September 2020| Addendum to the
Santa Ana Transit Zoning Code (Specific Development No. 84 (SD 84A and SD 84B)) EIR

3rd & Broadway Mixed-Use Development Project

for City of Santa Ana

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1. Introduction

This Addendum to the City of Santa Ana's 2010 certified Transit Zoning Code (SD 84A and SD 84B) Environmental Impact Report (Certified EIR), State Clearinghouse No. 2006071100 has been prepared in accordance with Section 21166 of the California Environmental Quality Act (CEQA) and sections 15162 and 15164 of the CEQA Guidelines. The City of Santa Ana is the lead agency responsible for the EIR, and this Addendum for the proposed 3rd and Broadway Mixed-Use Development Project.

Caribou Industries Inc. (Applicant) proposes to replace a City-owned, 3-level parking garage with a mixed-use development (Proposed Project) on a 1.41-acre site in Downtown Santa Ana. The Proposed Project would be comprised of two buildings: a 16-story, 194-foot-tall residential and commercial building and a 10-story, 127.5-foot-tall hotel building. The buildings would be separated by an extension of Sycamore Street from the north edge of the Project Site to West 3rd Street. The Proposed Project would provide 490 total parking spaces, including 211 public parking spaces.

1.1 PURPOSE OF AN EIR ADDENDUM

1.1.1 CEQA Requirements

Where a previous program EIR has been prepared, subsequent activities within the program must be examined in light of that EIR to determine whether an additional environmental document must be prepared. (CEQA Guidelines Section 15168(c)). Where the subsequent activities involve site specific operations, the agency should use a written checklist to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR. (CEQA Guidelines Section 15168(c)(4)).

Pursuant to PRC Section 21166 and State CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

1. Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

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3. New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.

    b. Significant effects previously examined will be substantially more severe than identified in the previous EIR.

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

    d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

An Addendum can be prepared to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 (above) calling for preparation of a subsequent EIR have occurred (CEQA Guidelines Section 15164).

As described below under the Project Description would fulfill none of the conditions outlined in CEQA Guidelines Sections 15162(a)(1)–(3) as these changes would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects requiring major revisions to the 2010 Certified EIR. Accordingly, this checklist provides the substantial evidence required by CEQA Guidelines Section 15164(e) to support the finding that a subsequent EIR is not required and an addendum to the 2010 EIR is the appropriate environmental document to address changes to the project.

As stated in CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration):

a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

After careful consideration of the potential environmental impacts of the Proposed Project, the City of Santa Ana has determined that 1) none of the conditions requiring preparation of a subsequent or supplement to an EIR have occurred, and 2) the circumstances described in Section 15164 of the CEQA Guidelines exist. Therefore, an Addendum to the Certified EIR has been deemed appropriate.

1.1.2 Scope of Analysis in This Addendum

This addendum compares the impacts of the Proposed Project to the impacts assumed for the Project Site by the Transit Zoning Code (SD 84A and SD 84B) Certified EIR (Approved Project). As described below under the Project Description, development of the Proposed Project would fulfill none of the conditions outlined in CEQA Guidelines Sections 15162(a)(1)–(3) as these changes would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects requiring major revisions to the 2010 EIR. Accordingly, this checklist provides the substantial evidence required by CEQA Guidelines Section 15164(e) to support the finding that a subsequent EIR is not required and an addendum to the 2010 Certified EIR is the appropriate environmental document to address changes to the project.

In order to implement the Proposed Project, a number of discretionary approvals from the City of Santa Ana are required, including Site Plan Review for both buildings, Variance, Tentative Parcel Map, and Density Bonus Agreement, including several concessions and waivers, and Disposition and Development Agreement. As lead agency under CEQA, the City of Santa Ana is required to evaluate the environmental impacts associated with these discretionary approvals. The scope of the review for project-related impacts for this Addendum is limited to differences between impacts analyzed by the Certified EIR for implementation of the Transit Zoning Code (SD 84A and SD 84B) (Approved Project) and the Proposed Project. The Approved Project will serve as the "baseline" for the environmental impact analysis. The baseline includes all applicable mitigation measures from the adopted Mitigation Monitoring and Reporting Program (MMRP), approved in conjunction with the Certified EIR. As required by CEQA, this Addendum also addresses changes in circumstances or new information that would potentially involve new environmental impacts.

1.2 CONTENT AND ORGANIZATION OF THIS ADDENDUM

This Addendum relies on the City of Santa Ana's CEQA checklist, which addresses environmental issues section by section. The completed checklist is included in Section 5.0, Environmental Analysis. Each environmental topic has the following subheadings:

- Summary of Previous Environmental Analysis (including the Certified EIR, and previous CEQA documentation; see description under Subsection 3.1, *Project Background*, of this Addendum)

- Impacts Associated with the Proposed Project (including environmental checklist)
- Adopted Mitigation Measures Applicable to the Proposed Project

1.3 PREVIOUS ENVIRONMENTAL DOCUMENTATION

For a detailed description of adopted land use planning documents that apply to the Certified EIR and associated environmental documentation, see Section 3.1, Project Background, of this Addendum.

2. Environmental Setting

2.1 PROJECT LOCATION

2.1.1 Transit Zoning Code

The Transit Zoning Code (SD 84) area (TZC Area) is located in the central urban core of Santa Ana and comprises over 100 blocks and 450 acres, approximately 10 miles west from the Pacific Ocean, as shown in Figure 1, *Regional Location Map*. The TZC Area is located in the area west of Interstate 5, north of First Street, and between Grand Avenue and Flower Street and south of Civic Center Drive in the City of Santa Ana in Orange County, California.

The properties contained within the TZC Area (are improved with some exceptions, with primarily one- and two-story buildings and large areas of surface parking lots. Due in part to the large scale of the TZC Area (450 acres), the properties are zoned for a mix of uses, ranging from single-family residential to commercial/retail to light fabrication. The Transit Zoning Code (SD 84) provides zoning for the integration of new infill development into existing neighborhoods, allow for the reuse of existing structures, provide for a range of housing options, including affordable housing, and provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure.

2.1.2 Project Site

The proposed 3rd and Broadway Mixed-Use Development Project (Proposed Project) is located on the northeast corner of West 3rd Street and Broadway (Project Site), as shown on Figure 2, *Project Location*. The Project Site is within the Downtown (DT) Zone of the TZC, which allows for multi-story urban building types accommodating a mixture of retail, office, light service, and residential uses.

2.2 ENVIRONMENTAL SETTING

2.2.1 Existing Land Use

The Project Site is currently a City-owned, 3-level parking garage located in what is designated as the District Center (DC).

2.2.2 Landform and Geography

The Project Site is generally flat, and implementation of the Proposed Project will, therefore, not require slopes that could result in landslides. No unstable hills or cliffs are located in the project vicinity. The Proposed Project is not located on sensitive or unstable soil. The Project Site is located in an area of minimal geologic hazards in respect to geology and soils.

2.2.3 Surrounding Land Use

The TZC Area is located in the central urban core of Santa Ana and comprises over 100 blocks and 450 acres. The code area includes the Government Center, Downtown, the Logan and Lacy neighborhoods, and the industrial parks surrounding the train depot. The surrounding land uses include residential, professional, commercial, industrial, and civic uses and their environs.

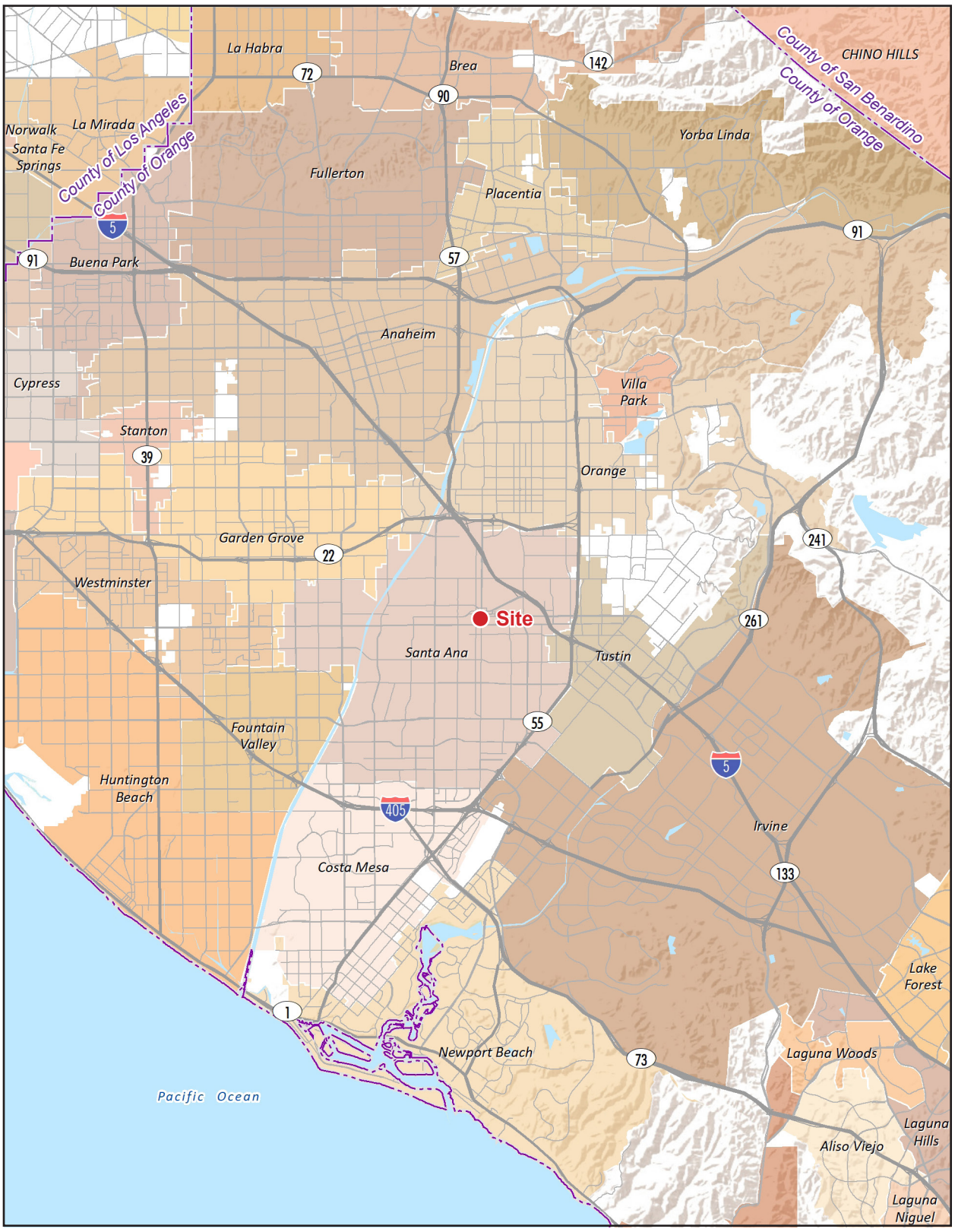
The Project Site is primarily surrounded by the area designated as Downtown (DT) as well as the Urban Center (UC) and Government Center (GC) according to the Transit Zoning Code (SD 84). The Project Site is bounded by 3rd Street, N. Broadway Avenue, 4th Street, and Main Street. The Project Site is surrounded by commercial/retail uses to the north, east, and west and commercial/retail and residential uses to the south.

2.2.4 Regional Planning Considerations

Consistent with statewide mandates (see AB 32, SB 375, SB 743) and SCAG's 2016–2040 RTP/SCS to place increased density near major transportation and employment centers, the Proposed Project would introduce a diverse mix of land uses; place residents in the immediate vicinity of County and City governmental offices, shops, restaurants, bars, local art scenes, parks; and would be within walking distance to several major public transit opportunities. Bus routes serving the project area include OCTA routes 19, 51, 53, 55, 64, 83, 84, 145, 206, 462 and 757. These routes provide connections to several areas countywide. In addition, the project site is about one mile from the Santa Ana Regional Transportation Station, which is served by regional trains including Amtrak and Metrolink, and bus lines such as Greyhound and several OCTA bus routes. The Proposed Project would be within walking distance of the planned OC Streetcar, expected to be in operation in 2022. An OC Streetcar stop is planned one block from the project site at Fourth and Sycamore Streets.

The Proposed Project is within a transit priority area (TPA) as defined by Public Resources Code (PRC) Section 21099(a)(7). A TPA is an area within one-half mile of a major transit stop that is existing (or planned under certain conditions). A major transit stop includes the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (PRC § 21064.3). The Project site is within 0.15 miles of the intersection of Bus Routes 53/53X (north-south along Main Street), 55, and 64/64X (east-west via 1st Street). Under SB 743, aesthetic and parking impacts cannot be considered a significant impact within TPA's.

Figure 1 - Regional Location Map
2. Environmental Setting



Note: Unincorporated county areas are shown in white.

0 3
Scale (Miles)

Source: ESRI, 2019

2. Environmental Setting

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Figure 2 - Project Location
2. Environmental Setting

Project Boundary

0 100
Scale (Feet)

Source: ESRI, 2019

2. Environmental Setting

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2.2.5 General Plan and Zoning

Santa Ana General Plan

The Project Site's existing General Plan designation is District Center (DC) which is a designation intended to be "developed with an urban character that includes a mixture of high-rise office, commercial, and residential uses. In 2010, Santa Ana City Council adopted General Plan Amendment 2010-01 to increase the intensity of development to a Floor Area Ratio (FAR) of up to 5.0 in the Transit Village and 3.0 in the Downtown to reflect the intensity of development allowed by the standards established in the 2010 Transit Zoning Code (SD 84). The DC designation permits a residential density of up to 90 dwelling units per acre.

Zoning

The Project Site is within the Downtown (DT) Zone of the TZC, which allows for multi-story urban building types accommodating a mixture of retail, office, light service, and residential uses. Within this zone Flex Block building types are allowed up to a maximum of 10 stories. One of the goals of the DT Zone is to replace parking structures with other compatibility pedestrian friendly uses. The standards also facilitate the replacement or improvement of post-war development that eliminated the pedestrian orientation of various Downtown blocks (for example, parking structures with no features of pedestrian interest along their entire lengths) (City of Santa Ana 2010).

2.2.6 Environmental Resources

The TZC Area has been developed, paved, landscaped and/or graded, and supports non-native, landscape plant species. The Project Site is in an urbanized area and is currently a 3-level parking garage. The Project Site is located in the Downtown Zone, portions of which are designated as National Historic District, although the Project Site is not included within the National Historic District. Additional information regarding environmental resources—or the lack of such resources—on the Project Site can be found in Section 5, Environmental Analysis, of this Addendum under each respective environmental topic.

2. Environmental Setting

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3. Project Description

3.1 PROJECT BACKGROUND

The Transit Zoning Code (SD 84) is broken down into nine distinct subzones, including Transit Village (TV) Zone, Government Center (GC) District, Downtown (DT) Zone, Urban Core (UC) Zone, Corridor (CDR) Zone, Urban Neighborhood 2 (UN-2) Zone, Urban Neighborhood 1 (UN-1) Zone, Industrial Overlay (IO) Zone and Open Space (OS), as shown in Figure 3, *Transit Zoning Code Uses*.

The Transit Zoning Code (SD 84A and SD 84B) EIR was certified in 2010. The primary objective of the Transit Zoning Code (SD 84) is to provide zoning for the integration of new infill development into existing neighborhoods, to allow for the reuse of existing structures, and to provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure. The Transit Zoning Code would preserve and reinforce the historic character and pedestrian nature of the City while encouraging alternative modes of transportation, including the rail system that connects San Diego to Los Angeles.

3.1.1 PREVIOUS ENVIRONMENTAL ANALYSIS

In 2010, the City of Santa Ana certified the EIR for the Transit Zoning Code (SD 84A and SD 84B) (State Clearinghouse No. 2006071100), herein referred to as the "Certified EIR." and redevelopment of Agency-owned parcels. The EIR determined that most potential impacts could be mitigated to a less than significant level. However, it concluded that under a long-term, full buildout scenario, implementation of the Transit Zoning Code (SD 84) would result in significant and unavoidable impacts related to aesthetics, air quality, cultural resources, noise, and transportation/traffic.

The Transit Zoning Code (SD 84) was designed to provide the zoning necessary to support the long-term development of a successful transit program. The project required a general plan amendment and citywide zoning ordinance. Therefore, implementation of the Transit Zoning Code (SD 84), is herein referred to as the "Approved Project."

In terms of potential net new development, the Certified EIR (see Table ES-1 in the Certified EIR) analyzed the conversion of existing industrial, commercial, civic uses, and parking lots to allow for the development of up to 4,075 dwelling units and 387,000 square feet of retail development within the TZC Area.

3.2 PROJECT DESCRIPTION

The Proposed Project would replace the existing City-owned, 3-level parking garage with a mixed-use development containing a 75-room boutique hotel, 171 housing units, 13,419 square feet of commercial space (including retail and food/beverage establishments), and rooftop amenities ancillary to residential and hotel uses.

3. Project Description

The combined total of 260,242 square feet of proposed uses includes 197,726 square feet of residential and 62,516 square feet dedicated to hotel uses. The parcel number associated with the Proposed Project is 398-264-13. The Proposed Project is zoned as Downtown in the Transit Zoning Code (SD 84).

The Proposed Project would be comprised of two buildings: a 16-story, 194-foot-tall residential and commercial building on the western side of the project site and a 10-story, 127.5-foot-tall hotel building on the eastern side of the project site. The Proposed Project would create an appropriate architectural and public link between the historic Artist Village and 4th Street Core while providing important new urban opportunities and activation through engaging public space. The buildings would be separated by an extension of Sycamore Street from the north edge of the Project Site to West 3rd Street, which would be used as a flex street where retractable bollards would limit vehicle access with proper permits.

The 16-story building would be considered a Line Block building type and would contain a total of 444 vehicular parking spaces. Of the 444 vehicular parking spaces, 211 would be dedicated for public use. Level P1 is a subterranean level of parking that would span the project site. Level 1 would include parking access, retail and the leasing office/lobby. Two full access driveways to onsite parking would be provided off the alley to the north of the Project Site. Retail space is provided off Broadway, 3rd Street and Sycamore Street. Residential lobbies and a public lobby would be provided off Broadway and Sycamore Street. Residential storage areas, mail room and trash areas are provided internal to the building on Level 1. Additional residential storage space is provided internal to the building on Level 1.5. Levels 2, 3 and 4 would include parking, residential units, and residential amenities. The 3rd Level community deck would include an array of seating, bar top overlooking Broadway, and area for movable games. The 4th Level outdoor space would include a green roof area. Levels 5 would include parking and additional residential amenities, including storage space, community event space, and outdoor area. The 5th Level outdoor spaces would include a variety of seating options (such as amphitheater seating, café style seating, lounge seating, and rocking chairs), planters/landscaping, barbeque and prep counter, communal dining table, fire feature, bar top, and event stage/flex space. Level six would primarily be dedicated to parking. Levels 7 and 8 would primarily contain parking and residential units. Levels 9 through 15 would include residential units with private balconies. Level 16 would include the penthouse residential units and the pool deck. On Level 16, the pool deck will include a pool and spa, lounge seating areas, wood decking, as well as fire and landscaping features. Residential units will include studios, 1 bedroom, 2 bedrooms and penthouses. The unit mix consists of 95 studios, 51 one-bedrooms and 25 two-bedrooms. Of the residential units 19 units would be reserved for very low-income households for a period of 55-years.

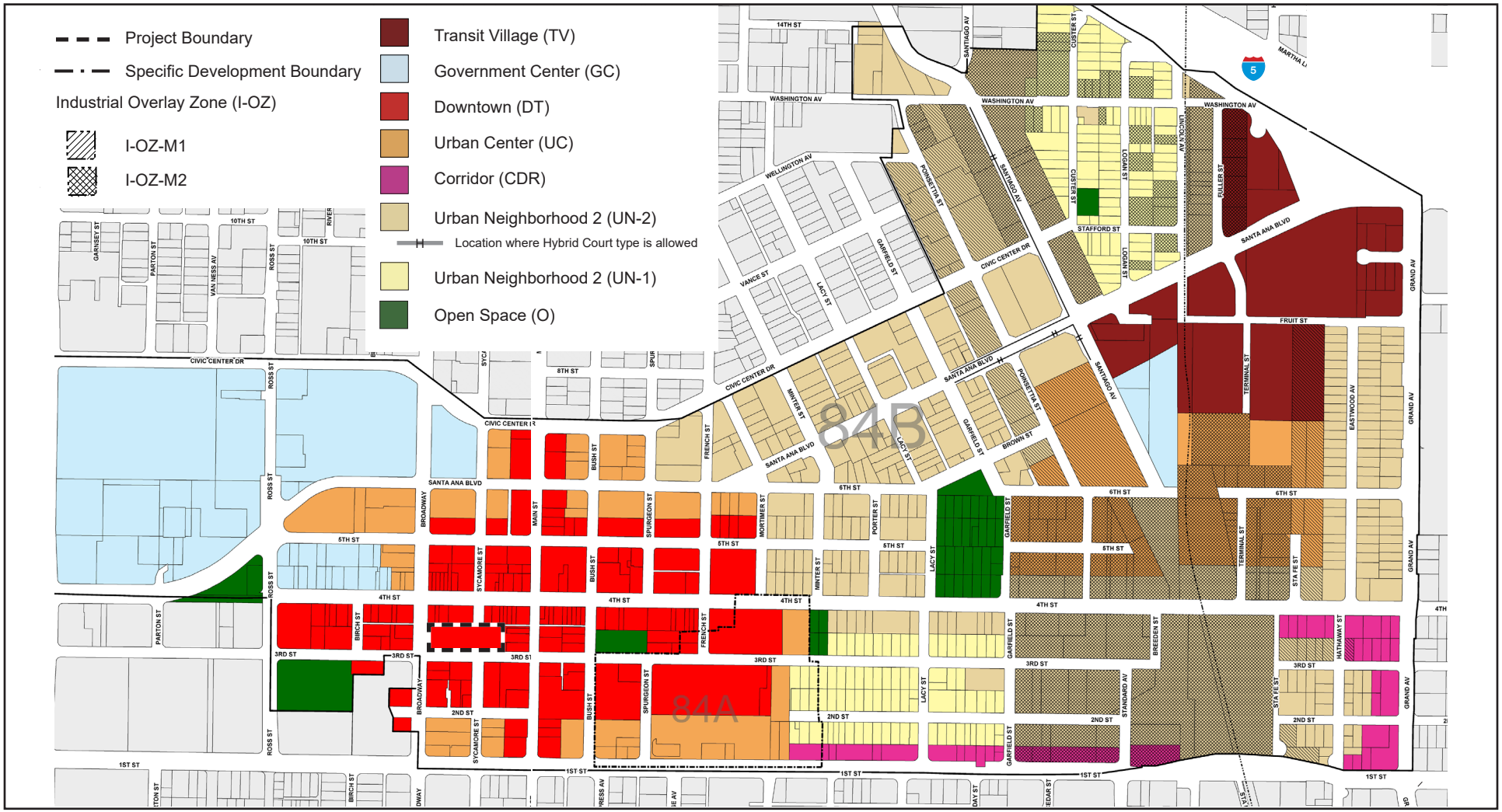
The 10-story building would be considered a Flex Block building type and would contain a total of 46 vehicular parking spaces including 42 mechanical stacker spaces and four at grade ADA spaces. Pedestrian access to the hotel lobby and café would be provided from Sycamore Street. Vehicular ingress would be provided from the alley to the north of the Project Site and egress would be provided onto 3rd Street. Level 2 would be primarily reserved for back-of-house uses. Level 3 would include hotel rooms and public outdoor space and private patios. Levels 4 through 9 would primarily include hotel rooms and with guest amenity spaces (such as guest terrace, amenity space, or meeting room). Level 10 would include outdoor amenities which would include a bar, guest terrace, and a lounge deck. Certain amenities will include seating areas and gathering spaces, fire feature, landscaping. Additional back-of-house uses would also be included on Level 10, including mechanical room, kitchen, and storage. Room types would include typical hotel units and suite units.

3. Project Description

A Site Plan for the project is shown on Figure 4, *Site Plan*. Proposed Project building designs are shown on Figures 5 and 6.

Figure 3 - Transit Zoning Code Uses

3. Project Description



Source: City of Santa Ana

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3. Project Description

Project Access and Circulation

Regional access to the site is provided via the SR-55 Freeway and I-5 Freeway interchanges. Local streets in the project vicinity that would be affected by the proposed project include arterial roadways that provide access to neighboring areas and to the regional freeway system. These local roadways include First Street, Fourth Street, Fifth Street, Santa Ana Boulevard, Civic Center Drive, Seventeenth Street, Flower Street, Broadway Avenue, Main Street, Santiago Street, and Grand Avenue.

It is recommended that Sycamore Street and 3rd Street provide crosswalk markings across all four legs of the intersection and install a raised island on the east leg in compliance with applicable City of Santa Ana standards and guidelines outlined in 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD).

It is recommended that the proposed all-way stop control at the intersection of Sycamore Street and 3rd Street be supplemented with advanced "Stop Ahead" signage. An all-way stop would provide a controlled cross-walk for pedestrian crossings and enhance safety.

The Project Site is located in an area of high pedestrian activity and within walking distance of many points of interest. The site is within a five-minute walk of a variety of shops, restaurants, bars, local art scenes (i.e. Orange County Center for Contemporary Art), Birch Park, Ronald Reagan Federal Building and U.S. Courthouse and is easily connected to public transit through the bus stations that surround the area. The 19, 55, 64, 53, 83, 145, 206, 462, and 757 bus lines all travel within ¼ mile of the project's location.

Pedestrian traffic will continue to be encouraged. There will be enhanced paving to accentuate the "flex street" and specimen evergreen trees with outdoor dining. There are also recommended improvements to pedestrian facilities in an effort to improve pedestrian connectivity and safety for the potential users of the Proposed Project as well as the existing adjacent uses of the Proposed Project.

Landscaping

Proposed landscaping would include several different tree species, including shade, flowering, and specimen trees. Primary landscaping on 3rd Street would be the Crape Myrtle Tree. On Broadway Avenue, the Queen Palm would be the primary landscaping used, and on Sycamore Street, it would be the London Plane Tree.

Other proposed landscaping is shown in the Design Partial Plant Palette as shown in Figure 9. All proposed landscaping is consistent with the Transit Zoning Code (SD 84) and the City of Santa Ana General Plan. Landscaping and Public Realm Plan would contribute to a sense of human scale and additional visual improvements to the City.

Parking

The project is located within the Downtown (DT) zone requiring 2 spaces per dwelling unit, 0.15 spaces per unit for guests (or payment of in lieu fees), and 1 space per 400 square feet of non-residential uses. However, for projects dedicating eleven percent very low income housing units on site, the California Government Code Section 65915(p)(1) parking ratio is one space per studio and one bedroom, and two spaces per two bedroom units. For the hotel, the Transit Zoning Code requires one parking space per 400 square feet of non-residential

uses, however a variance to utilize the City of Santa Ana Municipal Code Section 41-1344 Hotel off-street parking has been requested. Table 1 below outlines the parking requirements for the Proposed Project. A total of 490 on-site parking spaces would be provided at the Proposed Site: 211 public parking spaces, 196 residential parking spaces, 83 hotel parking spaces (which includes 37 reserved hotel valet parking spaces, 42 mechanical stacker parking spaces and 4 ADA hotel parking spaces). The Proposed Project would contain a total of 33 bicycle parking spaces (includes both public and residential bicycle parking spaces). As noted previously, under SB 743, parking impacts cannot be considered a significant impact within transit priority areas.

Table 1 Proposed Project Parking

Land Use	Quantity[1]	Parking Rate[2]	Proposed Parking Spaces
Residential	171 units	1 per studio and one bedroom	196
		2 per two bedroom	
Non-Residential	13,419 sf	1 per 400 sf	
Hotel	75 rooms	1 per room	75
		1 per 10 rooms	8
Total Spaces to Serve the Proposed Project			**279**

[1] Based on the 3rd & Broadway Project Plans
[2] Based on California Government Code Section 65195(p)(1) and City of Santa Ana Municipal Code Section 41-1344 (Tables 1 and 2)

Proposed All-Way-Stop

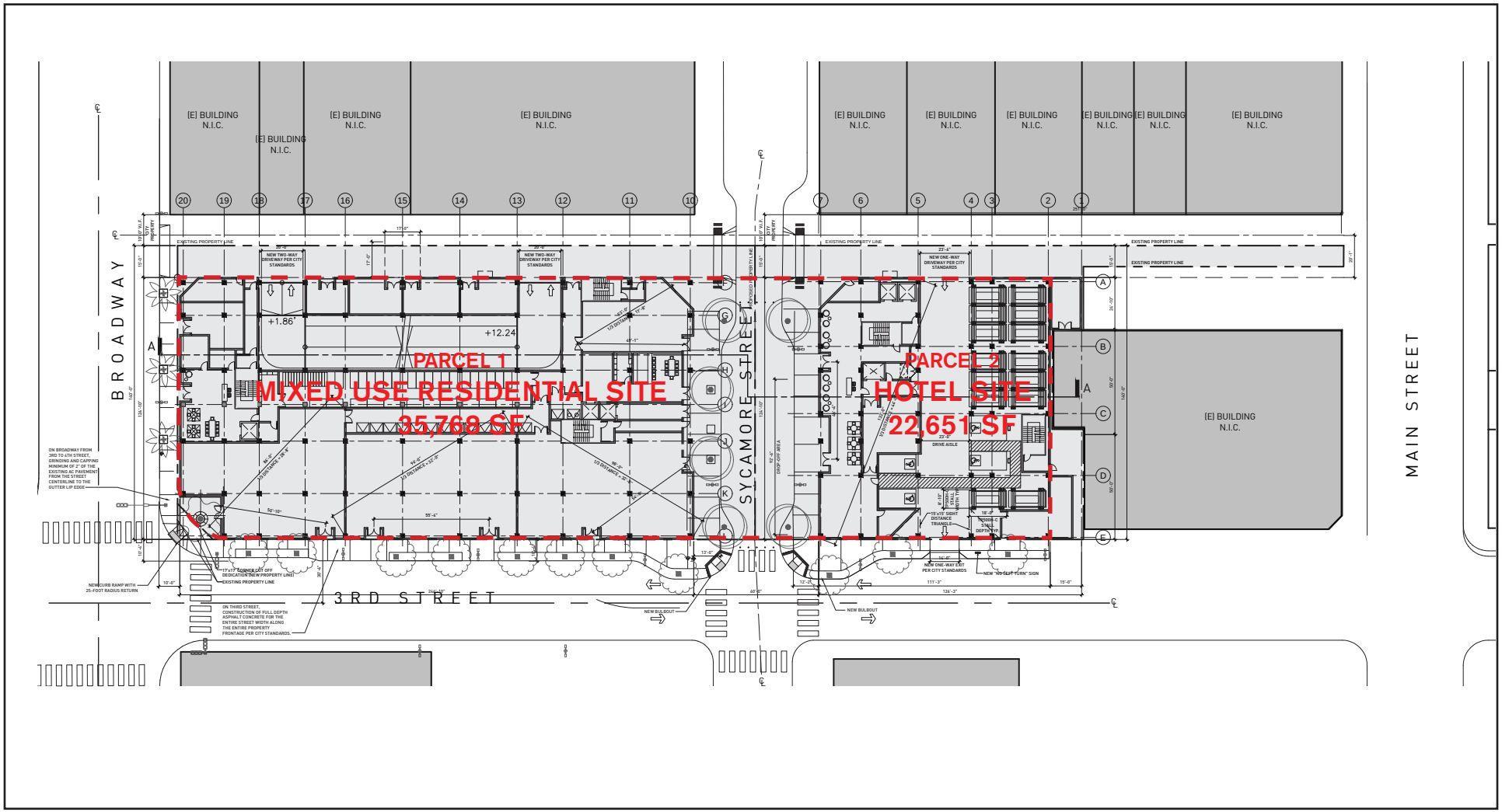
The ultimate all-way-stop would improve access to the Proposed Project and to development adjacent to the Proposed Project. Improvements should be comprised of the following geometrics:

- Northbound Approach: One shared left-through-right turn lane.
- Southbound Approach: One shared left-through-right turn lane.
- Eastbound Approach: One shared left-through-right turn lane.
- Westbound Approach: One shared left-through-right turn lane.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project Site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Santa Ana sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Figure 4 - Site Plan
3. Project Description



Source: StudioEleven, 2020

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Figure 5 - Proposed Building - Residential and Commercial

3. Project Description

Source: StudioEleven, 2020

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Figure 6 - Proposed Building - Hotel

3. Project Description

Source: StudioEleven, 2020

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Sewer and Water

Water service to the Proposed Project will be provided by an existing 8-inch asbestos-cement (AC) pipe which is a lateral off a 12-inch polyvinyl chloride (PVC) pipe running along N. Broadway. Sewer service will be provided by a new 8-inch line to be constructed in 3rd Street which will connect to an existing 24-inch vitrified clay pipe (VCP) sewer line located in N. Broadway.

3.3 DISCRETIONARY ACTIONS

This Addendum to the Certified EIR is intended to serve as the primary environmental document for all future actions associated with the Proposed Project, including all discretionary approvals requested or required to implement the Proposed Project. In addition, this Addendum is the primary reference document for the formulation and implementation of the MMRP. All the approved, applicable measures from the Certified EIR have been incorporated into this document. This document is intended to provide sufficient information to allow the City of Santa Ana and any other permitting agencies to evaluate the potential impacts from construction and implementation of the Proposed Project. The following discretionary actions have been requested by the Project Applicant:

- **Site Plan Review No. 2020-01.** Site plan review to allow the construction of a 16-story mixed-use development.
- **Site Plan Review No. 2020-02.** Site plan review to allow the construction of a 10-story hotel.
- **Variance No. 2020-05.** Variance for the hotel parking to apply Santa Ana Municipal Code Section 41-1344 Hotel and Motel off-street parking standards, allow off site reserved parking, allow deviations from the off-street parking design requirements to allow use of mechanical stackers and valet parking service.
- **Tentative Parcel Map No. 2020-02.** Tentative parcel map to subdivide the property into two lots and to create condominium airspace for ownership of the public, residential and hotel parking spaces, reciprocal access easements and public and emergency access easements to a private street.
- **Density Bonus Agreement No. 2020-01.** The applicant is requesting a 35 percent increase in density and concessions and waivers for floor area, height, open space, massing and parking in exchange for providing 19 very low income housing units on site.
- **Disposition and Development Agreement.** The applicant is requesting approval of a disposition and development agreement to memorialize the sale of the property, project's terms, conditions, and obligations and provide vesting development rights for the project components.

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4. Environmental Checklist

4.1 BACKGROUND

1. **Project Title:** 3rd and Broadway Mixed-Use Development

2. **Lead Agency Name and Address:**
City of Santa Ana
Planning and Building Department
20 Civic Center Plaza
Santa Ana, CA 92701

3. **Contact Person and Phone Number:**
Selena Kelaher, AICP
Associate Planner
(714) 667-2740

4. **Project Location:**
The Project Site is located on the northeast corner of Broadway and 3rd Street in Downtown Santa Ana. The Project Site is comprised of one parcel (APN 398-264-13).

5. **Project Sponsor's Name and Address:**
Caribou Industries, Inc.
Mike Harrah
1103 North Broadway
Santa Ana, CA 92701

6. **General Plan Designation:** District Center (DC)

7. **Zoning:** Transit Zoning Code (Downtown (DT) Zone)

8. **Description of Project**:
The Proposed Project would replace the existing City-owned, 3-level parking garage with a mixed-use development containing a 75-room boutique hotel, 171 housings units, 13,419 square feet of commercial space (including retail and food/beverage establishments), rooftop amenities ancillary to residential and hotel uses, and onsite parking.

9. **Surrounding Land Uses and Setting**:
The Project Site is primarily surrounded by the area designated as Downtown (DT) as well as the Urban Center (UC) and Government Center (GC) according to the Transit Zoning Code (SD 84). The Project Site is bounded by 3rd Street, N. Broadway Avenue, 4th Street, and Main Street. The Project Site is

surrounded by commercial/retail uses to the north, east, and west and commercial/retail and residential uses to the south.

10. **Other Public Agencies Whose Approval Is Required** (e.g., permits, financing approval, or participation agreement):
None.

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

The preparation of an addendum does not require AB52 noticing. Additionally, the Proposed Project does not include a General Plan or Specific Plan amendment, therefore, tribal consultation is not required under SB18.

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

4. Environmental Checklist

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would represent a new significant environmental effect, a substantial increase in the severity of a significant impact previously identified, or new information of substantial importance, as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

4.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Selena Kelaher — *Signature*

9/24/20 — *Date*

Selena Kelaher — *Printed Name*

City of Santa Ana — *For*

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

4. Environmental Checklist

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

4. Environmental Checklist

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5. Environmental Analysis

This section provides evidence that no new significant impacts would occur as a result of either a change to the project or a change in circumstances. In accordance with Section 21166 of CEQA and 15162 of the CEQA Guidelines, and relevant case law, the baseline for this determination is the Approved Project. The section will briefly summarize the conclusions of the 2010 Certified EIR and then discuss whether or not the Proposed Project is consistent with the findings in that document. Applicable mitigation measures are referenced from the 2010 Certified EIR, are also provided in each section.

As discussed previously, this document is an addendum to the 2010 Certified EIR. The Proposed Project is located in the Transit Zoning Code (SD 84) area.

The mitigation program identified to reduce potential impacts of the Proposed Project consists of Standard Requirements (SRs) and mitigation measures (MMs). The components of the mitigation program are described below.

- **Standard Requirements.** Existing SRs are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review and also serve to offset or prevent specific impacts. Typical SRs include compliance with the provisions of the California and local building codes, South Coast Air Quality Management District rules, City ordinances, and local agency impact fees, among others.

- **Mitigation Measures.** Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of SRs, mitigation measures have been provided. All applicable measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into the MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

The City may substitute, at its discretion, any mitigation measure (and timing thereof) that has: (1) The same or superior result as the original mitigation measure and (2) the same or superior effect on the environment. The City of Santa Ana Planning and Building Agency, Planning Division, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed "environmental equivalent timing" and, if deemed necessary, may refer said determination to the Planning Commission.

5.1 AESTHETICS

5.1.1 Summary of Previous Environmental Analysis

According to the Certified EIR, the TZC Area does not contain any State- or County-designated scenic highways. Nor are there any State- or County-designated scenic highways located nearby; therefore, no impact

would occur. Although views of the TZC Area would be modified, the proposed project would not degrade the existing visual character or quality of the Transit Zoning Code (SD 84) area; rather, development would contribute to the image of, and add to the aesthetic quality of the City and impacts would be less than significant. Although future development could result in taller buildings in certain neighborhoods compared to existing uses, the overall changes that are proposed would be designed to create visually attractive and compatible uses, and this impact would be less than significant. With implementation of the recommended mitigation measures, potential lighting impacts would be reduced to a less than significant level to surrounding areas through appropriate site design and configuration. Development in the TZC Area could result in potential shade and shadow impacts on properties immediately adjacent to the area that would be considered significant and unavoidable.

The Santa Ana City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

5.1.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Have a substantial adverse effect on a scenic vista?				x	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					x
c) In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				x	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				x	

Views of and within the Transit Zoning Code (SD 84) Area

Views of and within the TZC Area are generally limited to immediately adjacent uses/structures. The Transit Zoning Code Area has limited views of the Santa Ana Mountains, but views of and within the area are

dominated by adjacent developed uses of varying scale, including residential, commercial, retail, industrial, institutional, office, and educational uses. The Proposed Project is located in the Downtown District and does not have any designated viewpoints located within the Project Site.

Views from the Downtown District

This neighborhood consists of one to six-story civic, residential, and mixed-use buildings in a setting of approximately thirty 300-foot blocks, with alleys present in many blocks. The neighborhood connects the Government Center to the Lacy and French Park neighborhoods to the east. With the exception of a few super blocks and operational modifications such as one-way streets and the lack of on-street parking, the historic street grid is largely intact. Vacant land in the district is limited with redevelopment or rehabilitation of sites and/or existing building the primary opportunity for new activity. New buildings in this district are generally up to five stories in height, mixed-use, with housing and/or offices above. In addition, Downtown includes numerous historic properties, as designated by the City of Santa Ana and the National Register.

Transit Priority Areas (SB 743)

The Proposed Project is within a transit priority area (TPA) as defined by Public Resources Code (PRC) Section 21099(a)(7). A TPA is an area within one-half mile of a major transit stop that is existing (or planned under certain conditions). A major transit stop includes the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (PRC § 21064.3). The Project site is within 0.15 miles of the intersection of Bus Routes 53/53X (north-south along Main Street), 55, and 64/64X (east-west via 1st Street). Under SB 743, aesthetic impacts cannot be considered a significant impact within TPA's.

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site has limited views of the Santa Ana Mountains. The majority of the TZC Area is currently developed. Although the Proposed Project would include buildings of varying heights up to 16 stories, the standards requiring varying heights and massing of new buildings would provide a distinctive skyline with planar changes that would create visual interest in the area. As with the Approved Project, the Proposed Project would alter long-term visual characteristics, but it would visually enhance the area and provide the City with a distinctive entryway identity and improve the aesthetic quality of the Project Site as compared to the existing parking structure. As such, no new impacts would occur due to construction of the Proposed Project and no mitigation measures are necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

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

No Impact. The Project Site does not contain any State- or County-designated scenic highways. Nor are there any state- or County-designated scenic highways nearby. Therefore, as under the Approved Project, no impact would occur due to implementation of the Proposed Project, and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The TZC Area is urbanized and is currently developed. Consistent with the Approved Project, the Proposed Project would result in increased building heights on the Project Site, but the overall changes that are proposed would be designed to create visually attractive and compatible uses consistent with the policies identified in the City's General Plan. This would include the incorporation of new landscaping and streetscape. As a result, implementation of the Proposed Project would improve the overall visual character of the Project Site, consistent with the Approved Project.

The project applicant is seeking a variance to allow construction of a 16-story residential building on the western portion of the Project Site. The residential building would have a maximum building height of 194-feet. The maximum building height allowed in the Downtown (DT) zone is 10-stories. However, the Certified EIR analyzed the aesthetic impacts of up to 25-story buildings in the Transit Village zone, located north of the Project Site. In addition, buildings of this height are located in the immediate vicinity including the Ronald Reagan Federal Building and Courthouse, with a building height of 176-feet. The Certified EIR concluded that the only significant and unavoidable impact of these proposed building heights was related to shade/shadow impacts.

In accordance with Mitigation Measure 4.1-4, a shade/shadow analysis has been prepared for the Proposed Project. The 2020 3rd & Broadway Shadow Study prepared by studioneleven studied shade and shadow impacts during the hours of 9:00 AM, 12:00 PM and 3:00 PM at the winter solstice and 9:00 AM, 12:00 PM, 3:00 PM and 5:00 PM for the summer solstice (see Appendix A). The shade and shadow impacts for these seasonal periods are shown on Figures 7 through 10. Winter solstice is on or about December 21st and summer solstice is on or about June 21st. The study concluded that no sensitive uses fall within the shade and shadow impact area. The residential building to the west of the project area at 306 N Broadway, does not have any residential balconies or amenity areas that would be considered sensitive uses.

There are no sensitive uses that would be impacts by shade and shadow between 9:00 AM and 3:00 PM during the winter solstice period. No single location would receive a substantial increase in shade and shadow and there are no sensitive locations within the shade and shadow range. Shade and shadow impacts would be considered less than significant for the winter solstice period.

Figure 7 - Existing Sun/Shadow - Summer Solstice (June 21)

Source: StudioEleven, 2020

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Figure 8 - Proposed Sun/Shadow - Summer Solstice (June 21)

Source: StudioEleven, 2020

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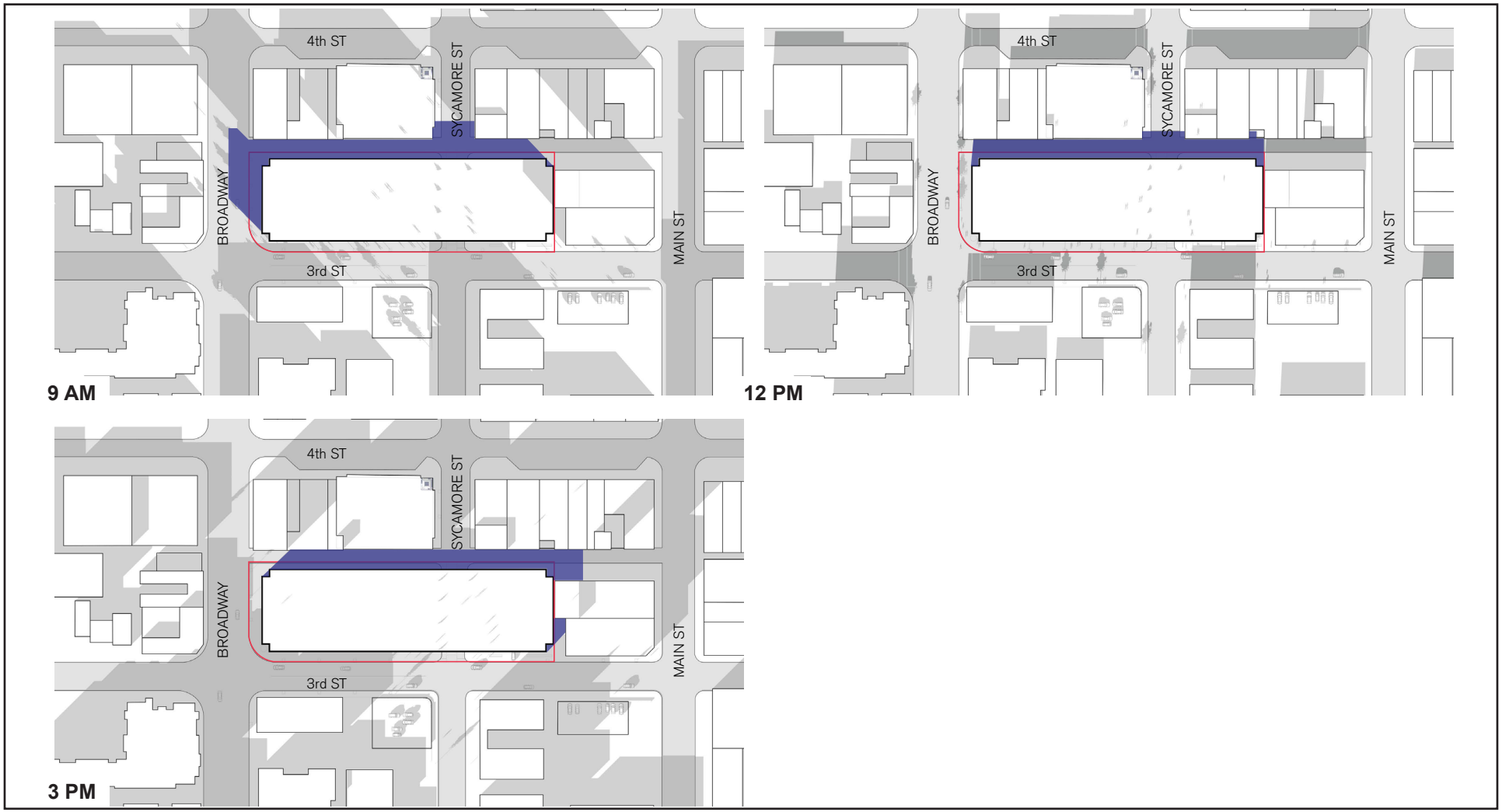
Figure 9 - Existing Sun/Shadow - Winter Solstice (December 21)



Source: StudioEleven, 2020

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Figure 10 - Proposed Sun/Shadow - Winter Solstice (December 21)

Source: StudioEleven, 2020

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Shadows during the summer solstice move clockwise, southwest to southeast, more than 180 degrees during a 12-hour period. No single location would receive a substantial increase in shade by the summer shadows and there are no sensitive locations within the shadow range. Shade and shadow impacts would be less than significant.

Since no significant shade and shadow impacts are related to the increased building height, and the Certified EIR concluded that buildings of up to 25 stories could be built with no significant impacts to aesthetics, no new significant impacts related to aesthetics are anticipated as a result of implementation of the Proposed Project. In addition, under SB 743, aesthetic and parking impacts cannot be considered a significant impact within TPA's.

No changes proposed by the Proposed Project would result in new impacts to visual character or quality. No impacts of greater severity than those previously identified in the Certified EIR would occur, and no changes or new information would require preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Similar to the Approved Project, the Project Site would create new sources of light and glare in the TZC Area due to greater intensity and density of development. The Proposed Project would comply with the lighting specifications and implementation of design features as outlined in the Approved Project. Therefore, consistent with the conclusions in the Certified EIR, the implementation of appropriate mitigation would reduce impacts to off-site uses resulting from daytime glare from new development. No changes proposed by the Proposed Project would result in new impacts to light or glare as specified in the Approved Project. No changes or new information would require preparation of a subsequent EIR.

5.1.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

MM 5.1-1 Proposed new structures shall be designed to maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass. Building materials shall be reviewed by the City of Santa Ana prior to issuance of building permits for each project.

MM 5.1-2 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.

MM 5.1-3 Prior to issuance of a building permit for a specific development project, the applicant shall submit a lighting plan to the City 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:

- 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 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.

MM 5.1-4 For any proposed structure that would exceed four stories in height, applicants shall submit a site-specific shade/shadow report with renderings representing the level of shade/shadows associated with the proposed development at the following times: 9:00 A.M., 12:00 P.M., 3:00 P.M. PST for the both the winter and summer solstices. An additional rendering for the 5:00 P.M. PST time period shall be prepared for the summer solstice period. Typically, a variety of criteria are used to determine the significance of a shadow impact, including the following:

- Affected land use (criticality of direct sunlight for the use)
- Duration (hours per day in shadow)
- Time of day (critical time period for direct sunlight)
- Season (time of year use would be shadowed)
- Extent (percentage of use that would be shadowed)
- Preexisting condition (shadow condition due to existing buildings, landscaping, or other features)
- Type (solid or dappled shadow)

The report shall include any feasible design considerations that would reduce the extent of shadows case by a proposed structure. The analysis and the project design plans shall be forwarded to the Planning and Building Agency for review and approval.

5.2 AGRICULTURE AND FOREST RESOURCES

5.2.1 Summary of Previous Environmental Analysis

With respect to agricultural resources, the Initial Study concluded that the soils within the TZC Area are not candidates for listing as prime farmland, unique farmland, or farmland of statewide importance. In addition, no farmland or agricultural activity exists on or in the vicinity of the Transit Zoning Code (SD 84), and no portion is under Williamson Act contract. Therefore, no impact would occur with respect to agricultural uses, and no additional analysis is required in this EIR.

5.2.2 Impacts Associated with the Proposed Project

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					x
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					x
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					x
d) Result in the loss of forest land or conversion of forest land to non-forest use?					x

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					x

Comments:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. As indicated above, the Project Site is not a candidate for listing as prime farmland, unique farmland, or farmland of statewide importance and no farmland or agricultural activity exists on-site. Like the Approved Project, the Proposed Project would not convert important farmland to nonagricultural use. No impact would occur and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is not zoned for agricultural use and no active Williamson Act contract applies to land in the ARSP. As under the Approved Project, implementation of the Proposed Project would not conflict with agricultural zones or a Williamson Act contract. No impact would occur and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As discussed above, the Project Site is in an urbanized location that contains no forest resources. As with the Approved Project, the Proposed Project would not conflict with zoning for forest land timberland. No impact would occur and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Neither the Project Site, nor the TZC Area as a whole, contains forest land. As under the Approved Project, implementation of the Proposed Project would not result in the loss of forest land or the conversion of forest land to non-forest uses. No impact would occur and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site and surrounding area contains no farmland or forest land. As under the Approved Project, implementation of the Proposed Project would not result in the loss of forest land or the conversion of forest land to non-forest uses. No impact would occur and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

5.2.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to agricultural resources are applicable to the Proposed Project.

5.3 AIR QUALITY

5.3.1 Summary of Previous Environmental Analysis

The Certified EIR concluded that construction and operation of the Approved Project would not create objectionable odors affecting a substantial number of people. Implementation of mitigation measure MM5.3-1 would ensure that this impact would remain less than significant. Construction of the Approved Project would not raise local ambient pollutant concentrations above the significance thresholds with the incorporation of mitigation measures MM5.3-2 through MM5.3-6. This impact is less than significant. Operation of the Approved Project would increase local traffic volumes but would not expose sensitive receptors to substantial localized carbon monoxide (CO) concentrations and impacts would remain less than significant. Adoption of the Transit Zoning Code (SD 84) would not conflict with any Air Quality Management Plan, impacts regarding this would be less than significant.

Construction of the Approved Project could contribute substantially to an existing or projected air quality violation for criteria air pollutants and would remain significant and unavoidable even after mitigation. Operation of the Approved Project would exceed SCAQMD standards for VOC, NO_X, CO and PM_{10} and would result in a projected air quality violation with impacts that would remain significant and unavoidable. Construction and operation of the Approved Project could result in a cumulatively considerable net increase of criteria pollutants for which the Approved Project region is in nonattainment under an applicable federal or state ambient air quality standard and impacts would remain significant and unavoidable even after appropriate mitigation has been implemented.

5.3.2 Impacts Associated with the Proposed Project

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				x	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				x	
c) Expose sensitive receptors to substantial pollutant concentrations?				x	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				x	

Methodology

Urban Crossroads prepared an Air Quality Analysis for the Proposed Project in February 2019, which evaluated a project of 164 residential units, 75 hotel rooms and 15,320 square feet of commercial space ("2019 Air Quality Analysis"). Urban Crossroads provided an update the Air Quality Analysis in August 2020, which evaluated the difference between the previously analyzed project and the Proposed Project ("2020 Update"). The 2020 Update determined that the emissions under the Proposed Project are generally consistent with what was previously analyzed, and no substantive changes would occur. The construction emissions generated by the Proposed Project will be equivalent to the information presented in the 2019 Air Quality Analysis.

SCAQMD's CalEEMod Version 2016.3.2. was utilized to compare the impacts of the Approved Project to the Proposed Project. Resulting operational phase emissions are compared to the significance thresholds adopted by the SCAQMD. The 2019 Air Quality Analysis and 2020 Update for the Proposed Project are included as Appendix C and Appendix B, respectively.

5. Environmental Analysis

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Air quality in Orange County is regulated by SCAQMD, which is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SoCAB). The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary for over an approximately 10,743 square-mile area. The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. The Proposed Project supports AQMP objectives to reduce trips, promote infill development, and balance jobs and housing and would not conflict with implementation of the 2016 AQMP.

In March of 2017, the SCAQMD Governing Board released the Final 2016 AQMP, which continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (29).

The two principal criteria for conformance with the AQMP are:

1. Whether the project would result in an increase in the frequency or severity of existing air quality violations or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

2. Whether the project would exceed the assumptions in the AQMP based on the years of Project build-out phase.

With respect to the first criterion, the Proposed Project would not exceed the applicable LST thresholds or regional significance thresholds for construction or operational activity after implementation of applicable mitigation measures. Therefore, the Proposed Project would not conflict with the AQMP according to this criterion. The Proposed Project would not generate short-term or long-term emissions of criteria pollutants that could potentially cause an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards beyond those impacts considered in the Certified EIR.

With respect to the second criterion, the Proposed Project, according to the 2020 Update prepared by Urban Crossroads, would not exceed regional or local thresholds for construction or operational impacts and would therefore have less than significant impacts (see Table 2 and Table 3 below). Although the Proposed Project would exceed the maximum density and FAR, it is consistent with the general intent of the DC land use designation. With respect to the second criterion, the Proposed Project would exceed SCAG's population, housing, or employment projections beyond what was already anticipated for the area with the certification of the Certified EIR. The Project would not result in or cause NAAQS or CAAQS violations nor would it result in any regional daily construction-source or operational-source emissions exceedances. The Project would

support AQMP objectives to reduce trips, promote infill development, and balance jobs and housing, and would not conflict with implementation of the AQMP. The Project is therefore considered to be consistent with the AQMP. Therefore, the Proposed Project would be consistent with the region's AQMP. There would be no new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Project construction and operational-source emissions would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for Project-related construction-source emissions and no additional mitigation is required. The Certified EIR disclosed that construction-related emissions would be significant and unavoidable; thus, the Proposed Project's less-than-significant construction-related air quality emissions would be within the scope of analysis of the Approved Project identified in the Certified EIR. Therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. The Proposed Project would not require major revisions to the Certified EIR.

Construction-Related Impacts

With compliance of the mitigation outlined in the Certified EIR, the Proposed Project's impacts related to construction-source emissions would be less than significant.

Table 2, *Construction Emissions (With no Mitigation Except for Certified EIR Mitigation),* shows that the Approved Project would not exceed criteria air pollutants SCAQMD thresholds.

Table 2 Construction Emissions (With no Mitigation Except for Certified EIR Mitigation)

Construction Phase	Pollutants (pounds per day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Emissions Identified in the Certified EIR						
2019	2.46	26.49	16.27	0.04	3.81	2.24
2020	19.74	27.66	28.60	0.08	5.05	2.18
2021	19.35	25.23	27.40	0.08	4.88	1.96
Maximum Daily Emissions	**19.74**	**27.66**	**28.60**	**0.08**	**5.05**	**2.24**
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2019.

Criteria air pollutant emissions generated during construction activities of the Proposed Project would be less than their respective SCAQMD regional significance threshold values and would have impacts that are less than significant as it is within the scope of the Approved Project. Consequently, the Proposed Project would not result in an increase in the severity of any previously identified significant impacts compared to those identified

in the Certified EIR. Therefore, the Proposed Project would not require major revisions to the Certified EIR and a less than significant impact would occur.

Operation-Related Impacts

With compliance of the mitigation outlined in the Certified EIR, the Proposed Project's impacts related to operation-related emissions would be less than significant.

Table 3, *Operational Emissions Summary,* shows that the Approved Project would not exceed criteria air pollutants above SCAQMD thresholds.

Criteria air pollutant emissions generated during operation of the Proposed Project would be less than their respective SCAQMD regional significance threshold values and would have impacts that are less than significant as it is within the scope of the Approved Project. Consequently, the Proposed Project would not result in an increase in the severity of any previously identified significant impacts compared to those identified in the Certified EIR. Therefore, the Proposed Project would not require major revisions to the Certified EIR or require a subsequent EIR.

Table 3 Operational Emissions Summary

	Emissions (pounds per day)					
Operational Activities	**VOC**	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Area	6.63	2.88	15.35	0.02	0.30	0.30
Energy Source	0.14	1.25	0.85	0.01	0.10	0.10
Mobile	2.43	9.23	29.87	0.11	9.64	2.63
Maximum Daily Emissions	**9.20**	**13.36**	**46.07**	**0.14**	**10.04**	**3.03**
SCAQMD Regional Construction Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
	Emissions (pounds per day)					
Operational Activities	**VOC**	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Winter						
Area	6.63	2.88	15.35	0.02	0.30	0.30
Energy Source	0.14	1.25	0.85	0.01	0.10	0.10
Mobile	2.39	9.46	28.80	0.10	9.64	2.63
Maximum Daily Emissions	**9.16**	**13.60**	**45.00**	**0.13**	**10.04**	**3.03**
SCAQMD Regional Construction Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2020.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Table 4, *Localized Significance Construction Emissions*, shows the Proposed Project's maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's

LSTs. Project construction-source emissions would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for Project-related construction-source emissions and no additional mitigation is required. Therefore, the Proposed Project would not require major revisions to the Certified EIR or require a subsequent EIR.

Table 4 Localized Significance Construction Emissions

	Emissions (pounds per day)			
On-Site Demolition Emissions	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	22.68	14.89	2.35	1.36
SCAQMD Localized Threshold	81	485	4	3
Threshold Exceeded?	**No**	**No**	**No**	**No**
	Emissions (pounds per day)			
On-Site Grading Emissions	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	20.99	8.42	3.72	2.22
SCAQMD Localized Threshold	81	485	4	3
Threshold Exceeded?	**No**	**No**	**Yes**	**No**

Source: Urban Crossroads 2019

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. According to SCAQMD, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors and therefore would not produce objectionable odors. As such, the Proposed Project would have no impact related to objectionable odors. This would be consistent with what was identified in the Certified EIR; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. The Proposed Project would comply with SCAQMD Rule 402 to prevent occurrences of public nuisances (34). No changes or new information would require preparation of a subsequent EIR.

5.3.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

MM 5.3-1 Trash receptacles within the Transit Zoning Code (SD 84~~A and SD 84B~~) 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.

5. Environmental Analysis

MM 5.3-2 The construction contractor should ensure that no more than 5 acres per day are actively graded or developed.

MM 5.3-3 The construction contractor should ensure that all active disturbed surfaces should be watered three times per day throughout the construction period.

MM 5.3-4 The construction contractor should ensure that the mass grading, fine grading, and structure construction are conducted at separate time periods and do not overlap with one another.

MM 5.3-5 The construction contractor should ensure that all haul roads are watered three (3) times per day.

MM 5.3-6 The construction contractor should ensure that all traffic on unpaved roads is reduced to 15 mph or less.

MM 5.3-7 Project applicants shall require by contract specifications that all diesel-powered equipment used will be retrofitted with after-treatment products (e.g., engine catalysts) to the extent that they are readily available in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Santa Ana prior to issuance of a grading permit.

MM 5.3-8 Project applicants shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the Project Site use low-NOX 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 (this does not apply to diesel-powered trucks traveling to and from the Project Site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Santa Ana prior to issuance of a grading permit.

MM 5.3-9 Project applicants shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) be utilized to the extent that the equipment is readily available and cost effective in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Santa Ana prior to issuance of a grading permit.

MM 5.3-10 Project applicants shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Santa Ana prior to issuance of a grading permit.

MM 5.3-11 Project applicants 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 project construction documents, which shall be reviewed by the City of Santa Ana prior to issuance of a grading permit.

MM 5.3-12 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:

- 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 trucks and any equipment leaving the site each trip

MM 5.3-13 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 30 minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than 5 minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana.

MM 5.3-14 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.

MM 5.3-15 The developer shall require by contract specifications that temporary traffic controls are provided, such as a flag person, 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.

5. Environmental Analysis

MM 5.3-16 The developer shall require by contract specifications that construction activities that affect traffic flow on the arterial system by scheduled to off-peak hours (9:00 A.M. to 3:00 P.M.). Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana.

MM5.3-17 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 any project within the Transit Zoning Code (SD 84~~A and SD 84B~~) boundaries greater than four stories in height or 25,000 sf in area 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.

MM 5.3-18 The developer shall require by contract specifications that the architectural coating (paint and primer) products used would have a VOC rating of 125 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.

MM 5.3-19 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.

MM 5.3-20 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.

MM 5.3-21 As individual components of the Transit Zoning Code (SD 84~~A and SD 84B~~) are implemented, an air quality impact analyses will be completed to determine their independent significance levels. Mitigation is to be incorporated at the individual component level to bring the individual components to less than significant on a site-by-site basis.

MM 5.3-22 Prior to issuance of a building permit, the applicant shall demonstrate that the design of the proposed buildings or structures exceeds current Title 24 requirements (Title 24, Part 6 of the California Code of Regulations; The Energy Commission adopted the 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. The 2008 Residential Compliance Manual was adopted by the Commission on December 17, 2008, and the 2008 Nonresidential Compliance Manual was adopted January 14, 2009.Energy Efficiency Standards for Residential and Non Residential

Buildings, as amended November 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 20 percent, subject to review by the County Building Official. Documentation of compliance with this measure shall be provided to the Planning Department and Building Official for review and approval prior to issuance of the permit. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to certificate of occupancy. Any combination of the following design features may be used to fulfill this mitigation provided that the total increase in efficiency meets or exceeds 20 percent:

- Increase in insulation such that heat transfer and thermal bridging is minimized
- Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption
- Incorporate dual-paned or other energy efficient windows
- Incorporate energy efficient space heating and cooling equipment
- Incorporate energy efficient light fixtures
- Incorporate energy efficient appliances
- Incorporate energy efficient domestic hot water systems
- Incorporate solar panels into the electrical system
- Incorporate cool roofs/light-colored roofing
- Or other measures that will increase the energy efficiency of building envelope in a manner that when combined with the other options listed above exceeds current Title 24 Standards (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended November 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 20 percent

MM 5.3-23 Prior to issuance of a building permit, the applicant shall provide a landscape plan for the Project that includes shade trees around main buildings, particularly along southern elevations where practical, and will not interfere with loading dock locations or other operational constraints. Documentation of compliance with this measure shall be provided to the City Building Official for review and approval.

MM 5.3-24 Prior to issuance of a building permit, the applicant shall demonstrate that the proposed building or structure designs incorporate exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. Documentation of compliance with this measure shall be provided to the City Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the City Building Official prior to issuance of certificate of occupancy.

5. Environmental Analysis

MM 5.3-25 The applicant shall provide education and publicity about reducing waste and available recycling services to future tenants. The education and publicity materials shall be provided to the City for review and approval by the Planning Department.

MM 5.3-26 All showerheads, lavatory faucets, and sink faucets within the residential units shall comply with the California Energy Conservation flow rate standards.

MM 5.3-27 Low-flush toilets shall be installed within all commercial and residential (including Congregate Care) units as specified in California State Health and Safety Code Section 17921.3.

MM 5.3-28 All commercial/industrial/common area irrigation areas shall be capable of being operated by a computerized irrigation system which includes an onsite weather station/ET gage capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain, and wind. In addition, the computerized irrigation system shall be equipped with flow-sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks, and eliminating over-watering and flooding due to pipe and/or head breaks.

MM 5.3-29 Landscape designers shall ensure that Project landscaping of commercial/industrial/common areas uses drought-tolerant and smog-tolerant trees, shrubs, and groundcover to ensure long-term viability and conserve water and energy.

MM 5.3-30 Landscape designers shall ensure that the landscape plan includes drought resistant trees, shrubs, and groundcover within the parking lot and perimeter.

MM 5.3-31 Project designers shall ensure that design features incorporate light-colored roofing materials that will deflect heat away from the building and conserve energy.

MM 5.3-32 The Project designers shall ensure that designs include all illumination elements to have controls to allow selective use as an energy conservation measure.

MM 5.3-33 Prior to issuance of a building permit, the applicant shall demonstrate that measures have been included to promote ride sharing programs such as, but not necessarily including, publishing ride sharing information for all of the tenants, designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a website or message board for coordinating rides. Documentation of compliance with this measure shall be provided to the City Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the City Building Official prior to issuance of certificate of occupancy.

MM 5.3-34 Prior to issuance of a building permit, the applicant shall demonstrate that measures have been included to provide adequate bicycle parking near building entrances to promote cyclist

safety, security, and convenience. Documentation of compliance with this measure shall be provided to the City Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the City Building Official prior to issuance of certificate of occupancy.

MM 5.3-35 Prior to issuance of any certificate of occupancy, the applicant shall demonstrate that all interior building lighting supports the use of compact fluorescent light bulbs or equivalently efficient lighting to the satisfaction of the City Building Official.

MM 5.3-36 Tenants shall be responsible to ensure that preferential parking spaces are allocated to ultra-low emission vehicles and alternative fueled vehicles to encourage the use of alternative fuels and ultra-low emission vehicles.

5.4 BIOLOGICAL RESOURCES

5.4.1 Summary of Previous Environmental Analysis

The Certified EIR identified that the area is located in the central urban core of Santa Ana and is completely developed and/or disturbed with no endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the USFWS, CDFG, or CNPS are known to occur or expected to occur within the Transit Zoning Code (SD 84) area. No riparian habitat or sensitive natural communities are located in these areas. The TZC Area is not in proximity to, nor does it contain, wetland habitat or a blueline stream. The TZC Area is surrounded by urban uses on all four sides, including two highways, and, therefore, does not function as a wildlife movement corridor. The Approved Project is consistent with local policies and ordinances protecting biological resources and would not conflict with an adopted habitat conservation plan, NCCP, or other local, regional, or state habitat conservation plan. However, mitigation was identified to reduce potential impacts to nesting birds and raptors to less than significant levels.

5.4.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					x

5. Environmental Analysis

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					x
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					x
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					x
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					x
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					x

The Project Site and the TZC Area as a whole are in a highly urbanized portion of Santa Ana that contains few biological resources. The Project Site is currently developed with a 3-level parking garage and contains no habitat for sensitive species, natural biological communities, wetlands, wildlife corridors, or nursery sites. The Project Site is not located with the plan area of an adopted habitat conservation plan and it is not subject to a local policy or ordinance protecting biological resources.

Comments:

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

No Impact. The Project Site does not contain habitat for candidate, sensitive, or special status species. Therefore, the Proposed Project would have no impact on these types of species. No impact would occur and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those

previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

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

No Impact. As analyzed in the Certified EIR, the Project Site is completely developed and/or disturbed and does not contain riparian habitat or other sensitive natural community. Therefore, the Proposed Project would have no impact on these communities and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

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

No Impact. The Project Site is not in proximity to, nor does it contain federally protected wetlands or a blueline stream as defined by the Clean Water Act. Therefore, as with the Approved Project, implementation of the Proposed Project would not adversely affect wetlands. No impact would occur and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

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

No Impact. The Project Site is not located within a movement corridor for native fish or wildlife. Furthermore, it does not contain native wildlife nursery sites as it is surrounded by urban uses on all four sides. As with the Approved Project, implementation of the Proposed Project would not affect these types of biological resources. No impact would occur and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

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

No Impact. Development upon the Project Site would be subject to adhere to the City's existing tree preservation ordinance for public trees (Chapter 33, Article VII). The City of Santa Ana does not have a tree preservation policy or ordinance related to private trees. Therefore, as with the Approved Project, implementation of the Proposed Project would not conflict with any local policies or ordinances protecting biological resources and no impact would occur. No mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

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

No Impact. The Project Site will continue to observe previously established laws and regulations (FESA and CESA) to meet the Orange County NCPP/HCP. As with the Approved Project, if a take is unavoidable, then the payment of mitigation fees will be made to the proper non-profit organization. The project site does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, no impact to an adopted habitat conservation plan, NCPP, or other local, regional, or state habitat conservation plan would occur from implementation of the Proposed Project and no mitigation is necessary. Accordingly, no new significant impacts or impacts of greater severity than those previously identified in the Certified EIR would occur. No changes or new information would require preparation of a subsequent EIR.

5.4.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

MM 5.4-1 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:

1. Tree removal shall be restricted to the period between August 30 and February 15, to the extent feasible, to avoid the breeding season of any migratory species that could be using the area, and to discourage nesting in the vicinity of an upcoming construction area. 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 250 feet of any grading or earthmoving activity shall be surveyed for active nests by a qualified biologist no more than 30 days prior to disturbance. If active nests are found, and the site is within 250 feet of potential construction activity, a temporary fence shall be erected, where appropriate, around the tree(s) at a distance of up to 250 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 in consultation with the City of Santa Ana Park Naturalist or a designee.

2. No construction vehicles shall be permitted within restricted areas (i.e., protection zones), unless directly related to the management or protection of the legally protected species.

3. If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30, or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist.

5.5 CULTURAL RESOURCES

5.5.1 Summary of Previous Environmental Analysis

As discussed in the Certified EIR, the City maintains a local inventory of historic structures, 80 of which are listed on the Santa Ana Register of Historical Properties (SARHP), five that are listed on the California Points of Historical Interest (PHI), and one that is listed on the California Historical Landmarks (CHL) in the Transit Zoning Code (SD 84) area. There are a total of 238 properties that are listed on the California Register of Historic Resources (CRHR) and/or National Register of Historic Places (NRHP) that are within the South Central Coastal Information Center's study area, which included the Transit Zoning Code area as well as a 0.5-mile radius beyond the Transit Zoning Code area boundaries. There is also one NRHP historic district found within the Transit Zoning Code area, known as the Downtown National Register District. The Transit Zoning Code area does include the Downtown Santa Ana National Register District, classified as the Downtown Zone (DT). The Downtown Zone has a set of requirements to ensure that any new projects developed within the Zone adhere to a unified set of standards.

The Certified EIR determined that the adoption of the Transit Zoning Code (SD 84) could result in substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. Compliance with identified mitigation measures would reduce the magnitude of this impact, but the impact would remain significant and unavoidable.

According to the Certified EIR, important archaeological resources likely exist within the project area and activities associated with ground disturbance may unearth such resources. No formal cemeteries were detected within the Transit Zoning Code area. Long-term cumulative development occurring pursuant to the Approved Project could cause substantial adverse change in the significance of an archaeological resource or disturb human remains However, implementation of mitigation measures would reduce impacts to a less than significant level.

5.5.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X	

5. Environmental Analysis

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?				X	

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The TZC Area includes 80 properties listed on the Santa Ana Register of Historical Properties (SARHP), five that are listed on the California Points of Historical Interest (PHI) and one that is listed on the California Historical Landmarks (CHL). The Project Site is adjacent to the Downtown National Register District and is not within the District. The District borders the Project Site to the north, east, and west. The closest historical resources include the properties along Broadway (across the street from the Project Site), and along 4th Street (across the alleyway from the Project Site). While the adoption of the Transit Zoning Code (SD 84) could allow the reuse, relocation, or demolition of designated or potentially historic structures, the existing 3-level parking garage constructed in 1982, located at 201 West 3rd Street, is not classified as a historic structure and exists on land that has already been disturbed.

While implementation of site-specific mitigation measures would reduce the magnitude of this impact, the Certified EIR concluded that physical demolition would cause impacts on historical resources to be considered potentially significant and unavoidable. The Proposed Project is currently a 3-level parking garage that is not considered a historical structure and would not create a new significant impact or a substantial increase in the severity of previously identified effects related to historical resources of the Approved Project. Therefore, no changes or new information would require preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site contains nine known archaeological sites within and adjacent to the project area. Although the project has already been subject to extensive disruption from previous development and may contain artificial fill materials, archaeological sites have the possibility of containing intact, undisturbed cultural deposits below the level of previous disturbance. Mitigation measures identified in the Certified EIR (provided below) would address any impacts related to discovery of prehistoric resources during development on the Project Site. Therefore, no change or new information would require preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The Project Site is currently developed and not expected to contain any human remains. However, consistent with the analysis provided in the Certified EIR, implementation of MMs 5.5-1 would reduce any potential impacts caused from long-term cumulative development that could disturb human remains to less than significant levels. As a result, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to cultural resources. Therefore, no change or new information would require preparation of a subsequent EIR.

5.5.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

Standard Requirements

SR 5.5-1 Before and during construction, if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5.

Mitigation Measures

MM 5.5-1(a) Prior to any earth-disturbing activities (e.g., excavation, trenching, grading) that could encounter undisturbed soils, the project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for Archaeology to determine if the project could result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines or disturb human remains. The investigation shall include, as determined appropriate by the archaeologist and the City of Santa Ana, an updated records search of the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS), updated Native American consultation, and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any archaeological resources within the development area and includes recommendations and methods for eliminating or avoiding impacts on archaeological resources or human remains. The measures shall include, as appropriate, subsurface testing of archaeological resources and/or construction monitoring by a qualified professional and, if necessary, appropriate Native American monitors identified by the applicable tribe (e.g., the Gabrieliño Tongva Nation) and/or the Native American Heritage Commission. The methods shall also include procedures for the unanticipated discovery of human remains, which shall be in accordance with Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. The technical report or memorandum shall be submitted to the City of Santa Ana for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the Project Site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on archaeological resources identified in the technical report or memorandum. Projects that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate non-disturbance to the City through the appropriate

construction plans or geotechnical studies prior to any earth-disturbing activities. Projects that would include any earth disturbance (disturbed or undisturbed soils) shall comply with MM ~~4.4-2(b)~~ **5.5-1(b).**

MM 5.5-1(b) If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during any project-related earth-disturbing activities (including projects that would not encounter undisturbed soils), all earth-disturbing activity within 100 feet of the find shall be halted and the City of Santa Ana shall be notified. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (AL) form and filed with the SCCIC.

MM 5.5-2(a) Prior to any earth-disturbing activities (e.g., excavation, trenching, grading) that could encounter undisturbed soils, the project applicant shall retain a professional paleontologist to determine if the project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The investigation shall include, as determined appropriate by the paleontologist and the City of Santa Ana, a paleontology records check and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies the paleontological sensitivity of the development area and includes recommendations and methods for eliminating or avoiding impacts on paleontological resources or unique geologic features. The technical report or memorandum shall be submitted to the City for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the Project Site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on paleontological resources or unique geologic features identified in the technical report or memorandum. Projects that would not encounter undisturbed soils and would therefore not be required to retain a paleontologist shall demonstrate non-disturbance to the City through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities. Projects that would include any earth disturbance (disturbed or undisturbed soils) shall comply with ~~MM5.4-3(b)~~ **MM5.5-2(b)**.

MM 5.5-2(b) Should paleontological resources (i.e., fossil remains) be identified at a particular site during project construction, the construction foreman shall cease construction within 100 feet of the find until a qualified professional can provide an evaluation. Mitigation of resource impacts shall be implemented and funded by the project applicant and shall be conducted as follows:

1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high
2. Assess effects on identified sites
3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted
4. Obtain comments from the researchers
5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible

In considering any suggested mitigation proposed by the consulting paleontologist, the City of Santa Ana staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the Project Site while mitigation for paleontological resources is carried out.

MM 5.5-3 Prior to development activities that would demolish or otherwise physically affect building or structures 50 year old or older or affect their historic setting, the project applicant shall retain a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Santa Ana, the appropriate archival research, including, if necessary, an updated records search of the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed development area to determine if any significant historic-period resources would be adversely affected by the proposed development. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the development area and includes recommendations and methods for eliminating or reducing impacts on historical resources. The technical report or memorandum shall be submitted to the City Santa Ana for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the Project Site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or reducing impacts on historical resources identified in the technical report or memorandum. Such methods could include, but not be limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.

5.6 ENERGY

5.6.1 Summary of Previous Environmental Analysis

Energy was not analyzed as a topic in the prior Transit Zoning Code (SD 84A and SD 84B) EIR but was addressed in both the Utilities and Service Systems and the Global Climate Change sections of the Certified EIR. The Certified EIR found that the project-generated demand for electricity and natural gas would not be substantial in the context of overall demand within the City of Santa Ana and the state, and thus is not anticipated to require substantial upgrades or expansion of existing energy systems. Appropriate mitigation measures would assure that impacts remain less than significant. Additionally, the Certified EIR found that the Transit Zoning Code (SD 84) is consistent with respective state and local plans in regards to renewable energy and energy efficiency.

5.6.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Result potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				x	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				x	

In the Global Climate Change section of the Certified EIR, state regulations regarding energy include:

- Executive Order S-03-05
- Assembly Bill 32
- Senate Bill 97
- Senate Bill 375
- Title 24

These regulations will be expanded further in the Greenhouse Gas Emissions topic of the Addendum. All regulations call for implementation of measures and standards to achieve energy efficiency and reduce energy consumption.

Comments

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Transit Zoning Code (SD 84) seeks to encourage energy conservation and efficient energy management practices. Long-term cumulative development pursuant to the Transit Zoning Code (SD 84) 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. While new development under implementation of the Transit Zoning Code (SD 84) would not increase the energy demand substantially, mitigation measures are suggested to promote conservation of energy to assure impacts remain less than significant. As a result, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects related, no change or new information would require preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Energy consumption of new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations (CCR) which establishes "energy budgets" and efficiency standards that regulate heating, cooling, ventilation, water heating, and lighting. Electric and natural gas consumption practices within the boundaries of the Transit Zoning Code (SD 84) would be in accordance with current City regulations and practices. As such, the Proposed Project, as with the Approved Project would be considered consistent with the goals and policies of the City's Conservation Element. Objectives from the Energy Element of the Santa Ana General Plan are consistent with Electricity and Natural Gas services for the Transit Zoning Code (SD 84), and therefore with the Proposed Project. Impacts would be less than significant and no change or new information would require preparation of a subsequent EIR.

5.6.3 Adopted Mitigation Measures Applicable to the Proposed Project

Refer to Section 5.19, *Utilities and Service Systems*, mitigation measures 5.19-2 and 5.19-3.

5.7 GEOLOGY AND SOILS

5.7.1 Summary of Previous Environmental Analysis

With respect to geology and soils, the TZC Area is located in an area of minimal geologic hazards. Any development within the project area would be designed in accordance with applicable building code requirements, which account for seismic groundshaking. Therefore, no potentially significant impacts would occur with respect to geology and soils, and no additional analysis was conducted in the Certified EIR.

The Certified EIR evaluated paleontological resources and unique geologic features in the Cultural Resources chapter. No paleontological resources are known to occur within the Transit Zoning Code (SD 84) area. Given

the geology of the project area and extensive ground disturbance and development of the area, it is unlikely that paleontological resources would be unearthed. However, implementation of mitigation would mitigate the potential for disturbing unidentified resources and features to less than significant.

5.7.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

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

According to the most recent Alquist-Priolo Zoning Map, no known fault traces are located in the City of Santa Ana.

5. Environmental Analysis

Soil liquefaction is the phenomenon in which water saturated cohesionless soil temporarily loses its strength when subjected to dynamic forces. The soils primarily vulnerable to liquefaction are saturated sands in a loose to medium dense condition. Liquefied soils may behave like liquids losing load bearing strength; however, they generally maintain some residual strength during and immediately after liquefaction. Structures located on liquefiable soils such as silt or sand may experience significant damage during an earthquake due to the instability of structural foundations and the moving earth. Liquefaction more often occurs in earthquake-prone areas underlain by young alluvium where the groundwater table is less than 50 feet below the ground surface. The probability of liquefaction occurring is relatively small because of the type of earthquake expected and the distance from active faults. The magnitude and nature of settlement due to liquefaction depends on many factors, including the homogeneity of the liquefiable layers, the depth to the liquefiable layer, the magnitude of the triggering event, and the duration of the shaking.

The TZC Area is not located within a zone of potential liquefaction. Like most of the TZC Area, the Project Site is flat and is not subject to landslides or substantial erosion.

Comments:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. As analyzed in the Initial Study for the Transit Zoning Code (SD 84), the TZC Area is not within an Alquist-Priolo Earthquake Fault zone. There are no known faults that traverse the site, and fault rupture is not expected to impact the Project Site or other areas of the Transit Zoning Code (SD 84) area. No impact would occur, and no changes or new information would require preparation of a subsequent EIR.

ii) Strong seismic ground shaking?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As disclosed in the Initial Study for the Transit Zoning Code (SD 84), seismic hazard from ground shaking is typical for large areas of Southern California. However, the implementation of seismic design provisions for structural safety will help minimize threats to human safety in the event of an earthquake. All structures will be designed in accordance with the seismic design provisions of the Uniform Building Codes to promote maximum safety in the event of an earthquake. Impacts would be less than significant and no changes or new information would require preparation of a subsequent EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. According to Exhibit 3-8 of the Santa Ana General Plan Draft Environmental Impact Report, the

TZC Area is located in an area of very low/low liquefaction hazard. Therefore, the Proposed Project would not result in any new impacts or increase the severity of impacts with respect to liquefaction compared to the Approved Project and impacts would remain less than significant.

iv) Landslides?

No Impact. The potential for seismically-induced landsliding is considered low. The TZC Area is generally flat and as with the Approved Project, the Proposed Project will, therefore, not require slope cuts that could result in landslides. No unstable hills or cliffs are located in the project vicinity. No significant impact is anticipated, and no mitigation is required. No changes or new information from the Proposed Project would require the preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Localized erosion of on-site soils may occur as a result of the Proposed Project. Individual projects which meet certain criteria are required to comply with the Orange County Stormwater Program and Stormwater Permit, and implement best management practices for each site, including post-construction. Given the relatively level slope and urban nature of the planning area, along with existing regulations, the potential for significant erosion such that a geologic hazard would be creates is considered low. Therefore, the Proposed Project would not result in substantial soil erosion or loss of topsoil, and impacts are considered less than significant. As such, no new significant impact or substantial increase in the severity of a previously described impact would occur. There are no substantial changes in the circumstances, or new information that was not known and could not have been known at the time of the adoption of the Approved Project that would require the preparation of a subsequent EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

No Impact. As under the Approved Project, the Proposed Project is not located on sensitive or unstable soil. No impacts are anticipated. There are no substantial changes in the circumstances, or new information that was not known and could not have been known at the time of the adoption of the Approved Project that would require the preparation of a subsequent EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating direct or indirect substantial risks to life or property?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project is an existing 3-level parking garage and exists on land that has already been disturbed. As described in the Initial Study for the Transit Zoning Code (SD 84), impacts are less than significant. Implementation of current codes and regulations identified in the Santa Ana Municipal Code would ensure that potential impacts related to expansive soil would remain less than significant. There are no substantial

changes in the circumstances or new information that was not known and could not have been known at the time of the adoption of the Approved Project that would require the preparation of a subsequent EIR.

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

No Impact. As under the Approved Project, implementation of the Proposed Project would not involve the construction or use of septic tanks or other alternative wastewater disposal system. No impact would occur, and no changes or new information would require preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR determined that the long-term cumulative development may unearth unknown paleontological resources at deep levels, although unlikely, and incorporates mitigation measures to ensure that impacts are less than significant. Similar to the Approved Project, the Project Site has had extensive ground disturbance and development and no paleontological or unique geologic features are expected to exist onsite. Compliance with existing mitigation measures would ensure that impacts are less than significant. There are no substantial changes in the circumstances, or new information that was not known and could not have been known at the time of the adoption of the Approved Project that would require the preparation of a subsequent EIR.

5.7.3 Adopted Mitigation Measures Applicable to the Proposed Project

Refer to Section 5.5, *Cultural Resources*, Mitigation Measure 5.5-2(a) and 5.5-2(b).

5.8 GREENHOUSE GAS EMISSIONS

5.8.1 Summary of Previous Environmental Analysis

The Certified EIR concluded that although implementation of mitigation measures for the Approved Project may reduce impacts created by the long-term cumulative development and attendant emissions; impacts would remain significant and unavoidable. Long-term cumulative development pursuant to the Transit Zoning Code (SD 84) at full build-out has the potential to conflict with AB 32. Implementation of mitigation measures may reduce impacts from the long-term cumulative development for the Approved Project; however, the Certified EIR determined that impacts would remain significant and unavoidable because project specific details were not known.

5.8.2 Impacts Associated with the Proposed Project

Greenhouse Gases and Climate Change

Many scientists believe that the increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years. The primary source of these GHG is fossil

fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, CO_2, methane (CH_4), and O_3—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2]

Regulatory Setting

Federal Laws

The U.S. Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (EPA 2009).

The EPA's endangerment finding covers emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world (the first three are applicable to the Proposed Project).

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 metric tons (MT) or more of CO_2 per year are required to submit an annual report.

State Laws

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32, SB 375, SB 350, Executive Order S-03-05, Executive Order B-30-15, and Title 24.

Assembly Bill 32, The Global Warming Solutions Act

The California State Legislature enacted AB 32, which requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "GHGs" as defined under AB 32 include carbon dioxide, methane, N2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The California Air Resources Board (ARB) is the state agency charged with monitoring and regulating sources of GHGs. AB 32 states the following:

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[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

[2] Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels. Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2013).

5. Environmental Analysis

> Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

ARB approved the 1990 GHG emissions level of 427 MMTCO2e on December 6, 2007 (ARB 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO2e. Emissions in 2020 in a "business as usual" (BAU) scenario were estimated to be 596 MMTCO2e, which do not account for reductions from AB 32 regulations (ARB 2008). At that level, a 28.4 percent reduction was required to achieve the 427 million MTCO2e 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. The forecasted inventory without the benefits of adopted regulation is now estimated at 545 million MTCO2e. Therefore, under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels (ARB 2010). The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress is shown in updated emission inventories prepared by ARB for 2000 through 2012 (ARB 2014a). The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. ARB has also made substantial progress in achieving its goal of achieving 1990 emissions levels by 2020.

2017 Scoping Plan Update

In November 2017, ARB released the final 2107 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by Senate Bill 32 (SB 32). Key programs that the proposed Second Update builds upon include the Cap-and- Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes.

The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO2e for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementing SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydroflurocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to the statewide strategies listed above, the 2017 Scoping Plan also identifies local governments as essential partners in achieving the State's long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 MTCO2e or less per capita by 2030 and 2 MTCO2e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds—consistent with the Scoping Plan and the State's long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and mitigation measures that avoid or minimize project emissions to the degree feasible; or, a performance-based metric using a climate action plan or other plan to reduce GHG emissions is appropriate.

SB 375, The Sustainable Communities and Climate Protection Act (2008)

Passing the Senate on August 30, 2008, Senate Bill (SB) 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: it (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

5. Environmental Analysis

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1) Is in an area with an approved sustainable communities strategy or an alternative planning strategy that the ARB accepts as achieving the GHG emission reduction targets.

2) Is consistent with that strategy (in designation, density, building intensity, and applicable policies).

3) Incorporates the mitigation measures required by an applicable prior environmental document.

SB 350, Clean Energy and Pollution Reduction Act of 2015

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Provisions for a 50 percent reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly-owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

Executive Order S-03-05

Former California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions within the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directs California Air Resources Board (CARB) to update the Scoping Plan to quantify the 2030 GHG reduction goal for the State and requires state agencies to implement measures to meet the interim 2030 goal of Executive Order B-30-15 as well as the long-term goal for 2050 in Executive Order S-03-5. It also requires the Natural Resources Agency to conduct triennial updates the California adaption strategy, Safeguarding California, in order to ensure climate change is accounted for in State planning and investment decisions.

Title 24, Energy Efficiency Standards and California Green Building Standards

The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7 percent less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will about 53 percent less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30 percent less energy due to lighting upgrades (31). California Code of Regulations, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

Methodology

SCAQMD Thresholds

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SoCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- **Tier 1** consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA
- **Tier 2** consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- **Tier 3** consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - Residential and Commercial land use: 3,000 $MTCO_2e$ per year

- Based on land use type: Residential: 3,500 $MTCO_2e$ per year; Commercial: 1,400 $MTCO_2e$ per year; or mixed use: 3,000 $MTCO_2e$ per year

- **Tier 4** has the following options:
  - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$/SP/year for projects and 6.6 $MTCO_2e$/SP/year for plans;
  - Option 3, 2035 target: 3.0 $MTCO_2e$/SP/year for projects and 4.1 $MTCO_2e$/SP/year for plans

- **Tier 5** involves migration offsets to achieve target significance threshold

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 ppm, thus stabilizing global climate.

Based on these long-term targets, project emissions are compared to the SCAQMD's project-level efficiency threshold of 2.4 $MTCO_2e$/year/SP, for year 2035. If projects exceed this per capita efficiency target, GHG emissions would be considered potentially significant in the absence of mitigation measures.

Modeling Methodology

Similar to Section 3.3, *Air Quality*, above, Urban Crossroads prepared a Greenhouse Gas Analysis for the Proposed Project in February 2019, which evaluated a project of 164 residential units, 75 hotel rooms and 15,320 square feet of commercial space ("2019 Greenhouse Gas Analysis"). Urban Crossroads provided an update the Greenhouse Gas Analysis in August 2020, which evaluated the difference between the previously analyzed project and the Proposed Project ("2020 Update"). The 2020 Update determined that the emissions under the Proposed Project are generally consistent with what was previously analyzed, and no substantive changes would occur.

SCAQMD's CalEEMod Version 2016.3.2. was utilized by Urban Crossroads in the Greenhouse Gas Analysis to compare the impacts of the existing entitlements (Approved Project) to the Proposed Project. Resulting operational phase emissions are compared to the significance thresholds adopted by the SCAQMD. The 2019 Greenhouse Gas Analysis for the Proposed Project is included as Appendix D, and the 2020 Update for the Proposed Project is provided in Appendix B.

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				x	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				x	

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

According to the 2019 Greenhouse Gas Analysis prepared by Urban Crossroads, the City of Santa Ana has not adopted its own numeric threshold of significance for determining impacts with respect to greenhouse gas (GHG) emissions. A screening threshold of 3,000 MTCO2e per year to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by the City of Santa Ana and numerous cities in the South Coast Air Basin and is based on the South Coast Air Quality Management District (SCAQMD) staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required.

The Project will result in approximately 1,095.17 MTCO2e per year from construction, area, energy, waste, and water usage. In addition, the Project has the potential to result in an additional 1,635.95 MTCO2e per year from mobile sources if the assumption is made that all of the vehicle trips to and from the Project are "new" trips resulting from the development of the Project. As shown in Table 5, the Project has the potential to generate a total of approximately 2,731.12 MTCO2e per year. As such, the Project would not exceed the SCAQMD's recommended numeric threshold of 3,000 MTCO2e if it were applied. Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and no mitigation or further analysis is required. A project does not generate enough GHG emissions on its own to influence global climate change; therefore, GHG emissions impacts are a measure of a project's contribution to the cumulative environmental impact.

Table 5 Total Project Greenhouse Gas Emissions (Annual)

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2e
Construction Emissions Amortized over 30 years	35.51	0.00	0.00	35.62
Area	42.28	0.00	0.00	42.58
Energy	904.67	0.04	0.01	909.59
Mobile Sources	1,634.20	0.07	0.00	1,635.95
Waste	26.91	1.59	0.00	66.68
Water Usage	30.47	0.32	0.01	40.71
Total CO_2e (All Sources)			**2,731.12**	
SCAQMD Threshold			**3,000**	
Threshold Exceedance?			**NO**	

Source: Urban Crossroads 2020

The Proposed Project would contribute to global climate change through direct emissions of GHG from onsite area sources and vehicle trips generated by the Project, and indirectly through offsite energy production required for onsite activities, water use/wastewater generation, and waste disposal. The Certified EIR found that the increase in greenhouse gas emissions could result in cumulatively considerable impacts that even with the implementation of mitigation measures, would be significant and unavoidable. The impacts identified for the Proposed Project showed that the Proposed Project will result in approximately 2,731.12 $MTCO_2e$/year which is below the SCAQMD threshold of 3,000 $MTCO_2e$/year. Therefore, the Proposed Project would not exceed the threshold and project-related greenhouse gas emissions are considered less than significant. There are no substantial changes in the circumstances, or new information that would require the preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. There are numerous State plans, policies and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the Proposed Project does not conflict with those plans and regulations.

The Certified EIR concluded that with programmatic mitigation incorporated at the individual project level, the projects themselves may be less than significant on a site by-site basis, but on a long-term cumulative basis could exceed these thresholds. Therefore, long-term cumulative development pursuant to the Transit Zoning Code (SD 84) at full build-out results in significant and unavoidable impacts that cannot be further mitigated.

The City of Santa Ana adopted a comprehensive Climate Action Plan (CAP) on December 15, 2015. According to the 2019 Greenhouse Gas Analysis prepared by Urban Crossroads, because the Project's anticipated buildout year is 2021 and as the CAP's 2035 target does not align with the statewide goals beyond 2020, the Project would conflict with an applicable plan, policy or regulation in regard to GHG emissions. Impacts would remain significant and unavoidable as was the case for the Approved Project. The Proposed Project would not result in any new or more severe impacts to greenhouse gas emissions that would require the preparation of a subsequent EIR.

5.8.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

Construction

MM 5.8-1 All diesel fueled construction equipment shall be classified EPA Tier II or better emission efficiencies.

MM 5.8-2 All construction equipment shall be shut off when not in use and shall not idle for more than five minutes, unless actively engaged in construction activities.

MM 5.8-3 Queuing of trucks on- and offsite shall be limited to periods when absolutely necessitated by grading or construction activities.

MM 5.8-4 All on-road construction trucks and other vehicles greater than 10,000 pounds shall be shut off when not in use and shall not idle for more than 5 minutes.

MM 5.8-5 To the extent feasible, all diesel- and gasoline-powered construction equipment shall be replaced with equivalent electric equipment.

MM 5.8-6 Project plans and specifications shall include policies and procedures for the reuse and recycling of construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).

MM 5.8-7 Project plans and specifications shall include education for construction workers about reducing waste and using available recycling services.

Long-Term Operational

MM 5.8-8 Prior to issuance of a building permit, the applicant shall demonstrate that the design of the proposed buildings or structures meets or exceeds the most recent Title 24 requirements (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non-Residential Buildings; Cool Roof Coatings performance standards), subject to review by the City Building Official. Documentation of compliance with this measure shall be

provided to the Planning and Building Agency and Building Official for review and approval prior to issuance of the permit. Installation of the identified design features or equipment will be confirmed by the City Building Official prior to certificate of occupancy. The following design features should be considered by the applicant as a way to achieve Title 24 compliance in excess of the minimum requirement:

- Increase in insulation such that heat transfer and thermal bridging is minimized
- Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption
- Incorporate dual-paned or other energy efficient windows
- Incorporate energy efficient space heating and cooling equipment
- Incorporate energy efficient light fixtures
- Incorporate energy efficient appliances
- Incorporate energy efficient domestic hot water systems
- Incorporate solar panels into the electrical system
- Incorporate cool roofs/light-colored roofing
- Or other measures that will increase the energy efficiency of building envelope in a manner that when combined with the other options listed above exceeds current Title 24 Standards (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended September 11, 2008; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 20 percent

MM 5.8-9 Prior to issuance of a building permit, applicants for individual projects shall provide a landscape plan that includes shade trees around main buildings, particularly along southern elevations where practical, and will not interfere with loading dock locations or other operational constraints. Documentation of compliance with this measure shall be provided to the Planning and Building Agency for review and approval.

MM 5.8-10 All showerheads, lavatory faucets, and sink faucets within the residential units, and where feasible within non-residential developments, shall comply with the California Energy Conservation flow rate standards.

MM 5.8-11 Low-flush toilets shall be installed within all Congregate Care units as specified in California State Health and Safety Code Section 17921.3.

MM 5.8-12 Project designers should consider design features to incorporate light-colored roofing materials that will deflect heat away from the building and conserve energy.

MM 5.8-13 Landscape designers shall ensure that landscaping of common areas for Industrial/Commercial projects uses drought-tolerant and smog-tolerant trees, shrubs, and groundcover to ensure long-term viability and conserve water and energy.

MM 5.8-14 Landscape designers shall ensure that the landscape plan for Industrial/Commercial projects includes drought resistant trees, shrubs, and groundcover within the parking lot and perimeter.

MM 5.8-15 Individual project applicants shall ensure that designs for Industrial/Commercial projects include all illumination elements to have controls to allow selective use as an energy conservation measure.

MM 5.8-16 The applicant for Industrial/Commercial projects should promote ride sharing programs such as, but not necessarily including, publishing ride sharing information for all of the tenants, designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a website or message board for coordinating rides. Prior to issuance of a building permit, the applicant shall demonstrate that measures have been included to provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience pursuant to SAMC Chapter 41 regarding bicycle parking standards and Chapter 16 of the Santa Ana Citywide Design Guidelines regarding Bikeway Support Facilities Guidelines . Documentation of compliance with this measure shall be provided to the City Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the City Building Official prior to issuance of certificate of occupancy.

MM 5.8-17 Prior to issuance of any certificate of occupancy, the applicant shall demonstrate that all Multifamily/Industrial/Commercial projects' interior building lighting supports the use of compact fluorescent light bulbs or equivalently efficient lighting to the satisfaction of the Building Official.

MM 5.8-18 Applicants for Multi-family/Industrial/Commercial projects shall consider providing preferential parking spaces for ultra-low emission vehicles and alternative fueled vehicles to encourage the use of alternative fuels and ultra-low emission vehicles.

MM 5.8-19 Prior to issuance of a building permit, the applicant shall demonstrate that the proposed Multifamily/Industrial/Commercial uses building or structure designs incorporate exterior storage areas for recyclables and green waste and adequate recycling containers located in public/common areas pursuant to the adopted standards. Documentation of compliance with this measure shall be provided to the Planning and Building Agency for review and approval. Installation of the identified design features or equipment will be confirmed by the City Building Official prior to issuance of certificate of occupancy.

MM 5.8-20 All common area irrigation areas for Multi-family/Industrial/Commercial projects shall consider systems that are capable of being operated by a computerized irrigation system which includes an onsite weather station/ET gage capable of reading current weather data and

making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain, and wind. In addition, the computerized irrigation system shall also consider the ability to be equipped with flow-sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks, and eliminating over-watering and flooding due to pipe and/or head breaks.

MM 5.8-21 Consideration of installation of solar roofs on homes and businesses to offset the increasing demand for energy and natural gas.

MM 5.8-22 Project applicants shall, where feasible, incorporate passive solar design features into the buildings, which may include roof overhangs or canopies that block summer shade, but that allow winter sun, from penetrating south facing windows.

MM 5.8-23 Use Energy Efficient Roofing Materials. All roofing materials used in commercial/retail buildings at the Mixed-Use Retail Development shall be Energy Star® certified. All roof products shall also be certified to meet American Society for Testing and Materials (ASTM) high emissivity requirements.

MM 5.8-24 All commercial/industrial projects shall, where feasible, include up to 10% renewable energy sources within the project.

5.9 HAZARDS AND HAZARDOUS MATERIALS

5.9.1 Summary of Previous Environmental Analysis

According to the Certified EIR, long-term cumulative development of the TZC Area could involve the transportation, use, storage, and/or disposal of hazardous materials, such as diesel exhaust; however, implementation of existing regulations would reduce impacts to less than significant. While construction activities associated with implementation of the Transit Zoning Code (SD 84) could result in the release of hazardous materials to the environment through reasonably foreseeable upset and accident conditions, compliance with existing regulations and appropriate mitigation should ensure that impacts remain less than significant. Though construction activities could result in the handling of hazardous materials, substances, or waste within one-quarter mile of an existing school, compliance with existing regulations would assure that impacts would be less than significant. As the TZC Area includes sites which are included on a list of hazardous materials, implementation of appropriate mitigation would ensure that impacts to the public and environment would be less than significant. Construction activities associated with the implementation of the Transit Zoning Code (SD 84) could result in a safety hazard for people residing or working in the project area, but with the implementation of mitigation would have less than significant impacts. With implementation of mitigation measures, the Proposed Project would not interfere with any emergency response or emergency evacuation plans and impacts would be less than significant. As the TZC Area is located in a dense urban environment, no wildland fires would affect or be affected by the Proposed Project and no impact would occur.

5.9.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?					X

According to the Environmental Data Resources (EDR) Report, there are 209 existing locations within the TZC Area that are associated with hazardous materials, and therefore, listed on government databases. Because specific details about each of these identified sites are unknown, it is possible that remediation or cleanup efforts have already taken place for at least some of these sites. However, the potential for contamination exists in multiple locations throughout the Transit Zoning Code (SD 84) area. Only one of the sites listed in DTSC's

comment letter is listed in the EDR Report. This site, known as Freeway Auto Wreckers located at 1041 E. 6th Street, does not have any reported violations.

Since the Project Site is already fully developed, it is possible that existing structures could contain asbestos containing building materials (ACBMs), lead-based paint (LBPs) and Polychlorinated Biphenyls (PCBs).

The Project Site and other portions of the TZC Area remain outside of an adopted Airport Land Use Plan and outside of zones classified as having high wildland fire risks.

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Existing hazardous materials regulations must be implemented by employers/businesses, as appropriate, and are monitored by State (e.g., OSHA in the workplace or DTSC for hazardous waste) and local jurisdictions (e.g., the SAFD). Adherence to existing hazardous materials regulations would ensure compliance with existing safety standards related to hazardous materials, and the safety procedures mandated by applicable federal, state, and local laws and regulations (RCRA, California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institutes of Health) would ensure that risks resulting from the routine use, storage, transport or disposal of hazardous materials, or hazardous wastes associated with construction and implementation of future development projects within in the TZC Area, are less than significant. As with the Approved Project, the Proposed Project would follow existing regulations and would not result in any new or more severe impacts that would require the preparation of a subsequent EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The future development projects proposed under the Transit Zoning Code (SD 84) could include the use, storage, transport and disposal of hazardous materials during construction. Existing hazardous materials regulations would minimize the potential for exposure to adverse health or safety effects. Therefore, projects resulting from the Transit Zoning Code (SD 84) would not involve the use of materials in a manner that poses any substantial hazards to people, or to animal or plant populations. In order to address the potential for encountering contamination within the Transit Zoning Code (SD 84), mitigation measures MM5.9-1, MM5.9-2, MM5.9-3 would minimize the potential risk of contamination by implementing investigation and remediation efforts at future development sites. As such, the potential impacts associated with unknown contamination would be reduced to a less than significant level. The Proposed Project would follow the regulations and mitigation measures outlined for the Approved Project and impacts would remain less than significant. The Proposed Project would not result in any new or more severe impacts that would require the preparation of a subsequent EIR

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. There are two Santa Ana Unified School District facilities and six private school facilities located within the Transit Zoning Code (SD 84) area. However, as noted above, the Proposed Project would not involve the storage, handling or transport of hazardous materials beyond those associated with typical construction and operational activities such as common cleaners and detergents. The handling and transport of these materials would be conducted in compliance with all applicable federal, State, and local laws and regulations regarding hazardous waste. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effect and would not require the preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The TZC Area does contain sites that have been identified on various regulatory databases as being contaminated from the release of hazardous substances in the soil, including underground storage tanks and small-quantity generators or hazardous waste. As with the Approved Project, the Proposed Project would implement mitigation measures to ensure that contaminate sites undergo remediation activities prior to development activities. Remediation would ensure that impacts would be less than significant. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effect and would not require the preparation of a subsequent EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Though the closest public airport is 6 miles from the TZC Area, because new buildings constructed within the Government Center (GCD) District and Transit Village (TV) Zone could exceed 200 feet in height, any such buildings (over 200 feet in height) would subsequently fall within the Airport Planning Area for JWA. For building in exceedance of 200 feet in height, the City would notify the ALUC and the FAA per Public Utilities Code (PUC) Section 21676(b) and the AELUP. Coupled with implementation of mitigation measure MM5.9-4, future development in the Transit Zoning Code (SD 84) area, including the Proposed Project, would not result in a safety hazard for people residing or working in the project area. This impact would remain less than significant and the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effect and would not require the preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR concluded that construction of future development within the Transit Zoning Code (SD 84) area could result in short-term temporary impacts affecting street traffic that would affect adjacent streets and intersections but could be mitigated to have a less than significant impact as mitigation would ensure that temporary street closures would not affect emergency access. As with the Approved Project, operation of the various uses associated with the Proposed Project could also interfere with response times of emergency vehicles but after implementation of appropriate mitigation would assure that impacts would remain less than significant. The Proposed Project would comply with appropriate mitigation and is consistent with the Certified EIR. Therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects that would require the preparation of a subsequent EIR.

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

No Impact. The Project Site and the TZC Area is located in a dense urban environment and is surrounded by existing development. There are no wildland areas, nor wildland interface areas located in the vicinity. As with the Approved Project, implementation of the Proposed Project would not be affected or affect wildland fires. No impact would occur and no changes or new information would require preparation of a subsequent EIR.

5.9.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

Standard Requirements

SR 5.9-1 All construction activities, including demolition and renovation of the existing facilities and installation of the new facilities, shall be performed in compliance with all CalOSHA standards (California Code of Regulations, Title 8) to protect worker health and safety.

SR 5.9-2 The removal and disposal of all lead-based paint (LBP) encountered on site during project implementation, shall be performed by an LBP Abatement Contractor that is licensed and registered in California pursuant to California Code of Regulations Title 17.

SR 5.9-3 All transport and transfer of hazardous materials shall be performed by a licensed hauler in compliance with all applicable State and federal requirements, including the Hazardous Materials Transportation Act.

Mitigation Measures

MM 5.9-1 When sites that are listed in the EDR Report initiate project development, the project applicant shall prepare a Phase I ESA for the proposed site. The Phase I ESA shall be prepared in accordance with ASTM E-1527-05 "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (November 1, 2006). The purpose of a Phase I ESA is to identify environmental conditions at a proposed Project Site that may suggest environmental contamination. The Phase I ESA report shall be prepared by a CA EPA Registered Environmental Assessor or similarly qualified individual prior to initiating any construction activities at the site.

If recommended in the Phase I ESA, the project sponsor shall undertake (or require the responsible party to undertake) a Phase II ESA soil sampling plan; or if any environmental contamination is identified by the Phase I ESA, the project sponsor shall implement (or require the responsible party to implement) the recommendations of the report to further investigate and to remove any soil contamination.

MM 5.9-2 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 in the Transit Zoning Code (SD 84~~A and SD 84B~~) area, 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 access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., 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.

MM 5.9-3 Prior to the demolition of structures that were constructed before 1980, a thorough investigation shall be completed to determine if asbestos, lead, or PCBs exist on the site. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards.

MM 5.9-4 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 nautical evaluation of the project, projects must comply with conditions of approval imposed or recommended by the FAA. Subsequent to the FAA findings, the project shall be reviewed by the ALUC for consistency analysis.

MM 5.9-5 Prior to initiation of construction activities, any development within the Transit Zoning Code (SD 84~~A and SD 84B~~) shall have a completed traffic control plan, prepared by the project proponent 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 if 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.

MM 5.9-6 The City Public Works 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.

MM 5.9-7 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 Renaissance Transit Zoning Code (SD 84~~A and SD 84B~~), to address the potential for the accidental release of hazardous materials that may be used, stored, and/or transported in association with operation of project implementation.

MM 5.9-8 Project applicants shall submit evacuation plans on a project by project basis that shall be reviewed and approved by the City Police and Fire Departments.

5.10 HYDROLOGY AND WATER QUALITY

5.10.1 Summary of Previous Environmental Analysis

According to the Certified EIR, implementation of the Transit Zoning Code (SD 84) would result in short-term construction-related and long-term operational potential for water quality impacts. However, implementation of mitigation measures and compliance with the standard requirements reduces these impacts to a level considered less than significant. Construction activities would not substantially deplete groundwater supplies nor interfere substantially with groundwater recharge and impacts would be less than significant. Because the majority of the TZC Area is already developed and because the project area is not used for groundwater recharge, operation of future development would not interfere substantially with groundwater recharge and impacts would be less than significant.

As identified in the Certified EIR, implementation of the TZC Area would result in site-specific changes to drainage patterns on development sites but would not adversely impact regional hydrology or drainage flows in the surrounding area. It was found that potential increases in impervious surfaces could increase runoff rates and volumes. Additionally, the Transit Zoning Code (SD 84) has the potential to increase runoff volumes and rates to exacerbate existing deficiencies, potentially leading to localized street flooding. However, implementation of the mitigation measures and compliance with standard requirements would reduce impacts to less than significant levels.

The Transit Zoning Code area is not located near coastal area, large water body, nor unstable or exposed hills or slopes. The Certified EIR determined that the Approved Project would not expose people to a significant risk of loss, injury, or death involving inundation by a seiche, tsunami, or mudflow, and no impact would occur.

5.10.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				x	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				x	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?				x	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?					x
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				x	

5. Environmental Analysis

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Construction

Implementation of the Proposed Project would include construction activities, such as excavation and trenching for foundations and utilities, soil compaction, cut and fill activities and grading, all of which would temporarily disturb soils. Disturbed soils are susceptible to higher rates of erosion from wind and rain, resulting in sediment transport from the site. Areas that disturb one or more acres of land surface are subject to the Construction General Permit, 99-08-DWQ adopted by the SWRCB.

Preparation of a Stormwater Pollution Prevention Plan (SWPPP) is required for compliance with the NPDES General Construction Stormwater Activity Permit. Compliance with the permit would involve filing a Notice of Intent with the SWRCB and preparing and submitting a SWPPP prior to construction activities. The SWPPP must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is required to identify stormwater discharge from the construction activity and to identify and implement controls where necessary. The Construction General Permit requirements would need to be satisfied prior to beginning construction on any project located on a site greater than one acre.

All development would be subject to regional and local regulations, including the City's Water Pollution Ordinance, adopted to ensure compliance with federal requirements for the control of urban pollutants to stormwater runoff which enters the network of storm drains throughout the Orange County. Contractors constructing new development or redevelopment projects are required to comply with the conditions of the City's Local Implementation Plan (LIP) and the DAMP, including the implementation of appropriate BMPs to control stormwater runoff so as to prevent any deterioration of water quality.

As with the Approved Project, paired with regulations and applicable permits, appropriate mitigation would assure that impacts would remain less than significant for the Proposed Project. Therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects that would require the preparation of a subsequent EIR.

Operation

Operation of future developments in the TZC Area could result in the addition of contaminants into the stormwater runoff entering the City's drainage system. The major source of pollution to runoff and infiltrating groundwater would be contaminants that have accumulated on the land surface over which stormwater passes. Between rainstorms, material would be deposited on the streets, paved areas, rooftops, and other surfaces from debris dropped or scattered by individuals, wastes and dirt from construction and renovation or demolition,

fecal droppings from animals, oil and various residues contributed by vehicular traffic, and fallout of air-borne particles.

It is possible that future developments would increase the amount of impervious surfaces within the TZC Area, which could potentially increase stormwater runoff. However, because the Proposed Project is an existing parking garage that is already built-out, no increases in impervious surfaces are anticipated in relation to existing conditions.

A Conceptual Water Quality Management Plan (WQMP) has been prepared for the Proposed Project and is included in Appendix E. Compliance with appropriate mitigation, NPDES permits requirements, the Orange County DAMP, and the City's LIP and Municipal Code would reduce the risk of water degradation within the Proposed Project area from the operation of new developments to the maximum extent practicable. Therefore, since violation of waste discharge requirements or water quality standards would be minimized, this impact would be less than significant. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects and would not require the preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Transit Zoning Code (SD 84) area, including the Project Site, is considered highly urbanized and would have similar impacts to groundwater and surface hydrology as assumed in the Certified EIR. In addition, the Project Site is not a significant groundwater recharge area, and such a slight increase in pervious area would not substantially impact groundwater volumes. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects that would require the preparation of a subsequent EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. According to the 2019 Hydrology and Hydraulics Study prepared by DMc Engineering (see Appendix E), the existing drainage system for the properties watershed consist of an onsite stormwater runoff collection system that will convey runoff to a public storm drain system in 3rd Street. The onsite system consists of roof drains, downspouts, gutters and onsite private storm drain.

The proposed drainage system for the properties watershed will consist of an onsite stormwater runoff collection system that will convey runoff to the public storm drain system in 3rd Street. The proposed onsite

system will consist of roof drains, gutters, downspouts, and onsite private storm drain. Table 6 below shows the existing hydrology and Table 7 shows the proposed hydrology calculations.

Table 6 Existing Hydrology

Drainage Area	Acreage[1]	Peak 25 Year Flow Rate, Q_{25} (cfs)[2]	Peak 100 Year Flow Rate, Q_{100} (cfs)[2]	Time of Concentrations for Q_{100}, Tc (minutes)[2]
Existing Parking Structure	1.4 acres	7.28 cfs	10.19 cfs	5 mins

Notes:
[1] Areas taken from Hydrology Map – Proposed Condition, see appendix of 2019 Hydrology and Hydraulic Study
[2] For calculations, see appendix of 2019 Hydrology and Hydraulic Study

Table 7 Proposed Hydrology

Drainage Area	Acreage[1]	Peak 25 Year Flow Rate, Q_{25} (cfs)[2]	Peak 100 Year Flow Rate, Q_{100} (cfs)[2]	Time of Concentrations for Q_{100}, Tc (minutes)[2]
Mixed Use (Residential) – 171 DUs, Retail & Parking	0.8 acre	4.31 cfs	6.04 cfs	5 mins
Hotel – 75 Rooms & Parking	0.4 acre	2.01 cfs	2.81 cfs	5 mins
Street	0.2 acre	0.92 cfs	1.29 cfs	5 mins
	Total Flow Rate	**7.24 cfs**	**10.14 cfs**	**---**

Notes:
[1] Areas taken from Hydrology Map – Proposed Condition, see appendix of 2019 Hydrology and Hydraulic Study
[2] For calculations, see appendix of 2019 Hydrology and Hydraulic Study

The Proposed Project's total estimated 100-year flow rate is 10.14 cubic feet per second (cfs). This is less than what is presented as the existing conditions.

For hydraulics, the existing offsite public storm drain is a 24" reinforced concrete pipe (RCP) storm drain line located in 3rd Street. The private onsite storm drain will be an 18" RCP storm drain line. Capacity calculations for peak 25-year flow rate for both the 18" and 24" RCP are summarized in Table 8, below.

Table 8 Storm Drain Capacity (25-year Flow Rate)

Storm Drain Size (in)	Storm Drain Capacity (cfs)[1]	Peak 25 Year Flow Rate, Q_{100} (cfs)[2]
18"	7.42 cfs	7.28 cfs
24"	16.0 cfs	7.28 cfs

Notes:
[1] For calculations, see appendix of 2019 Hydrology and Hydraulic Study

As noted above, the existing capacity of an 18" RCP storm drain line leaving the Project Site will be approximately 7.42 cubic feet per second (cfs).

Capacity calculations for peak 100-year flow rate for both the 18" and 24" RCP for proposed conditions are summarized in Table 9, below.

Table 9 Storm Drain Capacity (100-year Flow Rate)

Storm Drain Size (in)	Storm Drain Capacity (cfs)[1]	Peak 100 Year Flow Rate, Q_{100} (cfs)[2]
18"	7.42 cfs	7.24 cfs
24"	16.0 cfs	7.24 cfs

Notes:
[1] For calculations, see appendix of 2019 Hydrology and Hydraulic Study

As noted above, the existing capacity of an 18" RCP storm drain line leaving the Project Site will be approximately 7.42 cubic feet per second (cfs).

According to the 2019 Hydrology and Hydraulics Study, the peak 100-year flow rate (Q_{100}) for the existing parking structure is estimated to be approximately 10.19 cubic feet per second (cfs), and the proposed peak 100-year flow rate is estimated to be approximately 10.14 (cfs).

Though construction of the Proposed Project would result in the alteration of existing drainage patterns, including changes in ground surface permeability via paving, or changes in topography via grading and excavation, compliance with appropriate regulations and mitigation would reduce impacts to less than significant. The majority of the Transit Zoning Code (SD 84) is presently developed with a mix of residential, office, commercial and industrial uses. The introduction of the two buildings for the Proposed Project are not anticipated to result in substantial changes to the existing drainage patterns because existing drainage facilities would continue to be used and the amount of drainage would be less than present levels. Because the Proposed Project is currently a parking garage, development would not cause substantial changes, due to the area already being developed and disturbed, impacts would remain less than significant. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects that would require the preparation of a subsequent EIR.

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

No Impact. As with the Approved Project, the Proposed Project is not located within an area subject to tsunami or seiches. The Approved Project, as with the Proposed Project, is not within a 100-year or 500-year year flood hazard area. No impact would occur.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site is completely developed with a three-story parking structure. Construction of the Proposed Project would be required to comply with applicable permits including the Stormwater Pollution Prevention Plan (SWPPP) and Construction General Permit. Further, the Proposed Project would incorporate standard requirement measures and mitigation measures identified in the Certified EIR and outlined below. Therefore, the Proposed Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. A less than significant impact would occur.

5.10.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

Standard Requirements

SR 5.10-1 Development projects that will result in soil disturbance of one (1) or more acres of land shall comply with the State's Construction General Permit by filing a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and implementing a Storm Water Pollution Prevention Plan (SWPPP). Prior to the issuance of preliminary or precise grading permits, the ~~property owner/~~**Project Applicant/**developer shall provide the City Engineer with evidence that an NOI has been filed with the SWRCB by providing a copy of the NOI invoice and the assigned Waste Discharger Identification (WDID) No. for the project. The SWPPP shall include Best Management Practices (BMPs) designed with a goal of preventing a net sediment load increase in storm water discharges relative to preconstruction levels and shall prohibit during the construction period discharges of storm water or nonstorm water at levels which would cause or contribute to an exceedance of applicable water quality standards contained in the Basin Plan. The BMPs shall address erosion control, sediment control, wind erosion control, tracking control, non-stormwater management and waste management and materials pollution control during all phases of construction, including a sampling and analysis plan for sediment and non-visible storm water pollutants. The ~~property owner/~~**Project Applicant/**developer shall be responsible for proper implementation of the SWPPP.

SR 5.10-2 Prior to issuance of the precise grading permit, the ~~property owner/~~**Project Applicant/**developer shall prepare Water Quality Management Plans (WQMPs) for review and approval by the Public Works, Development Services **Division**. The WQMP shall identify permanent site design, source control and treatment control Best Management Practices (BMPs) that will be used on the site to control predictable pollutant runoff. The WQMP shall also describe the long-term operation and maintenance requirements for the treatment control BMPs and the mechanism for funding the BMPs. The WQMP shall be recorded against the property to ensure long-term compliance.

SR 5.10-3 Prior to issuance of the first building permit, the ~~property owner/~~**Project Applicant/**developer shall pay the Storm Drain Impact Fees which would go toward future storm drain improvements within The Transit Zoning Code (SD 84~~A and SD 84B~~) area.

SR 5.10-4 Prior to issuance of a grading permit, the ~~property owner/~~ **Project Applicant/**developer of individual developments shall provide written proof to the Public Works Department, Development Services Division of a water quality certification and/or waste discharge requirement (WDR) as well as a plan for compliance with the discharge prohibitions, TMDLs,

and various programs of the Santa Ana RWQCB. The Santa Ana RWQCB implements the Water Quality Control Plan for the Santa Ana River Basin through the through issuance of individual WDRs; discharge prohibitions; water quality certifications; programs for salt management, non-point sources, and storm water; and monitoring and regulatory enforcement actions, as necessary.

Mitigation Measures

MM 5.10-1 In order to comply with the current version of the DAMP, future development projects in the Transit Zoning Code (SD 84~~A and SD 84B~~) area shall prepare Storm Drain Plans, Stormwater Pollution Prevention Plans (SWPPP), and Water Quality Management Plans (WQMP) conforming to the current National Pollutant Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, shall be submitted to the Public Works Agency for review and approval.

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. The SWPPP may include, but would not necessarily be limited to, the following applicable measures:

- Minimum required pavement widths for residential streets needed to comply with all zoning and applicable ordinances
- Use permeable materials for private sidewalks, driveways, parking lots, or interior roadway surfaces
- Reduce the overall imperviousness associated with parking lots by using pervious materials in spillover parking areas
- Direct rooftop runoff to pervious areas and avoid routing rooftop runoff to the roadway or the stormwater conveyance system
- Biofilters including vegetated swales and strips
- Extended/dry detention basins
- Infiltration basin
- Infiltration trenches or vaults
- Catch basin inserts
- Continuous flow deflection/separation systems
- Storm drain inserts

- Media filtration
- Foundation planting
- Catch basin screens
- Normal flow storage/separation systems
- Clarifiers
- Filtration systems
- Primary waste water treatment systems
- Dry Wells
- Cistern

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.

MM 5.10-2 Prior to issuance of grading permits for future development projects in the Transit Zoning Code (SD 84~~A and SD 84B~~) area, applicants shall submit site-specific Hydrology and Hydraulic Studies 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 5.10-3 During the design of individual projects, applicants shall minimize impervious area by incorporating landscaped areas over substantial portions of a proposed project area. Furthermore, impervious areas shall be directly connected to landscaped areas or bioretention facilities to promote filtration and infiltration of stormwater.

MM 5.10-4 During the design of individual projects, applicants shall control structural source through storm drain stenciling and signage, coverage of trash area to minimize direct precipitation, efficient irrigation to minimize runoff into stormwater conveyance system, slope and channel protection to decrease potentials for erosions of slopes, and use of deep-rooted, drought tolerant plant species for erosion control.

5.11 LAND USE AND PLANNING

5.11.1 Summary of Previous Environmental Analysis

The Certified EIR concluded that build out of the Transit Zoning Code (SD 84) would conflict with the Santa Ana General Plan by adopting standards and land uses not currently allowed within the Transit Zoning Code (SD 84) area; however, as part of the Approved Project, the General Plan and Zoning Code would be amended to incorporate the proposed land uses and development standards. Overall, the Transit Zoning Code (SD 84) is consistent with the policies contained in the applicable regional plans described above for both SCAG and the City of Sana Ana and impacts would be less than significant. Additionally, the Transit Zoning Code (SD 84) would not physically divide an established community, and impact associated with this would be less than significant.

5.11.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Physically divide an established community?				X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X	

Comments:

a) Physically divide an established community?

No Impact. As with the Approved Project, the Proposed Project does not include any features that would be considered divisive. The Transit Zoning Code is designed to be inherently connected and discourages any design, development, or subdivision practices that would divide the community. The Transit Zoning Code (SD 84), and therefore the Proposed Project, is intended to allow cohesive development and promote the integration of land uses through compatible building types and their relationship to the public realm. The Proposed Project would improve community connectivity and removed an existing barrier by extending Sycamore Street through the Project Site between Third and Fourth Streets, which is currently disrupted by the parking structure onsite. Sycamore Street on the Project Site may function as a flexible street that would control vehicle access by retractable bollards and provide a space for pedestrians and outdoor activities with proper permits. The

Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects and impacts would remain less than significant.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project Site's existing General Plan designation is District Center (DC), intended to be "developed with an urban character that includes a mixture of high-rise office, commercial, and residential uses." The Proposed Project is consistent with the land uses allowed within the Downtown DC. The Project proposes a residential density of approximately 121 dwelling units per acre. A density bonus of 35 percent grants an additional 45 units. However, per California Government Code Section 65915 (f)(5) granting a density bonus shall not require a general plan amendment.

The zoning for the Project Site is Downtown (DT) Zone of the Transit Zoning Code (SD 84). This zone allows for multi-story urban building types accommodating a mixture of retail, office, light service, and residential uses. Within this zone, Flex Block building types are allowed up to a maximum of 10 stories. One of the goals of the DT Zone is to replace parking structures with other compatible pedestrian-friendly uses. The Proposed Project would replace a 3-level parking garage with a mixed-use building containing 171 units and 13,419 square feet of commercial space, making it consistent with the goals outlined for the DT Zone. Of the 171 residential units, 19 will be reserved for very low income households for a period of 55 years. The Proposed Project would require an approval of a Density Bonus Agreement Application with a waiver to allow a floor area ratio of 4.2, development up to 16-stories, concessions to allow deviations to the open space and massing requirements, and provide parking at a rate of one space per studio and one bedroom and two spaces per two bedroom units (see Section 3.3, *Discretionary Actions*, above).

As indicated in Section 3*, Project Description*, the Proposed Project would be comprised of two buildings: a 16-story, 194-foot-tall residential and commercial building and a 10-story, 127.5-foot-tall hotel building. The Proposed Project would create an appropriate architectural and public link between the historic Artist Village and 4th Street Core while providing important new urban opportunities and activation through engaging public space. The buildings would be separated by an extension of Sycamore Street from the north edge of the Project Site to West 3rd Street. Although the Proposed Project is consistent with the goals of the Transit Zoning Code to replace parking structures with other compatible pedestrian-friendly uses, including mixed-use development, the Proposed Project would require approval of site plan review for the mixed-use development and hotel, a tentative parcel map, a density bonus with concession and waivers for building height, open space, massing and parking. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In addition, as described in this Addendum, no significant impacts are associated with the Proposed Project. Therefore, impacts related to land use would remain less than significant and no changes or new information would require preparation of a subsequent EIR.

5.11.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to land use and planning were identified in the Certified EIR.

5.12 MINERAL RESOURCES

5.12.1 Summary of Previous Environmental Analysis

As referenced in the Certified EIR, the Initial Study determined that implementation of the Transit Zoning Code (SD 84) would not result in the loss of availability of a locally important mineral resource delineated on a local general plan, specific plan, or other land use plan. There are no areas in the City of Santa Ana designated as Significant Mineral Aggregate Resource Areas (SMARA), and no additional analysis was required in the EIR.

5.12.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?					x
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?					x

For the purpose of CEQA analysis, mineral resources refer to aggregate resources that consist of sand, gravel, and crushed rock. Aggregate resources provide bulk and strength in construction materials such as portland cement and asphaltic concrete. Other nonfuel mineral resources include metals such as gold, silver, iron, and copper and industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone.

The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975. The State Geologist is responsible for classifying areas within California that are subject to urban expansion or other irreversible land uses. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance. Classification into MRZ is completed by the State Geologist in accordance with the SMGB's priority list and according to the presence or absence of significant mineral resources.

Of the four MRZ categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by SMGB as being "regionally significant." Such

designations require that a lead agency's land use decisions involving designated areas be made in accordance with its mineral resource management policies (if any exist) and that it consider the importance of the mineral resource to the region or the state as a whole, not just to the lead agency's jurisdiction. The MRZ-1 zone depicts areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. MRZ-3 indicates areas of undetermined mineral resource significance.

Comments:

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

No Impact. The Project Site and the TZC Area as a whole do not contain known mineral resources of any value to the region or the residents of California. No impact would occur and no changes or new information would require preparation of a subsequent EIR.

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

No Impact. The Project Site and the Transit Zoning Code (SD 84) as a whole do not contain mineral resources of local importance as identified on a local general plan, specific plan, or other land use plan. No impact would occur and no changes or new information would require preparation of a subsequent EIR.

5.12.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to mineral resources were identified in the Certified EIR.

5.13 NOISE

5.13.1 Summary of Previous Environmental Analysis

The Certified EIR determined that because the Approved Project is not located within an airport land use plan or within 2 miles of a public airport or public use airport, nor is it located in the vicinity of a private airstrip, no impact related to the exposure of people residing or working in the project area to excessive airport related noise levels is anticipated. Construction activities associated with the TZC Area would generate noise levels that exceed the noise standards established by the City of Santa Ana Municipal Code. However, implementation of mitigation measures paired with the temporary nature of construction noise would create a less than significant impact. Operation of the Approved Project could expose noise-sensitive land uses to noise levels that exceed the standards established by the City of Santa Ana General Plan. However, with implementation of mitigation measures impacts would be less then significant. Operation of the Approved Project would not generate and expose receptors on or off site to excessive groundborne vibration or groundborne noise levels and impacts would be less than significant. Construction of the Approved Project would generate or expose persons or structures to excessive groundborne vibration. Even with implementation of mitigation measures, impacts would remain significant and unavoidable.

5.13.2 Impacts Associated with the Proposed Project

Would the Proposed Project result in:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				x	
b) Generation of excessive groundborne vibration or groundborne noise levels?				x	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					x

The 2019 Noise Impact Analysis prepared by Urban Crossroads that evaluated 164 housing units, 75 hotel rooms, and 15,320 square feet of commercial space. Similar to sections 3.3, *Air Quality*, and 3.13, *Greenhouse Gas Emissions*, the 2020 Update reviewed the Proposed Project's noise impacts compared to the project analyzed in the 2019 Noise Impact Analysis and determined that the increase in daily trips associated with the Proposed Project, however this would not result in any new off-site noise-related impacts beyond what were previously evaluated and disclosed in the 2019 Noise Impact Analysis. The 2019 Noise Impact Analysis can be found in Appendix F, and the 2020 Update can be found in Appendix B.

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Construction

Construction activities associated with the Project are shown to potentially range from 56.0 to 71.3 dBA Leq at nearby sensitive receiver locations and represent a potentially substantial temporary or periodic increase in ambient noise levels. Consistent with the Certified EIR, this analysis assumes that an increase of 5.0 dBA Leq

or greater over existing ambient noise levels is substantial and significant. The existing daytime ambient noise levels monitored in the project vicinity ranged from 61.0 to 69.6 dBA Leq. As such, the noise generated by Project construction activities for the project could result in a temporary increase in ambient noise levels of over 5 dBA Leq at uses adjacent to the Project Site. However, consistent with the Certified EIR and with the implementation of appropriate mitigation, impacts would be less than significant.

Operation

The normal activities associated with the Proposed Project are anticipated to include roof-top mechanical ventilation equipment, parking garage vehicle movements, outdoor pool/spa activity, auto lifts (hotel parking), and outdoor bar area activity. The operational noise analysis shows that the Project-related stationary-source noise levels at the nearby sensitive receiver locations will satisfy the City of Santa Ana exterior noise level standards. Impacts would be less than significant. Moreover, the operational noise analysis shows that roof-top mechanical ventilation equipment noise levels would be reduced by a minimum of 15 dBA consistent with the Certified EIR.

Exterior Noise Levels

The primary source of traffic noise affecting the Project Site is anticipated to be from North Broadway and 3rd Street. The Project will also experience some background traffic noise impacts from Sycamore Street. However, due to the low traffic volume and low speeds of vehicles travelling on Sycamore Street, traffic noise from this roadway segment will not make a significant contribution to the noise environment beyond of the right-of-way of the road. As such, the future on-site traffic noise impacts to outdoor areas are considered less than significant impacts, with implementation of mitigation, consistent with the findings of the Certified EIR.

Interior Noise Levels

The 2019 Noise Impact Analysis prepared by Urban Crossroads evaluates the interior noise levels at the Project buildings based on the Certified EIR, 45 dBA CNEL residential interior noise level standard. The Project buildings are shown to require a Noise Reduction (NR) of up to 21.7 dBA and a windows-closed condition requiring a means of mechanical ventilation (e.g. air conditioning). Standard building construction practices to satisfy the interior noise level standard include:

Windows/Glass Doors:

All units require standard windows and glass doors with a minimum STC ratings of 27.

Exterior Doors (Non-Glass):

All exterior doors shall be well weather-stripped and have minimum STC ratings of 27. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. (5)

Walls:

At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.

Ventilation:

Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

Traffic

Opening Year with Project conditions will range from 58.2 to 72.0 dBA CNEL. The Proposed Project will generate a noise level increase of up to 0.1 dBA CNEL on the study area roadway segments. Project related noise level increases are considered less than significant under Opening Year with Project conditions at the land uses adjacent to roadways conveying Project traffic.

As described above, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects that would require the preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

According to the 2019 Noise Impact Analysis prepared Urban Crossroads, at distances ranging from 64 to 128 feet from the Project site, construction vibration velocity levels are expected to range from 65.7 to 74.8 VdB. Based on the results of the analysis, the Project construction vibration levels will remain below the Certified EIR annoyance and building damage thresholds of 85 VdB and 95 VdB, respectively, at all sensitive receiver locations.

As indicated in the Certified EIR, so long as construction occurs more than 50 feet from sensitive receptors, the impact associated with ground-borne vibration generated by the equipment would be below 85 VdB and thus would be less than significant. (1) However, if pile driving activity is required within 25 feet of sensitive receiver locations or fragile buildings, this would result in potential vibration impacts above the threshold of 85 VdB, in which case this impact would be potentially significant. The Certified EIR indicates that implementation of appropriate mitigation would help to reduce this impact, but not to a less than significant level; therefore, this impact would remain significant and unavoidable. Therefore, if pile driving or drilling activities are required, a Project Design Feature is identified below to reduce potential vibration level impacts at nearby receiver locations to a less than significant impact. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects that would require the preparation of a subsequent EIR.

Project Design Feature

If pile driving and/or drilling is necessary during Project construction, a site-specific analysis shall be prepared and submitted to the City of Santa Ana demonstrating that construction activity would not result in vibration at sensitive receiver locations, and/or adjacent buildings, that is greater than the Federal Transit Administration's vibration impact thresholds appropriate for each building (consistent with TZC EIR thresholds); unless

otherwise determined by a qualified engineer that high levels of ground-borne vibration would not post structural hazards to the adjacent building(s). The engineer shall provide written documentation that shall include the applicable construction vibration threshold and expected or monitored vibration levels during pile driving and/or drilling activity to the City of Santa Ana building department.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Similar to the conditions evaluated in the Certified EIR, there are no public airports, public use airports, heliports, or private airstrips in the Proposed Project Site vicinity. The Proposed Project would not expose people residing or working in the area to excessive levels of aircraft- or airport-related noise. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Overall, the Proposed Project would be consistent with the Approved Project as analyzed in the Certified EIR. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

5.13.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

Mitigation Measures

MM 5.13-1 All construction activity within the City shall be conducted in accordance with Section 18-314(e) of the City of Santa Ana Municipal Code.

MM 5.13-2 Each project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

- Two weeks prior to the commencement of construction, notification must be provided to property owners within 300 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, 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 corrective action, and report the action taken to the recording 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.

MM 5.13-3 Each project applicant shall require by contract specifications that construction staging 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.

MM 5.13-4 Each project applicant shall require by contract specifications that heavily loaded trucks used during constructions would be routed away from residential streets. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City to issuance of a grading permit.

MM 5.13-5 When residential uses would be located in areas within noise levels in excess of 60 dBA CNEL (either through conversion of use/structure or new construction), the project applicant shall provide noise barriers around private open space areas, including patios and balconies, as necessary. The height and density of the barriers shall be sufficient to reduce the exterior noise levels within private open space areas to a CNEL of 65 dBA or less.

MM 5.13-6 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.

MM 5.13-7 Each project applicant 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.

MM 5.13-8 The City shall provide a written statement to each applicant for projects located within 400 feet of the **Southern California Regional Rail Authority (**SCRRA**)** tracks **or the OC Street Car** that shall be provided for each residential unit and resident, notifying them of potential noise and vibration issues associated with the railroad tracks, including the following:

Notice of Disclosure

Each owner's [or renter's] interest is subject to the fact that trains operate at different times of the day and night on the railway tracks immediately adjacent to a Project Site; and that by accepting the conveyance of an interest [or lease agreement] in that project, owner [or renter] accepts all impacts generated by the trains.

Posting of Notice of Disclosure in each residential unit

Prior to offering the first residential unit for purchase, lease, or rent, the ~~property owner~~ **Project Applicant** or developer shall post a copy of the Notice of Disclosure in every unit in a conspicuous location. Also, a copy of the Notice of Disclosure shall be included in all materials distributed for the Project, including but not limited to: the prospectus, informational literature, and residential lease and rental agreements.

5.14 POPULATION AND HOUSING

5.14.1 Summary of Previous Environmental Analysis

According to the Certified EIR, due to the fact that net new infrastructure developments would be minimal, it is not anticipated that the infrastructure improvements would result in measurable population growth in or around the TZC Area once implemented, impacts would be less than significant. Additionally, construction of development projects pursuant to the Transit Zoning Code (SD 84) could displace existing people or housing. However, this displacement would not necessitate the construction of additional replacement housing and impacts would remain less than significant.

5.14.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				x	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?					x

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Implementation of the Transit Zoning Code (SD 84) is intended to accommodate existing and future population growth forecasted for the City by introducing new residential housing within the TZC Area. In terms of potential net new development, the Certified EIR (see Table ES-1 in the Certified EIR) analyzed the conversion of existing industrial, commercial, civic uses, and parking lots to allow for the development of up to 4,075 dwelling units and 387,000 square feet of retail development within the TZC Area. The Proposed Project would consist of 171 residential units, which is well within the number of units analyzed in the Certified EIR. Consistent with the findings in the Certified EIR, the increase in housing demand and population generation is well within the projections for the City and county. A significant impact related to population or housing would not occur and no mitigation is required. No changes or new information would require preparation of a subsequent EIR.

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

No Impact. The Project Site is currently developed with a 3-level parking garage. The site itself does not serve as housing; therefore, development of the Proposed Project would not displace any residents and would not necessitate construction of replacement housing. As a result, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. No changes or new information would require preparation of a subsequent EIR.

5.14.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures related to population and housing were identified in the Certified EIR

5.15 PUBLIC SERVICES

5.15.1 Summary of Previous Environmental Analysis

According to the Certified EIR, buildout of the Transit Zoning Code (SD 84), would create additional demand for police services and fire and/or emergency rescue services. Additionally, buildout of the Transit Zoning Code (SD 84) would generate new school-aged students and would introduce new borrowers to the Santa Ana Public Library and Newhope Branch of the Santa Ana library system. Potential impacts would be reduced to less than significant levels through implementation of MMs 5.12-1 through 5.12-19.

5.15.2 Impacts Associated with the Proposed Project

Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Fire protection?				X	
b) Police protection?				X	
c) Schools?				X	
d) Parks?				X	
e) Other public facilities?				X	

Comments:

a) Fire protection?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Consistent with the analysis provided in the Certified EIR, development of the Project Site with proposed uses would incrementally 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. With the implementation of mitigation identified in the Certified EIR, the impact would remain less than

significant. The Proposed Project shall comply with such mitigation measures and would not create a new significant impact or a substantial increase in the severity of previously identified effects. Appropriate Fire Facility fees would be assessed during review of development plans and would assist in the modernization and enhancement of firefighting and medical aid equipment facilities in the City. The obligation of the Proposed Project to meet all access, water and fire protection systems required under the California Building Code and Fire Code, as well as the City Municipal Codes will assist in maintaining impacts that are less than significant. No changes or new information would require preparation of a subsequent EIR.

b) Police protection?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As discussed in the Certified EIR, the Santa Ana Police Department (SAPD) provides all law enforcement services to the project area. The Certified EIR indicated that buildout of the Transit Zoning Code (SD 84) could affect how the SAPD's resources are allocated. The funding for new personnel needed to maintain acceptable service levels would come from the City of Santa Ana's General Fund. Property taxes and other fees assessed for the property would contribute to the General Fund revenues. The police department has indicated that the project must comply with the City's Building Security Ordinance, CPTED (Crime Prevention Through Environmental Design) principles, and the National Infrastructure Protection Plan guidelines. To mitigate cumulative impacts on the SAPD, the project shall comply with applicable mitigation measures from the Certified EIR. Since the Proposed Project is less than the amount of development analyzed for the Project Site, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects and would not require the preparation of a subsequent EIR.

c) Schools?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As described in the Certified EIR, implementation of the Transit Zoning Code (SD 84) could generate up to 4,075 residential units in the SAUSD service area. Assuming a potential occupancy level of 3.0 persons per unit, it is estimated that there could be an increase of approximately 12,225 persons within the TZC Area. Some SAUSD schools are operating with modest capacity surpluses while others are at an enrollment that exceeds their capacity. However, these schools remain overcrowded from a school site size standard. The addition of new students to these schools as a result of population growth generated by new development would further contribute to the existing overcrowding. This would be mitigated to less than significant through payment of SB 50 fees. Since the Proposed Project is consistent with the amount of development analyzed for the Project Site and will pay SB 50 fees for new school facilities, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

d) Parks?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Due to the number of residents anticipated where all properties identified as having new development potential to be built out pursuant to the provisions of the Transit Zoning Code (SD 84) (approximately 12,225 persons), the number of users of the City's parks and recreational facilities would substantially increase as a result of implementation of the Transit Zoning Code (SD 84). Based on the parkland dedication requirements provided

in the City's Municipal Code (Section 34-204), the Transit Zoning Code would be required to provide approximately 19.88-acres of additional parkland at full build-out across the Transit Zoning Code area. In accordance with the City's Municipal Code, private open space can account for 25 percent of the parkland requirement within the Transit Zoning Code area (SD 84).

In accordance with the City's Municipal Codes Sections 34-200 through 34-212, individual projects proposed within the Transit Zoning Code Area would be required to make payments of Park Acquisition and Development Fees. Consequently, the provision of private open space within individual developments coupled with the payment of fees for the acquisition and development of public parks would ensure that demands on parkland are not exacerbated and that impacts would remain less than significant. The 171 residential units are within the scope of the project 4,075 residential units planned for the Transit Zoning Code Area. Therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects and would not require the preparation of a subsequent EIR.

e) Other public facilities?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. Local public services include libraries, daycare facilities, post offices, and hospitals. The Proposed Project would result in an incrementally higher demand for such services; however, these increases would not represent a significant impact. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects and would not require the preparation of a subsequent EIR.

5.15.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into MMRP for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

Standard Requirement

SR 5.15-1 Prior to the final building and zoning inspection, the ~~property owner/~~ **Project Applicant/**developer shall provide evidence to the Planning Director/Planning Services Manager of full payment of applicable fire facilities fees as deemed appropriate by the Fire Department.

Mitigation Measures

MM 5.15-1 Prior to an issuance of a building permit, individual projects in the Transit Zoning Code (SD 84~~A and SD 84B~~) area shall perform a water supply, fire flow test and fire protection system design analysis to ensure that proposed projects are in accordance to meet standard fire protection design requirements.

MM 5.15-2 Any development that would exceed two stories in height shall submit site-specific security plans to the SAPD for review prior to issuance of a building permit.

MM 5.15-3 No developer within the Transit Zoning Code (SD 84~~A and SD 84B~~) boundaries shall utilize a frequency of 800 MHz which is reserved for emergency services.

MM 5.15-4 Individual project developers shall pay school impact~~s~~ fees prior to the issuance of occupancy permits.

MM 5.15-5 Prior to issuance of a building permit for a residential development project, or change of use from non-residential to residential within the Transit Zoning Code (SD 84~~A and SD 84B~~) area, project applicants shall pay to the City of Santa Ana the Park Acquisition and Development Fee.

5.16 RECREATION

5.16.1 Summary of Previous Environmental Analysis

According to the Certified EIR, development of the TZC Area would increase the use of existing recreational facilities but with appropriate mitigation and payment of designated fees, impacts should remain less than significant. The project does not include recreational facilities that would require the construction or expansion of recreational facilities and would have no impact.

5.16.2 Impacts Associated with the Proposed Project

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?					X

The Parks, Recreation, and Community Services Agency has been responsible for maintaining, managing construction, and programming 74 facilities within its park and recreation network, along with several public school grounds. The Agency provides a range of recreational opportunities that include parks, sport fields, the Santa Ana Stadium, senior and recreation centers, swimming pools, the Santa Ana Zoo at Prentice Park, and the trail system.

Comments:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As discussed above in Section 5.15, Public Services, due to the number of residents anticipated were all properties identified as having new development potential to be built out pursuant to the provisions of the Transit Zoning Code (SD 84) (approximately 12,225 persons), the number of users of the City's parks and recreational facilities would substantially increase as a result of implementation of the Transit Zoning Code (SD 84). Based on the parkland dedication requirements provided in the City's Municipal Code (Section 34-204), the Transit Zoning Code would be required to provide approximately 19.88 additional parkland at full build-out across the Transit Zoning Code area. In accordance with the City's Municipal Code, private open space can account for 25 percent of the parkland requirement within the Transit Zoning Code area (SD 84). In accordance with the City's Municipal Codes Sections 34-200 through 34-212, individual projects proposed within the Transit Zoning Code (SD 84) would be required to make payments of Park Acquisition and Development Fees. Consequently, the provision of private open space within individual developments coupled with the payment of fees for the acquisition and development of public parks would ensure that demands on parkland are not exacerbated and that impacts would remain less than significant. The 171 residential units are within the 4,075 residential units planned for the Transit Zoning Code Area. Therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects and would not require the preparation of a subsequent EIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. No public recreational facilities are proposed, although the project includes recreational amenities such as public roof decks and community rooms for hotel visitors. Since recreational amenities serve future hotel visitors, no construction or expansion of off-site recreational facilities is considered necessary. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects that would require the preparation of a subsequent EIR.

5.16.3 Adopted Mitigation Measures Applicable to the Proposed Project

Refer to mitigation measure 5.15-5 in Section 5.15, *Public Services*.

5.17 TRANSPORTATION

5.17.1 Summary of Previous Environmental Analysis

The Transit Zoning Code EIR

Operation of the Approved Project could result in impacts related to neighborhood traffic in the adjacent residential areas to the Transit Zoning Code (SD 84) area, but with mitigation, impacts would remain less than significant. Long-term cumulative development pursuant to the implementation of the Transit Zoning Code (SD 84) would exceed standards established by the Orange County Transportation Authority within the study area causing less than significant impacts. Development projects constructed pursuant to the standards contained within the Transit Zoning Code (SD 84) would not result in a change in air traffic patterns. Nor would it increase hazards or incompatible uses; impacts would be less than significant. Adherence to applicable local and state regulatory standards and mitigation measures identified would assure that there would be adequate emergency access.

The Transit Zoning Code (SD 84) would not conflict with adopted policies, plans, or programs supporting alternative transportation. Long-term cumulative development under implementation of the Transit Zoning Code (SD 84) would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system, but implementation of mitigation would assure impacts would remain less than significant. Long-term cumulative development under implementation of the Transit Zoning Code (SD 84) could result in impacts related to freeway ramps in the vicinity of the TZC Area. With implementation of mitigation, this impact would be reduced to less-than-significant levels. However, because the mitigation requires the approval of a public agency other than the City of Santa Ana, this impact would be considered significant and unavoidable.

5.17.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X	

5. Environmental Analysis

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				x	
d) Result in inadequate emergency access?				x	

A traffic report was prepared for the Proposed Project in March 2019 ("2019 Traffic Report"), which evaluated the development of 164 dwelling units, 75 hotel rooms, and 15,320 square feet of commercial space. An update to the 2019 traffic ("2020 Update") report was prepared by Urban Crossroads on August 24, 2020. The 2019 Traffic Report is included in Appendix G, and the 2020 Update is included in Appendix B. The 2019 Traffic Study follows guidelines provided by the City of Santa Ana Transportation Section of the Department of Public Works.

The Proposed Project is estimated to generate a net total of approximately 1,396 trip-ends per day with 96 vehicles per hour (VPH) during the weekday AM peak hour and 113 VPH during the weekday PM peak hour. The 2019 Traffic Report found that for Existing (2019), Opening Year Cumulative (2021), and Horizon Year (2040) traffic conditions the addition of Project traffic to study area intersections did not result in deficient intersection operations. The 2020 Update results in negligible increases to the trip generation in the 2019 Traffic Report and would not result in any additional impacts beyond what was identified in the 2019 Traffic Report. The Proposed Project is within a transit priority area as defined by Public Resources Code (PRC) Section 21099(a)(7). The Project shall incorporate all of the adopted mitigation measures identified in the Certified EIR.

The Certified EIR for the Transit Zoning Code (SD 84) analyzed the entirety of the Transit Zoning Code (SD 84) area, the Proposed Project consists of up to 171 residential units, a 75-room hotel, and 13,419 square feet of commercial space, in addition to parking and amenities ancillary to residential and hotel uses. Therefore, the Proposed Project is less intense than the development that was analyzed in the Certified EIR. The Traffic Impact Analysis and the following analysis have been prepared for the Proposed Project to meet the City's requirements, including implementation of appropriate mitigation from the Certified EIR. In addition, the Traffic Impact Analysis is intended to confirm that impacts associated with the less intense Proposed Project are less than or the same as the Approved Project.

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Intersections

No study area intersections are anticipated to operate at an unacceptable LOS (i.e., LOS F) during one or more peak hours with the addition of Project traffic for E+P traffic conditions.

Although some of the study area intersections are not anticipated to meet the City's analysis criteria of 50 or more peak hour Project trips, they have been included to be consistent with the study area assessed as part of the Santa Ana Renaissance Specific Plan TIA traffic study or based on City's request during the scoping process. Table 10 shows eight study area intersections selected for the Traffic Impact Analysis based on consultation with City of Santa Ana staff.

Table 10 Intersection Analysis Locations

ID	Intersection Location	Jurisdiction	CMP?
1	N. Broadway & 4th St.*	Santa Ana	No
2	N. Broadway & 3rd St.*	Santa Ana	No
3	Sycamore St. & 4th St.*	Santa Ana	No
4	Sycamore St. & 3rd St.	Santa Ana	No
5	Sycamore St. & 1st St.	Santa Ana	No
6	Hotel Dwy. & 3rd St.	Santa Ana	No
7	Main St. & 4th St.*	Santa Ana	No
8	Main St. & 3rd St.*	Santa Ana	No

* = Intersection previously evaluated in the Santa Ana Renaissance Specific Plan TIA

The Certified EIR determined that the Transit Zoning Code (SD 84) would be consistent with applicable policies of the Circulation Element. The Transit Zoning Code (SD 84) would not conflict with adopted policies, plans, or programs supporting alternative transportation. Similarly, the Proposed Project would comply with City of Santa Ana Municipal Code requirements and would provide bicycle racks, parking spaces for carpool/vanpool vehicles, and display rideshare information. The Proposed Project is located in a Transit Priority Area. The TZC Area, along with the Proposed Project, is also near the SARTC which offers commuter rail service and will allow residents of the project to use public transit to access other parts of the region. As discussed under Section 2.2, the Project Site is served by a number of OCTA bus routes and will also be within walking distance of the OC Streetcar (opening in 2022). The results of the traffic analysis indicate the Proposed Project would not create any project level significant impact to the surrounding roadway system during the existing or opening year conditions. Appropriate mitigation required by applicable local, state, or federal laws or regulations would assure that impacts would remain less than significant. As documented in this analysis, the Proposed Project would not result in new significant impacts and is consistent with the Certified EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

As stated in the City of Santa Ana Traffic Impact Study Guidelines (September 2019), projects may be screened out from completing a full VMT analysis if they have the potential to reduce VMT/SP and would consequently result in a less-than-significant transportation impact. In other words, the project should have the potential to reduce VMT/SP and be consistent with the Regional Transportation Plan (RTP) / Sustainable Communities Strategy's (SCS) in order to be initially screened out. Projects located within Transit Priority Areas (TPAs) and low-VMT generating Traffic Analysis Zones (TAZ) have the potential to reduce VMT/SP and are consistent with the RTP/SCS. As illustrated in Exhibit A and B of the 2020 Update (contained in Appendix B), the Proposed Project is located in a TPA and low-VMT generating TAZ based on maps published by the City in their Traffic Impact Study Guidelines.

The Proposed Project would develop residential, office, retail, and restaurant uses. The mixed-use nature of the Proposed Project promotes low-VMT generation within the TAZ as well as the overall City. As discussed with the City of Santa Ana Planning Department, an increase of approximately 5,406 households is projected for the City based on the Orange County Transportation Analysis Model (OCTAM) from the base year of 2016 to the forecasted year of 2045. As such, the households proposed by the Proposed Project would be consistent with the growth anticipated in the RTP/SCS for the City. Orange County currently experiences a high demand and low supply of households in the region and the Proposed Project would have the potential to serve the regional demand for households and is therefore consistent with the goals and objectives of the RTP/SCS.

Therefore, the Proposed Project is screened out from completing a full VMT analysis. The Proposed Project would not result in any new significant impacts and would not require the preparation of a subsequent EIR. A less than significant impact would occur.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Transit Zoning Code (SD 84) encourages infill projects that would be suitably designed to use the existing network of regional and local roadways located within the vicinity of the study area. The Proposed Project would replace an existing parking garage and impacts would remain less than significant. The Proposed Project is not anticipated to result in any new significant impacts and would not require the preparation of a subsequent EIR.

d) Result in inadequate emergency access?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As with the Approved Project, the Proposed Project would be required to meet all applicable local and State regulatory standards for adequate emergency access. Adherence to applicable local and state regulatory standards and mitigation measures identified would ensure that this impact remains less than significant. The

Proposed Project is not anticipated to result in any new significant impacts and would not require the preparation of a subsequent EIR.

5.17.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures have been carried through from the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR. These mitigation measures have been incorporated into Mitigation Monitoring Plan for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

MM 5.17-1 The City of Santa Ana shall, during any roadway improvement within the Transit Zoning Code (SD 84~~A and SD 84B~~) boundaries, evaluate, consider, and implement as appropriate the traffic calming measure(s), including but not limited to the following:

- Curb extensions at local intersections
- Short medians at entries to wide streets
- Traffic circles at oversized intersections
- Speed humps
- Turn restrictions

MM 5.17-2 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 Transit Zoning Code (SD 84~~A and SD 84B~~) area. These measures may include, but are not limited to, the following:

- Adding bus stops to the Transit Zoning Code (SD 84~~A and SD 84B~~) area along existing 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 Transit Zoning Code (SD 84~~A and SD 84B~~) area

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:

- 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 Transit Zoning Code (SD 84~~A and SD 84B~~) area.

MM 7.17-3 The City of Santa Ana Public Works Agency shall monitor the traffic signals within the Transit Zoning Code (SD 84~~A and SD 84B~~) study area once every five years to ensure that traffic signal timing is optimized.

MM 5.17-4 The City of Santa Ana shall institute a program for systematic mitigation of impacts as development proceeds within the Transit Zoning Code (SD 84~~A and SD 84B~~) 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 shall include the following elements:

- A funding and improvement program should be established to identify financial resources adequate to construct all identified mitigation measures in a timely basis.
- All properties that redevelop within the Transit Zoning Code (SD 84~~A and SD 84B~~) 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 Transit Zoning Code (SD 84~~A and SD 84B~~).
- The program should raise funds from full development of the Transit Zoning Code (SD 84~~A and SD 84B~~) to fund all identified mitigation measures.
- The program should monitor phasing development of the Transit Zoning Code (SD 84~~A and SD 84B)~~ and defer or eliminate improvements if the densities permitted in the Transit Zoning Code (SD 84~~A and SD 84B~~) 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 sf of non-residential development. Traffic impact studies should use traffic generation rates that are deemed to be most appropriate for the actual development proposed.
- Properties within Santa Ana and within one-half mile of the Transit Zoning Code (SD 84~~A and SD 84B~~) that redevelop to result in higher traffic generation should also participate in the program to insure equity.
- The City may elect to implement appropriate mitigation measures as a condition of approval of the 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.

Note: This Mitigation Measure applies to the Transit Zoning Code area as a whole. The Proposed Project would provide its fair share contribution to the City's traffic mitigation program.

5.18 TRIBAL CULTURAL RESOURCES

5.18.1 Summary of Previous Environmental Analysis

Tribal Cultural Resources was not analyzed as a topic in the prior Transit Zoning Code (SD 84A and SD 84B) EIR but was addressed in the Cultural Resources topic of the Certified EIR. The Certified EIR confirmed with the Native American Heritage Commission (NAHC) that there are no Native American cultural resources in the Transit Zoning Code (SD 84) area. The potential exists that construction activities associated with ground disturbance within the project area may unearth undocumented resources, but with implementation of appropriate mitigation, impacts should be less than significant.

Santa Ana is most directly associated with the Gabrielino (Tongva) whose tribal territory extended north from Aliso Creek to just beyond Topanga Canyon along the Pacific Coast, and inland to the City of San Bernardino (Bean and Smith 1978). However, it should be noted that tribal boundaries were likely fluid, allowing for contact, trade and diffusion of ideas among immediately neighboring groups, such as the Juaneño and Luiseño.

As part of the preparation of the Certified EIR, a search of the Native American Heritage Commission (NAHC) sacred lands file (SLF) was requested to determine if any Native American cultural resources are present within or in the vicinity of the Approved Project. The NAHC response letter determined that the SLF did not indicate the presence of Native American cultural resources in the project area or within a one half-mile radius. The NAHC letter included a list of Native American organizations and individuals who may have knowledge of cultural resources in the project area. A letter that included a brief description of the project and a project map were sent to each of the NAHC-provided contacts. No responses were received during the preparation of the Certified EIR.

5.18.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				x	

Comments:

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources

Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As confirmed with the Approved Project, the Proposed Project does not have any Native American cultural resources. Implementation of appropriate mitigation would assure that in the case that disturbance caused by construction would unearth such resources, that impacts would remain less than significant. The Proposed Project is not subject to Senate Bill 18 nor Assembly Bill 52. Assembly Bill 52 (AB52) applies when a project has a notice of preparation or a notice of negative declaration or mitigated negative declaration. Therefore, the preparation of an addendum does not require AB52 noticing. Additionally, the Proposed Project does not include a General Plan or Specific Plan amendment. As such, the Proposed Project is not subject to SB18. No significant new impact or substantial increase in the severity of a previously described impact would occur, and there are no substantial changes in the circumstances, or new information that was not known and could not have been known at the time of the adoption of the Certified EIR with respect to Tribal Cultural Resources and a subsequent EIR is not required.

5.18.3 Adopted Mitigation Measures Applicable to the Proposed Project

Refer to mitigation measures 5.5-1(a) and 5.5-1(b) in the Section 5.5, *Cultural Resources.*

5.19 UTILITIES AND SERVICE SYSTEMS

5.19.1 Summary of Previous Environmental Analysis

The Certified EIR identified that long-term cumulative development pursuant to the Transit Zoning Code (SD 84) would not require or result in the construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities and impacts would be less than significant. Long-term cumulative development pursuant to the Transit Zoning Code (SD 84) 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. Water supply in the TZC Area is expected to be available at all times. Impacts would be less than significant and should infrastructure improvements to existing water systems be required, individual property developers would be required to pay their fair share of the cost of all or portions of the needed improvements.

Implementation of the Approved Project would not excess applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system within the City of Santa Ana and impacts would remain less than significant without mitigation. Because wastewater generation is correlated with water usage, continued water conservation practices would reduce the volume of wastewater generated. As a result of appropriate mitigation and conservation practices, the impact of development under the Transit Zoning Code (SD 84) to the wastewater conveyance system would be less than significant. Long-term cumulative development pursuant to the Transit Zoning Code (SD 84) 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 and impacts would remain less than significant.

Long-term cumulative development pursuant to the Transit Zoning Code (SD 84) would not generate solid waste that exceeds the permitted capacity of landfills serving the area and thus impacts would be less than significant. The Transit Zoning Code (SD 84) is consistent with AB 939 making impacts related to regulatory compliance less than significant.

5.19.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X	
b) Have sufficient water supplies available to serve the project from and reasonably foreseeable future development during normal, dry and multiple dry years?				X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X	

This section is based in part on the *Water and Sewer Study for Santa Ana 3rd & Broadway* prepared by DMc Engineering and dated August 19, 2020. The Water and Sewer Study is contained in Appendix H to this Addendum.

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

Water

As with the Approved Project, the Proposed Project would increase water use within the City, thus potentially increasing the need for water treatment services, but would not require the construction of new water treatment facilities or the expansion of existing facilities. Therefore, there would be no additional impacts related to construction of water improvements required to serve the Proposed Project. Impacts would remain less than significant and would not require the preparation of a subsequent EIR.

Wastewater/Stormwater

As with the Approved Project, implementation of appropriate mitigation paired with continued water conservation practices to reduce the volume of wastewater generated would ensure that the Proposed Project would produce less than significant impacts related to the construction or expansion of new or existing wastewater treatment facilities or stormwater systems. No significant new impact or substantial increase in the severity of a previously described impact would occur, and the preparation of a subsequent EIR would not be required

Electric Power

As with the Approved Project, implementation of appropriate mitigation referring to Title 24 would assure that impacts related to long-term cumulative development pursuant to the Transit Zoning Code (SD 84) and therefore the Proposed Project area would remain less than significant. The Proposed Project would not require the construction of new energy production or transmission facilities. No significant new impact or substantial increase in the severity of a previously described impact would occur, and the preparation of a subsequent EIR would not be required

Natural Gas

Although implementation of the Transit Zoning Code (SD 84) would result in the energy demand increases, an adequate energy supply is anticipated to be available, as the electrical and gas supplies and infrastructure to support demand are provided as needed by SCE and SCGC. As the Proposed Project falls within the scope of the Approved Project, it would not substantially increase demands beyond the available supply and with implementation of appropriate mitigation to promote conservation of energy, impacts would remain less than significant and the preparation of a subsequent EIR would not be required.

Telecommunications

The Proposed Project is an urbanized area where infrastructure will have to be developed but would not require the expansion or construction of a new facility related to telecommunications. Impacts would be less than

significant and the preparation of a subsequent EIR would not be required. For Telecommunications Policy and Broadband Master Planning Services, the City of Santa Ana has chosen to partner with Magellan Advisors.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

There is a water line adjacent to the Project Site and running along N. Broadway. The line is a 12-inch polyvinyl chloride (PVC) pipe. The proper is served by an 8-inch asbestos-cement (AC) pipe which is a lateral off the 12-inch water line running along N. Broadway. According to the 2020 Water and Sewer Study prepared by DMc Engineering (see Appendix H), the existing water demand at the Project Site is estimated to be approximately 5,488 gallons per day (gpd). The Proposed Project's estimated water demand is 16,944 gpd, as outlined in Table 11 below.

Table 11 Proposed Water Demand

Land Use	Unit Water Demand Factor	Project DU, rooms or Acreage[3]	Daily Water Usage (gpd)
Mixed Use (Commercial)- 171 DUs, Retail and Parking	3,920 gpd/acre[1]	0.70 acre	2,744
Hotel (Commercial Recreational) – 75 Rooms & Parking	180 gpd/room[2]	75 rooms	13,500
Open Space	3,500 gpd/acre	.20 acres	700
		Total Proposed Water Demand	**16,944**

Notes:
1 Unit Water Demand Factor was taken from the City of Santa Ana EIR (3,920 gpd/acre)
2 Unit Water Demand Factor was taken from the City of Santa Ana Water and Sewer Design Guidelines
3 Acreage and DU per 3rd & Broadway presentation dated 08-02-2018

As discussed above, development pursuant to the Transit Zoning Code would not require water supplies in excess of existing entitlements and resources. Within the context of the City of Santa Ana's projected demands through 2030, the Transit Zoning Code (SD 84) demand represents just two and a half percent of anticipated demands in the City. Furthermore, the net increase of demand accounts for less than 7 percent of anticipated growth in water demand between 2010 and 2030 (PBS&J 2010). According to the WSA prepared for the Approved Project, in years of normal and above-normal precipitation, the City has adequate supplies to serve 100 percent of its normal-, single-dry-, and multiple-dry-year demand up to 2030. If Metropolitan Water District of Southern California (MWD) were to impose Stage 3 reductions, commencing in 2030 the City could anticipate a potential supply shortfall and would implement subsequent phases of its current Emergency Water Conservation Plan. Thus, the Certified EIR concluded that water supply with adequate volumes, pressure and quality is expected to be available at all times to the Transit Zoning Code (SD 84) area.

The buildout of the Approved Project consists of 693,000 square feet of retail, 1,332,926 square feet of commercial, 90,000 square feet of industrial, 8,000 square feet of civic, 680,000 square feet (15.5 acres) of open space, and 4,272 residential units, which would allow a maximum net of 387,000 sf of retail, 124,000 fewer sf of commercial, 990,000 fewer sf of industrial, 21,000 fewer sf of civic, 15.5 acres of open/green space and

4,075 residential units at completion, including existing uses that would remain. The Proposed Project will consist of up to 171 residential units, a 75-room hotel, and 13,419 square feet of commercial space which is within the scope of the Approved Project. Impacts would remain less than significant and would not require the preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

There are two sewer lines adjacent to the Project Site and running along N. Broadway. The lines are 8-inch and 24-inch vitrified clay pipe (VCP) sewer lines. The property is served by a 6-inch VCP sewer line off the 8-inch sewer line. According to the 2020 Water and Sewer Study prepared by DMc Engineering, the existing average sewer flow at the Project Site is estimated to be approximately 4,525 gallons per day (gpd). Table 12 below outlines the proposed conditions for wastewater service.

Table 12 Proposed Water Demand

Land Use	Area (acres) [1,2]	Average Generation Factor (cfs/acre)[3]	Total Average Wastewater Generation (gpd)	Total Peak Flow Wastewater Generation (cfs)[4]
Mixed Use (Commercial)- 171 DUs, Retail and Parking	0.7 acre	0.0050 cfs/acre	2262 gpd	0.01 cfs
Hotel (Commercial Recreational) – 75 Rooms & Parking	0.5 acre	0.0400 cfs/acre	12,924	0.06 cfs
Open Space	0.2 acre	---	---	---
		Total Proposed Wastewater Demand	**15,188 gpd**	**0.07 cfs**

Notes:
[1] Acreage and DU per 3rd & Broadway presentation dated 08-02-2018
[2] Since DU>130 for proposed mix use building a commercial land use classification was assumed per the City of Santa Ana Water and Sewer Design Guidelines
[3] Unit Water Demand Factors was taken from the City of Santa Ana Water and Sewer Design Guidelines
[4] Peak Flow = 3* Average Daily Flow

New development under implementation of the Approved Project would generate additional demand on the existing sewer system from increased sewage flows. New residential, commercial, and office growth would generate wastewater that would require treatment. Increased wastewater due to new development under implementation of the Approved Project and therefore the Proposed Project could be accommodated within the existing treatment infrastructure, expansion would not be required. Therefore, impacts to the wastewater treatment facilities associated with increased growth in the City would be less than significant and preparation of a subsequent EIR is not required.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR.

The percentage of waste produced under the Approved Project represents a small percentage of the overall solid waste that is accumulated throughout the City. The net increase of approximately 11,812 lbs per day of solid waste for the Transit Zoning Code (SD 84) area, which will result in the generation of 5.906 tons per day, is equivalent to less than 0.1 percent of the existing maximum permitted capacity of 8,500 tons per day for the Frank R. Bowerman Landfill and 8,000 tons per day for the Olinda Alpha Landfill. Compliance with the City's recycling program would further reduce long-term solid waste disposal service impacts. Because the Proposed Project falls within the scope of development within the Transit Zoning Code (SD 84), the Proposed Project would have less than significant impacts and would not require the preparation of a subsequent EIR.

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

The California Integrated Waste Management Act of 1989 (AB 939) requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. Per the City program, individual projects within the Transit Zoning Code (SD 84) would be required to comply with the Source Reduction and Recycling Element (SRRE) program for diverting the solid waste. The City already diverts 60 percent of its solid waste generated and is well above the compliance levels. Under the SRRE program, implementation of the Transit Zoning Code (SD 84) and therefore, the Proposed Project, would be consistent with AB 939 as well. The Proposed Project would have less than significant impacts and would not require the preparation of a subsequent EIR.

5.19.2.2 ADOPTED MITIGATION MEASURES APPLICABLE TO THE PROPOSED PROJECT

The following mitigation measure (5.4-1(a)) has been carried through from the Cultural Resources topic of the 2010 Transit Zoning Code (SD 84A and SD 84B) EIR and is applicable to the Tribal Cultural Resources topic for the Proposed Project. These mitigation measures have been incorporated into Mitigation Monitoring Plan for this Addendum. Any modifications to the mitigation measures from the Certified EIR are shown as ~~strikethrough~~ for deleted text and **bold** for new, inserted text.

Standard Requirements

SR 5.19-1 Prior to issuance of building permits, the ~~property owner/~~ **Project Applicant/**developer shall provide evidence to the Planning Director/Planning Services Manager that all sewage and wastewater disposal into the sewer system shall comply with OCSD's Wastewater Discharge Regulations, including the procurement of the necessary permits by food service establishments that would be developed in the Transit Zoning Code (SD 84~~A and SD 84B~~) area.

SR 5.19-2 Prior to issuance of building permits, the ~~property owner/~~ **Project Applicant/**developer shall provide proof of payment to the Planning Director/Planning Services Manager for a sanitary sewer service charge to OCSD.

SR 5.19-3 Prior to issuance of building permits, the ~~property owner/~~ **Project Applicant/**developer shall provide proof of payment to the Planning Director/Planning Services Manager for a capital facilities connection charge to OCSD.

Mitigation Measures

MM 5.19-1 Individual project applicants shall prepare site-specific sewer evaluations, including flow monitoring and modeling, during the project design to determine the adequacy of the existing sewer pipe capacity in the affected project area lines. The evaluation shall be submitted to the City of Santa Ana or OCSD, as appropriate, for review and approval prior to issuance of building permits. Any recommendations made in the site-specific sewer evaluations shall be incorporated into the design of each individual project.

MM 5.19-2 Individual non-residential project applicants are encouraged to apply for Southern California Edison's "Savings By Design program". The program is aimed at generating an overall reduction in energy use through design methods and incentive programs by maintaining a 15% or greater exceedance of Title 24.

MM 5.19-3 Individual development projects within the boundaries of the Transit Zoning Code (SD 84~~A and SD 84B~~) shall implement energy conservation measures (such as energy-efficient lighting and microprocessor-controlled HVAC equipment) to reduce the demand for electricity and natural gas as part of the project design. The energy conservation measures shall be subject to modification as new technologies are developed, or if current technology becomes obsolete, through replacement and shall be reviewed by the Planning and Building Agency prior to issuance of a building permit.

5.20 WILDFIRE

5.20.1 Summary of Previous Environmental Analysis

Wildfire was not analyzed as a topic in the prior Transit Zoning Code (SD 84A and SD 84B) EIR but was addressed in the Hazards and Hazardous Materials topic and Hydrology topic of the Certified EIR in addition to the Geology and Soils topic of the Initial Study for the Transit Zoning Code (SD 84). The Transit Zoning Code (SD 84) could impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan resulting in a significant impact. With implementation of appropriate mitigation, impacts would be reduced to a less than significant level. The Hazards and Hazardous Materials topic of the Certified EIR determined that because there are no wildland areas, nor wildland interface areas located in the vicinity of the Approved Project, no impacts related to wildland fires would occur. With the addition of impervious surfaces with future development of the Transit Zoning Code (SD 84) it is possible that an increase in downstream flooding or alteration of the existing drainage pattern could occur but with appropriate mitigation impacts would remain less than significant.

5.20.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				x	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?					x
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?					x
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				x	

The TZC Area is located in a Non- Very High Fire Hazard Severity Zone according to Cal Fire. The TZC Area is also not located in a State Responsibility Area (SRA).

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR concluded that construction of future development within the Transit Zoning Code (SD 84) area could result in short-term temporary impacts affecting street traffic that would affect adjacent streets and intersections but could be mitigated to have a less than significant impact as mitigation would ensure that temporary street closures would not affect emergency access. As with the Approved Project, operation of the various uses associated with the Proposed Project could also interfere with response times of emergency vehicles but after implementation of appropriate mitigation would assure that impacts would remain less than significant. The Proposed Project would comply with appropriate mitigation and is consistent with the Certified

EIR. Therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects that would require the preparation of a subsequent EIR.

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

No Impact. The TZC Area, and therefore the Proposed Project is located in a dense urban environment and is surrounded by existing development. There are no wildland areas, nor wildland interface areas located in the vicinity. Consequently, no wildland fires would affect, or be affected by implementation of the Transit Zoning Code (SD 84). As with the Approved Project, no impact would occur for the Proposed Project and no changes or new information would require preparation of a subsequent EIR.

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

No Impact. The TZC Area, and therefore the Proposed Project is located in a dense urban environment and is surrounded by existing development. Installation or maintenance of associated infrastructures would not exacerbate fire risk or result in temporary ongoing impacts to the environment as wildland nor wildland interface areas exist at or around the Proposed Project area. No impact would occur for the Proposed Project and no changes or new information would require preparation of a subsequent EIR.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Certified EIR concluded, in a conservative assessment, that though unlikely- it is possible that increased runoff could exceed the capacity of existing and planned infrastructure and cause downstream flooding impacts. The Proposed Project is currently a 3-level parking garage where redevelopment would likely cause a minimal increase in impervious surfaces. It should also be noted that downslope or downstream flooding and landslides would not be caused by post-fire instability as the Proposed Project is located in a dense urban environment with no wildland areas, nor wildland interface areas in the vicinity. As with the Approved Project, adherence to appropriate mitigation would assure that impacts related to runoff for the Proposed Project would remain less than significant. As documented in this analysis, the Proposed Project would not result in new significant impacts or a substantial increase in the severity of previously identified effects and is consistent with the Certified EIR and would not require the preparation of a subsequent EIR.

5.20.3 Adopted Mitigation Measures Applicable to the Proposed Project

Refer to mitigation measures 5.9-5 through 5.9-8 in Section 5.9, *Hazards and Hazardous Materials*, and mitigation measures 5.10-2 through 5.10-4 in Section 5.10, *Hydrology and Water Quality*.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circum-stances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				x	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				x	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				x	

Comments:

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Transit Zoning Code (SD 84) area, including the Project Site, does not contain any significant biological resources. As demonstrated in this Addendum, the Proposed Project would not result in new significant impacts to biological or cultural resources, nor would it substantially increase the severity of impacts evaluated and determined in the Certified EIR. Because the Proposed Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the Certified EIR is the appropriate document type for the Proposed Project.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Proposed Project is consistent with the amount of development planned for the Project Site in the Certified EIR. Therefore, the Proposed Project will not result in any new cumulatively considerable impacts or substantially increase the severity of the cumulative effects previously disclosed in the Certified EIR. As demonstrated in this Addendum, the Proposed Project would not result in new significant impacts, nor would it substantially increase the severity of impacts evaluated and determined in the Certified EIR. Because the Proposed Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the Certified EIR is the appropriate document type for the Proposed Project.

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

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As demonstrated in this Addendum, the Proposed Project would not result in new significant impacts, nor would it substantially increase the severity of impacts evaluated and determined in the Certified EIR. Because the Proposed Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to the Certified EIR is the appropriate document type for the Proposed Project.

5. Environmental Analysis

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