major infrastructure improvements, during the period between February 15 and August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests by a qualified biologist no more than 30 days prior to disturbance. If active raptor nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree(s) at a distance of up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City in consultation with CDFG. 2. No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zones), unless directly related to the management or protection of the legally protected species. 3. In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the developer shall contact CDFG and, subject to CDFG approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). 4. If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist. 	LTS
Cultural Resources			
Impact 4.4-1: Redevelopment of sites within the Overlay Zone could result in the demolition or major modification of historically-aged structures which have not yet been evaluated to determine their significance as defined by Section 15064.5 of the CEQA Guidelines, and this would be considered a significant impact.	LTS	<p>MM-OZ 4.4-1 The City of Santa Ana shall require as part of the environmental review of development projects within the Overlay Zone that impacts to potentially significant historic resources be considered. If any existing structures on a proposed development site are at or approaching 50+ years of age at the time of CEQA review, the City shall consult with a qualified historian as to the potential significance of the structure and develop mitigation measures as necessary.</p>	LTS

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<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Metro East Mixed Use Overlay Zone Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.4-2: Implementation of the proposed project has the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and this would be considered a significant impact.	LTS	<p>MM-OZ 4.4-2 Due to the lack of cultural resource studies for the project site and in order to avoid damaging any unidentified cultural resources, a qualified archaeologist should be retained to monitor any significant ground-disturbing activities in undeveloped areas within the Overlay Zone, and any deep (10' or deeper) ground-disturbing activities in all areas of the Overlay Zone.</p> <p>MM-OZ 4.4-3 In the event that archeological resources are unearthed during project subsurface activities, all earth-disturbing work within a 200-meter radius must be temporarily suspended or redirected until an archeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.</p>	LTS
Impact 4.4-3: Implementation of the proposed project has the potential to directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature and this would be considered a significant impact.	LTS	<p>MM-OZ 4.4-4 In the event that paleontological resources are unearthed during subsurface construction activities, all earth-disturbing work within a 100-meter radius of the find must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.</p>	LTS
Impact 4.4-4: Construction activities under the proposed project could result in the disturbance of human remains interred outside of formal cemeteries.	LTS	<p>MM-OZ 4.4-5 If human remains are unearthed, State Health and Safety Code Section 7050.5 require that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as consultant on how to proceed with the remains.</p>	LTS

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Impact(s)	Level of Significance Prior to Mitigation	Metro East Mixed Use Overlay Zone Mitigation Measures	Level of Significance After Mitigation
Geology and Soils			
Impact 4.5-1: Implementation of the proposed Overlay Zone could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking.	LTS	<p>MM-OZ 4.5-1 During project-specific building design of future development in the Overlay Zone, site-specific geotechnical studies shall be conducted under the direct supervision of a California Registered Engineering Geologist or licensed geotechnical engineer to assess detailed seismic, geological, soil, and groundwater conditions at each construction site and develop recommendations to prevent or abate any identified hazards. The report shall specify foundation recommendations to ensure issues associated with underlying soils are addressed. Construction of the project shall comply with all recommendations in the geotechnical report. The study shall follow applicable recommendations of CDMG Special Publication 117 where applicable and shall include, but not necessarily be limited to</p> <ul style="list-style-type: none"> ▪ Determination of the locations of any suspected fault traces and anticipated ground acceleration at the building site ▪ Potential for displacement caused by seismically induced shaking, liquefaction, differential soil settlement, expansive and compressible soils, or other earth movements or soil constraints ▪ Evaluation of depth to groundwater 	LTS
Impact 4.5-2: Implementation of the proposed project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction.	LTS	MM-OZ 4.5-1 would apply to this impact.	LTS
Impact 4.5-3: Implementation of the Overlay Zone could result in soil erosion and the loss of topsoil.	LTS	No mitigation is required.	LTS
Impact 4.5-4: Implementation of the proposed project could subject people and structures to hazards associated with lateral spreading, subsidence, or collapse.	LTS	No mitigation is required.	LTS
Impact 4.5-5: Future development under the proposed Overlay Zone could be located on expansive soil.	LTS	MM-OZ 4.5-2 Developers within the Overlay Zone shall conduct expansion index tests in accordance with UBC Standard 18-2 prior to project construction. The design of structural elements of future projects shall include recommendations set forth by the expansion index tests.	LTS

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Hazards and Hazardous Materials			
Impact 4.6-1: Implementation of the proposed project would not result in a significant hazard to the public or the environment through future development's routine transport, use, or disposal of hazardous materials.	LTS	No mitigation is required.	LTS
Impact 4.6-2: Implementation of the proposed project could result in the exposure of future residents in the Overlay Zone to diesel exhaust emissions, which could pose a significant hazard.	LTS	MM-OZ 4.6-1 For future residential uses that are developed under the Overlay Zone within 500 feet of an existing freeway, a health risk assessment (HRA) for diesel exhaust shall be prepared. Recommendations contained within the HRA shall be implemented in project design.	LTS
Impact 4.6-3: Construction activities associated with implementation of the proposed Overlay Zone could result in the release of hazardous materials to the environment through reasonably foreseeable upset and accident conditions.	LTS	<p>MM-OZ 4.6-2 Prior to the issuance of grading permits on any project site, the site developer(s) shall:</p> <ul style="list-style-type: none"> ▪ Investigate the project site to determine whether it or immediately adjacent areas have a record of hazardous material contamination via the preparation of a preliminary environmental site assessment (ESA), which shall be submitted to the City for review. If contamination is found the report shall characterize the site according to the nature and extent of contamination that is present before development activities precede at that site. ▪ If contamination is determined to be on site, the City, in accordance with appropriate regulatory agencies, shall determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. If further investigation or remediation is required, it shall be the responsibility of the site developer(s) to complete such investigation and/or remediation prior to construction of the project. ▪ If remediation is required as identified by the local oversight agency, it shall be accomplished in a manner that reduces risk to below applicable standards and shall be completed prior to issuance of any occupancy permits. <p>MM-OZ 4.6-3 In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction of the proposed project, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or</p>	LTS

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<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Metro East Mixed Use Overlay Zone Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Santa Ana Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	
Impact 4.6-4: Operation of future land uses that could be developed under the proposed project could 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.	LTS	No mitigation is required.	LTS
Impact 4.6-5: Implementation of the proposed project could result in the handling of hazardous materials, substances, or waste within one-quarter mile of an existing school.	LTS	No mitigation is required.	LTS
Impact 4.6-6: The Overlay Zone includes sites which are included on a list of hazardous materials sites and as a result, could create a significant hazard to the public or environment.	LTS	MM-OZ 4.6-2 and MM-OZ 4.6-3 would apply to this impact	LTS
Impact 4.6-7: Implementation of the proposed project could result in a safety hazard for people residing or working in the project area.	LTS	MM-OZ 4.6-4 For development of structures that exceed 200 feet in height above ground level at a development site, Applicants shall file a Notice of Proposed Construction or Alteration with the FAA (FAA Form 7460-1). Following the FAA's <u>Aeronautical Study</u> of the project, projects must comply with conditions of approval imposed or recommended by the FAA. Subsequent to the FAA findings, <u>the City shall refer the project to the Airport Land Use Commission (ALUC) for Orange County</u> for consistency analysis.	LTS

Table 1-1 Summary of Environmental Effects and Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Metro East Mixed Use Overlay Zone Mitigation Measures	Level of Significance After Mitigation
Impact 4.6-8: Implementation of the Overlay Zone could interfere with an adopted emergency response plan or emergency evacuation plan.	LTS	<p>MM-OZ 4.6-5 Prior to initiation of construction activities, any development within the Overlay Zone shall have a completed traffic control plan, prepared by the developer that will be implemented during construction activities. This may include, but is not limited to, the maintenance of at least one unobstructed lane in both directions on surrounding roadways. At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating alternative routes.</p> <p>MM-OZ 4.6-6 The City Planning Department shall consult with the Santa Ana Police Department and the Santa Ana Fire Department to disclose temporary closures and alternative travel routes in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary land or roadway closures.</p> <p>MM-OZ 4.6-7 The Santa Ana Fire Department, in consultation with other applicable City Departments (e.g., Police), shall update their Emergency Preparedness Plan prior to occupancy of the first project developed under the Overlay Zone, to address potential for accidental release of hazardous materials that may be used, stored, and/or transported in association with operation of project implementation.</p>	LTS
Hydrology and Water Quality			
Impact 4.7-1: Implementation of the proposed Overlay Zone would not violate water quality standards, waste discharge, or otherwise substantially degrade water quality.	LTS	<p>MM-OZ 4.7-1 In order to comply with the 2003 DAMP, future development projects in the Overlay Zone shall prepare Storm Drain Plans, Stormwater Pollution Prevention Plans (SWPPP), and Water Quality Management Plans (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, shall be submitted to the Department of Public Works for review and approval.</p> <ol style="list-style-type: none"> a. A SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of the development. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows, and for nuisance flows during construction. b. A WQMP shall be prepared, maintained, and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall incorporate water quality measures for all improved phases of the project. c. Location of the BMPs shall not be within the public right-of-way. 	LTS

Table 1-1 Summary of Environmental Effects and Mitigation Measures			
<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Metro East Mixed Use Overlay Zone Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.7-2: Implementation of the proposed Overlay Zone would not interfere substantially with groundwater recharge.	LTS	No mitigation is required.	LTS
Impact 4.7-3: Development under the proposed Overlay Zone could alter the existing drainage pattern of the area and potentially result in erosion and siltation.	LTS	MM-OZ 4.7-1 would apply to this impact.	LTS
Impact 4.7-4: Future development in the Overlay Zone could alter the existing drainage pattern and potentially result in increased downstream flooding through the addition of impervious surfaces, or exceeding the capacity of existing or planned stormwater drainage systems.	LTS	MM-OZ 4.7-2 Prior to issuance of grading permits, future development projects in the Overlay Zone shall submit a Hydrology and Hydraulic Study to the Public Works Department for review and approval. If existing facilities are not adequate to handle runoff that may be generated by the proposed development, then the applicant shall propose feasible remedies to assure that adequate drainage facilities will be available prior to issuance of occupancy permits. The applicant may propose storm drain improvements to be constructed in order to meet project needs. If necessary storm drain upgrades cannot be implemented prior to issuance of occupancy permits, on site detention facilities or other methods acceptable to the City shall be included with new development projects to ensure that post-construction runoff does not exceed pre-development quantities. MM-OZ 4.7-1 would apply to this impact.	LTS
Land Use and Planning			
Impact 4.8-1: The Overlay Zone would not result in conflicts of use.	LTS	No mitigation is required.	LTS
Impact 4.8-2: The proposed Overlay Zone would not physically divide an established community.	LTS	No mitigation is required.	LTS
Impact 4.8-3: The proposed Overlay Zone would conflict with the Santa Ana General Plan by adopting standards and land uses not currently allowed within the proposed Overlay Zone area; however, as part of the proposed project, the General Plan would be amended to incorporate the proposed land uses and development standards.	LTS	No mitigation is required.	LTS

Table 1-1 Summary of Environmental Effects and Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Metro East Mixed Use Overlay Zone Mitigation Measures	Level of Significance After Mitigation
Noise			
<p>Impact 4.9-1: Construction activities associated with the proposed project would generate noise levels that exceed the noise standards established by the City of Santa Ana Municipal Code.</p>	<p>PS</p>	<p>MM OZ 4.9-1 Construction activities shall be limited to the following general restrictions. In the event that there is a conflict between the City of Santa Ana Municipal Code and the City of Tustin Municipal Code, the more restrictive measures shall be applied:</p> <ul style="list-style-type: none"> ▪ All construction activity within the City shall be conducted in accordance with Section 18-314(e) of the City of Santa Ana Municipal Code. ▪ All construction activity within 200 feet of the City of Tustin Border shall be conducted in accordance with Section 4617(e) of the City of Tustin Municipal Code. <p>MM OZ 4.9-2 The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> ▪ Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 1,000 feet of a project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period. ▪ Ensure that construction equipment is properly muffled according to industry standards and be in good working condition. ▪ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. ▪ Schedule high noise-producing activities between the hours of 8:00 A.M. and 5:00 P.M. to minimize disruption on sensitive uses. ▪ Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. ▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible. ▪ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes. ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. ▪ Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit. <p>MM OZ 4.9-3 The project applicant shall require by contract specifications that construction staging</p>	<p>LTS</p>

Table 1-1 Summary of Environmental Effects and Mitigation Measures

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Metro East Mixed Use Overlay Zone Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>areas along with the operation of earthmoving equipment within the project area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</p> <p>MM OZ 4.9-4 The project applicant shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</p>	
<p>Impact 4.9-2: Operation of the proposed project could expose noise-sensitive land uses to noise levels that exceed the standards established by the City of Santa Ana General Plan.</p>	LTS	<p>MM OZ 4.9-5 Where future residential uses would be construction in areas exposed to noise levels greater than 60 dBA CNEL, prior to issuance of building permits, building plans shall reflect the construction of noise barriers around patios and balconies. The barriers shall be constructed of materials that provide a surface density of at least four pounds per square foot and shall be continuous, without gaps or gates. The height of the barriers shall be sufficient to reduce the exterior noise levels to a CNEL of 65 dBA or less, and shall be determined by a qualified acoustical consultant as part of the final engineering design of the project.</p> <p>MM OZ 4.9-6 Prior to issuance of building permits, building plans shall specify the STC rating of windows and doors for all residential land uses. Window and door ratings shall be sufficient to reduce the interior noise level to a CNEL of 45 dBA or less, and shall be determined by a qualified acoustical consultant as part of the final engineering design of the project.</p> <p>MM OZ 4.9-7 The developer shall provide proper shielding for all new HVAC systems used by the proposed residential and mixed use buildings to achieve an attenuation of 15 dBA at 50 feet from the equipment.</p>	LTS
<p>Impact 4.9-3: Operation of the proposed project would not generate and expose sensitive receptors on- or off-site to excessive groundborne vibration or groundborne noise levels.</p>	LTS	No mitigation is required	LTS

Table 1-1 Summary of Environmental Effects and Mitigation Measures

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Metro East Mixed Use Overlay Zone Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.9-4: Construction activities associated with the proposed project would result in a substantial temporary or periodic increase in ambient noise levels. However, the project's construction noise impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the exemption for construction noise that exists in the Municipal Code.	LTS	MM-OZ 4.9-1 through MM-OZ 4.9-4 would apply to this impact	LTS
Impact 4.9-5: Operation of the proposed project would not result in temporary or periodic increases in ambient noise levels.	LTS	No mitigation is required.	LTS
Impact 4.9-6: Construction activities associated with the proposed project could generate or expose persons or structures to excessive groundborne vibration.	PS	MM-OZ 4.9-1 through MM-OZ 4.9-4 would apply to this impact.	SU
Impact 4.9-7: Operation of the proposed project would generate increased local traffic volumes that would cause a substantial permanent increase in ambient noise levels in the project vicinity.	PS	No feasible mitigation is available.	SU
Population, Housing and employment			
Impact 4.10-1: Implementation of the proposed project could induce substantial population and housing growth beyond that planned for the City of Santa Ana.	LS	No mitigation is required.	LS
Public Services			
Impact 4.11-1: Operation of the proposed project would increase the demand for fire protection services, but it would not require the construction of new or physically altered facilities to accommodate the increased demand or maintain acceptable response times.	LTS	No mitigation is required.	LTS

Table 1-1 Summary of Environmental Effects and Mitigation Measures

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Metro East Mixed Use Overlay Zone Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.11-2: Operation of the proposed project would increase the demand for police services, potentially requiring additional staffing, although it would not require the construction of new or physically altered facilities or personnel to accommodate the increased demand.	LTS	No mitigation is required.	LTS
Impact 4.11-3: Operation of the proposed project would require new or physically altered facilities to accommodate additional students in Tustin Unified School District (TUSD) schools. This is considered a potentially significant impact.	PS	MM-OZ 4.11-1 Individual project developers shall pay school impact fees prior to the issuance of occupancy permits.	LTS
Impact 4.11-4: Implementation of the proposed project would not result in the need for new or physically altered library facilities in order to maintain acceptable service ratios.	LTS	No mitigation is required.	LTS
Impact 4.11-5: Implementation of the proposed project would not result in the need for new or physically altered park facilities in order to maintain acceptable service ratios.	LTS	No mitigation is required.	LTS
Transportation and Traffic			
Impact 4.12-1: Implementation of the proposed project could result in impacts related to street segment capacity on roadways within and adjacent to the Overlay Zone.	LTS	No mitigation is required.	LTS
Impact 4.12-2: Implementation of the proposed project would not result in a change in air traffic patterns.	LTS	MM-OZ 4.6-4 would apply to this impact.	LTS
Impact 4.12-3: The proposed project would not increase hazards due to a design future or incompatible uses.	LTS	No mitigation is required.	LTS
Impact 4.12-4: The proposed project could result in inadequate emergency access	LTS	MM-OZ 4.6-5 through MM-OZ 4.6-7 would apply to this impact.	LTS

Table 1-1 Summary of Environmental Effects and Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Metro East Mixed Use Overlay Zone Mitigation Measures	Level of Significance After Mitigation
Impact 4.12-5: Implementation of the proposed project would not result in inadequate parking capacity.	LTS	No mitigation is required.	LTS
Impact 4.12-6: The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.	LTS	<p>MM-OZ 4.12-1 As part of the project, the City of Santa Ana and the project sponsors shall work with the transit providers to implement various transit-related measures to improve and expand bus system service within the Overlay Zone. These measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Adding bus stops to the Overlay Zone along existing and proposed roadways ▪ Changing bus service headways to respond to increased demand ▪ Changing bus service destinations to respond to changing demand ▪ Adding local shuttle service for employees and patrons of the Overlay Zone ▪ The details of bus service improvements shall be determined in coordination with OCTA. The following recommendations would help encourage public transit patronage for project-related trips: <ul style="list-style-type: none"> ▪ Bus Stop Locations—Relocation of existing bus stops and the provision of additional bus stops should be considered to accommodate transit users at convenient locations. ▪ Days of Operation—The City should work with OCTA to consider changes to route times to serve nighttime and weekend project visitors and employees. ▪ Headway—The City should work with OCTA to review route headways to determine if it would be appropriate to reduce them to accommodate transit riders within the Overlay Zone. 	LTS
Impact 4.12-7: Implementation of the proposed project would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.	PS	<p>MM-OZ 4.12-2 Future development within the proposed Overlay Zone shall prepare separate traffic studies, specific to the individual projects that are proposed. The traffic studies for future projects shall be prepared by a qualified traffic engineer of the City's choosing. Further, and as determined by the traffic studies, the above identified improvement measures shall be implemented as a condition of the proposed development, either through the direct construction of improvements by the project applicant or through payment of a fee, as required by the program detailed in MM-OZ 4.12-4.</p> <p>MM-OZ 4.12-3 The City of Santa Ana Planning Department, in cooperation with the Department of Public Works, shall monitor the traffic signals within the Overlay Zone Study Area once every five years to ensure that traffic signal timing is optimized.</p> <p>MM-OZ 4.12-4 The City of Santa Ana shall institute a program for systematic mitigation of impacts as development proceeds within the Overlay Zone to ensure mitigation of the individual improvements. The program shall prescribe the method of participation in the mitigation program by individual projects and guide the timely implementation of the mitigation measures. The program should include the following elements:</p>	SU

Table 1-1 Summary of Environmental Effects and Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Metro East Mixed Use Overlay Zone Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ▪ A funding and improvement program should be established to identify financial resources adequate to construct all identified mitigation measures in a timely basis. ▪ The program should allow for acquisition of entire properties including business relocation where necessary to construct mitigation measures. Funds derived from sale of surplus acquired properties should be returned to the program. ▪ All properties that redevelop within the Overlay Zone should participate in the program on a fair share per new development trip basis. The fair share should be based upon the total cost of all identified mitigation measures, divided by the peak hour trip generation increase forecast. This rate per peak hour trip should be imposed upon the incremental traffic growth for any new development within the Overlay Zone. ▪ The program should include resources to conduct preliminary engineering studies to complete alignment studies and project specific environmental clearances for Tustin Avenue at 17th Street and at 4th Street. ▪ The program should raise funds from full development of the Overlay Zone to fund all identified mitigation measures. ▪ The program should monitor phasing development of the Overlay Zone and defer or eliminate improvements if the densities permitted in the Overlay Zone are not occurring. ▪ Program phasing should be monitored through preparation of specific project traffic impact studies for any project that is expected to include more than 100 dwelling units or 100,000 square feet of non-residential development. Traffic impact studies should use traffic generation rates that are deemed to be most appropriate for the actual development proposed. ▪ The program should initiate project development to assure timely completion of the improvements identified to be needed for the First and Cabrillo Towers project by 2010 or as soon after as practically feasible. ▪ Properties within Santa Ana and within one-half mile of the Overlay Zone that redevelop to result in higher traffic generation should also participate in the program to insure equity. ▪ The program should provide for full construction of projects outside of Santa Ana, if the Overlay Zone will create a traffic impact based upon the CMP. ▪ The program should provide fair share contribution to construction costs of other improvements outside of the Overlay Zone if they are identified in this traffic study but they are not impacted as defined by the CMP. ▪ The fair share contribution would presume participation by other developments outside of the City of Santa Ana (generally within the City of Tustin) in proportion to traffic growth at the affected sites. 	

Table 1-1 Summary of Environmental Effects and Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Metro East Mixed Use Overlay Zone Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ▪ Traffic impact studies for future projects shall be prepared by a qualified traffic engineer approved or retained by the City. ▪ The City may elect to implement appropriate mitigation measures as a condition of approval of the proposed developments, where appropriate. All or part of the costs of these improvements may be considered to be a negotiated credit toward the program, however the Program must be administered in a manner that assures that it can fund necessary improvements to maintain adequate level of service at all intersections within this study. If funding of priority improvements cannot be assured, credit for construction of lower priority improvements may not be assured or may be postponed until more Program funds are available. ▪ Traffic studies for future developments within the Overlay Zone must also use trip generation rates which are specific for these projects and are approved by the City. The traffic consultant preparing traffic studies for specific projects in the Overlay Zone must use City-approved trip generation rates specific to these projects. These studies are subject to City review. 	
Impact 4.12-8: Implementation of the proposed project would exceed standards established by the Orange County Transportation Authority within the study area.	PS	No feasible mitigation is available.	SU
Utilities and Service Systems			
Impact 4.13-1: Implementation of the Metro East Mixed Use Overlay Zone would not require or result in the construction of new or expanded water treatment facilities, the construction of which could cause significant environmental effects.	LTS	No mitigation is required.	LTS
Impact 4.13-2: Implementation of the Metro East Mixed Use Overlay Zone would generate an additional demand for water, but would not require water supplies in excess of existing entitlements and resources or result in the need for new or expanded entitlements.	LTS	No mitigation is required.	LTS
Impact 4.13-3: Implementation of the Overlay Zone would not exceed wastewater treatment requirements of the Regional Water Quality Control Board.	LTS	No mitigation is required.	LTS

Table 1-1 Summary of Environmental Effects and Mitigation Measures

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Metro East Mixed Use Overlay Zone Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 4.13-4: Implementation of the Metro East Mixed Use Overlay Zone could require the construction of new or expanded wastewater conveyance systems, the construction of which would not cause significant environmental effects.	PS	MM-OZ 4.13-1 The developer is required to undertake a site-specific sewer evaluation, including flow monitoring and modeling, may be required as part of the project design to determine the adequacy of the existing sewer pipe capacity in the affected project area lines.	LTS
Impact 4.13-5: Implementation of the Metro East Mixed Use Overlay Zone would not increase wastewater generation such that treatment facilities would be inadequate to serve the project's projected demand in addition to the provider's existing commitments.	LTS	No mitigation is required.	LTS
Impact 4.13-6: Implementation of the proposed project would not generate solid waste that exceeds the permitted capacity of landfills serving the Overlay Zone.	LTS	No mitigation is required.	LTS
Impact 4.13-7: Implementation of the Metro East Mixed Use Overlay Zone would comply with all applicable federal, state, and local statutes and regulations related to solid waste.	LTS	No mitigation is required.	LTS
Impact 4.13-8: Implementation of the Overlay Zone could increase the demand for electricity and gas, but would not require or result in the construction of new energy production or transmission facilities, the construction of which could cause a significant environmental impact.	LTS	MM-OZ 4.13-2 The project shall implement energy conservation measures (such as energy-efficient lighting and micro processor controlled HVAC equipment) to reduce the demand for electricity and natural gas. The energy conservation measures shall be subject to modification as new technologies are developed or if current technology becomes obsolete through replacement.	LTS