



# First American Mixed Use Project

## Environmental Impact Report Addendum SCH#2006071100

*Lead Agency*

**City of Santa Ana**  
Planning and Building Agency  
20 Civic Center Plaza  
Santa Ana, California 92701  
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**October 2019**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

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Appendix D	Cultural Resources Study [revised October 2019]
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Appendix E-2	Parking Study
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# 1 Introduction

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This document is an Addendum to an Environmental Impact Report (EIR) for changes to a previously approved Transit Zoning Code (hereafter referred to as the “approved project” or “approved TZC”), for which the City of Santa Ana certified in a programmatic Final EIR in 2010 (hereafter referred to as the “2010 FEIR”). This Addendum serves as the California Environmental Quality Act (CEQA) documentation for the proposed project. The proposed project is located in the Santa Ana Specific Plan Area included in the Transit Zoning Code, which provided new zoning for over 100 blocks and 450 acres in the central core of the City. Under the proposed project, Toll Brothers Apartment Living (applicant) proposes to develop the First American Mixed Use Project (hereafter referred to as the “proposed project”). The proposed project involves construction of a residential and commercial development that would consist of 220 residential units, 12,350 square feet of retail space, and 332 parking stalls.

An Addendum to a previously certified Environmental Impact Report (“EIR”) is prepared when a lead agency is asked to issue a discretionary decision regarding a proposed project, but none of the conditions triggering the need for a Subsequent or Supplemental EIR are present.

Pursuant to Public Resources Code section 21166 and State CEQA Guidelines section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental 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:

- 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;
- 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
- 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 disclosed 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.



If some changes or additions to the previously prepared EIR or negative declaration are necessary, but none of the conditions specified in State CEQA Guidelines section 15162 are present, the lead agency shall prepare an addendum.

In reviewing this Addendum, the question before the City decisionmakers is not whether the previous EIR complies with CEQA, but only whether one of the events triggering the need for subsequent environmental review has occurred. (*A Local & Regional Monitor v. City of Los Angeles* (1993) 12 Cal.App.4th 1773; *Committee for Green Foothills v. Santa Clara County Board of Supervisors* (2010) 48 Cal.4th 32.)

Pursuant to State CEQA Guidelines section 15164(b), an addendum to a previously certified EIR is not circulated for public review; but is considered by the Lead Agency in making a decision about the project.

This EIR Addendum contains this Introduction, a comparison of the approved and proposed projects (Section 2), and environmental impact analysis that compares the impacts of the proposed project to those of the approved project as identified in the 2010 FEIR (Section 3). As discussed in Section 3, the proposed project would not result in any new significant environmental impacts or any substantial increase in the severity of previously identified significant environmental impacts as compared to the approved project. Consequently, this Addendum is the appropriate environmental document for the proposed project under CEQA.

The City of Santa Ana shall consider the Addendum with the Final EIR prior to making a decision on the proposed project. The Final EIR for the approved project is available for review online at <https://www.santa-ana.org/transit-zoning-code-environmental-impact-report> on the City of Santa Ana's website.

## 2 Project Description

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This section compares the characteristics of the proposed project in the Transit Zoning Code (Specific Development No. 84) area (“TZC area”) to those of the approved Transit Zoning Code (“approved TZC”) studied in the 2010 FEIR.

### 2.1 Approved Transit Zoning Code

#### Transit Zoning Code (SD 84A and SD 84B) Area

The TZC area is located in the central urban core of Santa Ana and comprises over 100 blocks and 450 acres. The TZC area is generally bounded by First Street, Flower Street, Civic Center Drive, Grand Avenue, and Interstate 5 (I-5). The TZC area is generally located in the area west of I-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. (see Figure 2-1, Regional Location for the exact boundaries).

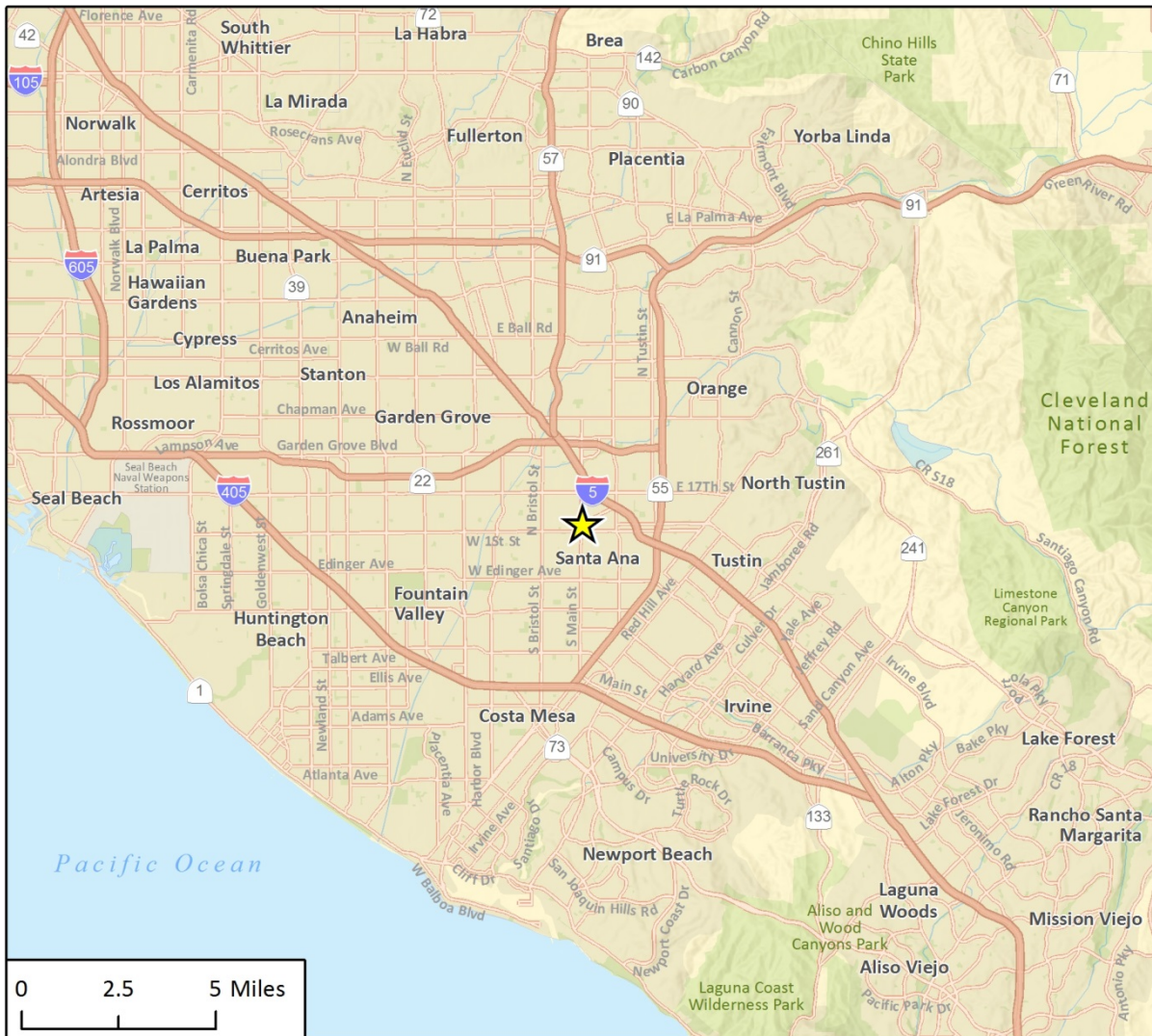
#### Approved Transit Zoning Code Characteristics

The approved TZC included the development of the TZC area to provide zoning for the integration of new infill development into existing neighborhoods, to allow for the reuse of existing structures, to provide for a range of housing options, including affordable housing, and to provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure. The approved TZC rezoned central Santa Ana, including the project site, to support the long-term development of a successful transit project and provide the development framework for the Santa Ana Redevelopment properties. The approved TZC provided new zoning for all properties contained within its boundary (see Figure 2-2), with the exception of properties zoned for Light and Heavy Industrial. The approved TZC allows for the integration of new infill development into existing neighborhoods, allowed the reuse of existing buildings, supported mixed use development, and provided for transit-oriented development. There are over 100 blocks and 450 acres in Downtown Santa Ana that are part of the approved TZC, including the project site. The potential net development of the approved TZC was estimated at 4,075 residential units, 387,000 square feet of retail, and 680,000 square feet of open space. In addition, the Transit Zoning Code (“TZC”) includes the following nine distinct designations:

- Transit Village (TV) Zone
- Urban (UC) Zone
- Urban Neighborhood 1 (UN-1 Zone)
- Downtown (DT) Zone
- Open Space (OS)
- Government Center (GCD) District
- Corridor (CDR) Zone
- Industrial Overlay (IO) Zone
- Urban Neighborhood 2 (UN-2) Zone

Within the boundary of the TZC area the City of Santa Ana and the Santa Ana Redevelopment Successor Agency (City/Agency) owned forty-nine parcels comprising approximately seven non-contiguous acres. The City/ Agency may be considering the potential acquisition of twenty

Figure 2-1 Regional Location



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★ Project Location

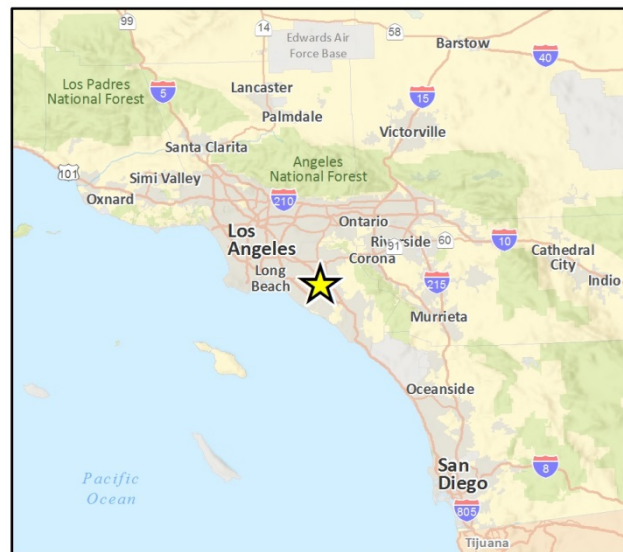
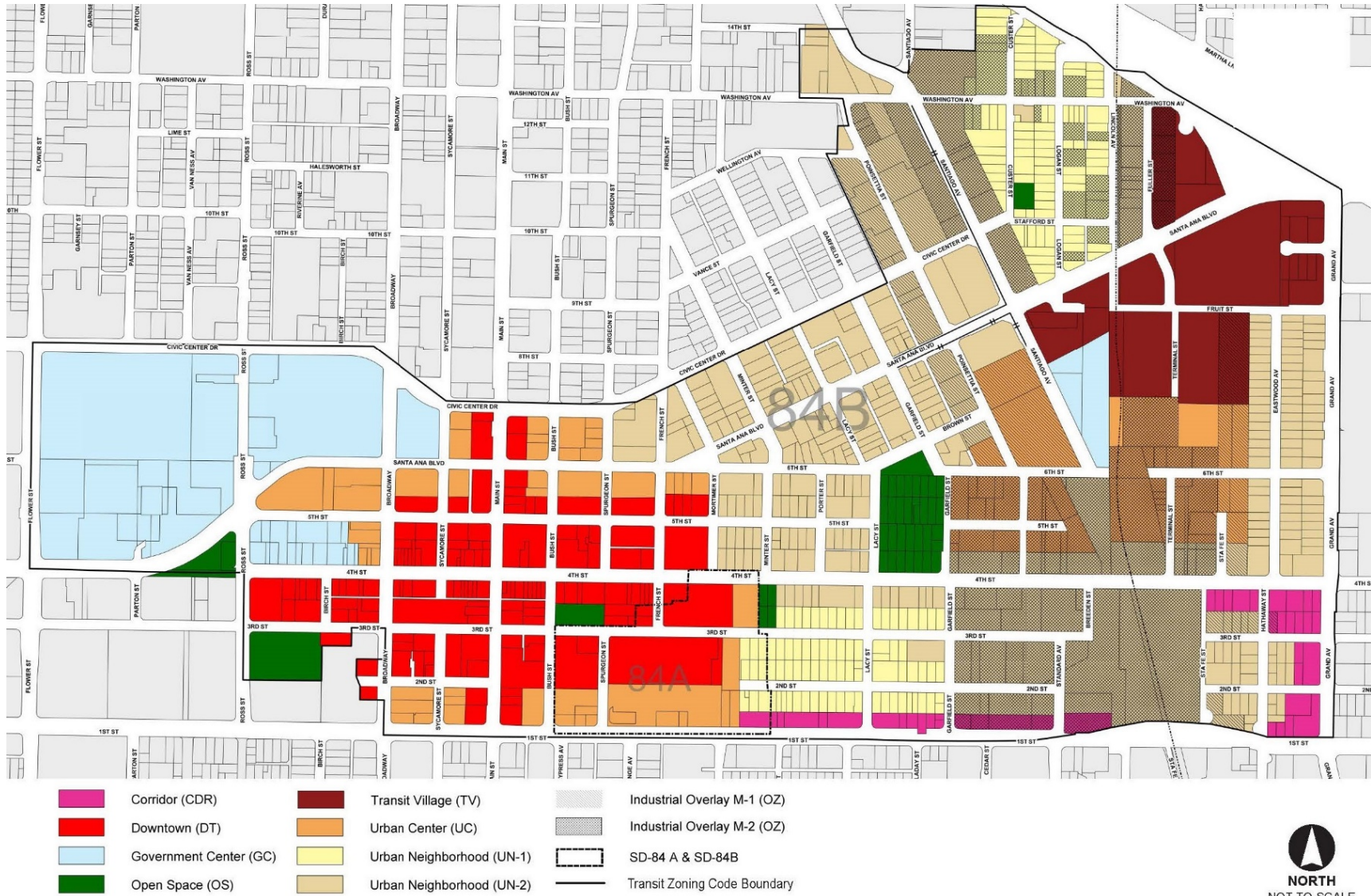


Fig 1 Regional Location

Figure 2-2 Transit Zoning Code Boundary and Zoning Designations



Source: PBS&J 2010

additional properties within the immediate vicinity of the forty-nine parcels mentioned above for the purposes of completing the assemblage of properties on those blocks in which the City/Agency already has majority ownership, as well as to secure property to provide for additional open space. The acquisition of these additional properties may lead to demolition and/or relocation of existing structures, as well as the potential relocation of any existing residents

The City/Agency and the Developer (The Related Companies of California, LLC and Griffin Realty Corporation, a California Corporation [jointly, the Developer]) proposed to redevelop these properties. The Developer concept for these properties includes the development of a maximum of 155 rental units and a maximum of 65 for-sale units for a total of 220 new residential units. A component of this residential development will be affordable pursuant to the County of Orange's criteria for low-to-moderate income housing. The City/Agency is also pursuing the addition of new public space that could include a public park, a public tot lot, and a 10,000 square foot community building. The redevelopment of these properties requires the demolition of approximately 30,243 square feet of building area, on eleven City/Agency-owned parcels. With the exception of the redevelopment of the forty-nine City/Agency-owned parcels, there are no specific development projects were proposed within the TZC area.

The City's General Plan was amended to permit the new land uses proposed by the approved TZC and amend the Zoning Code to establish development standards that implement the approved TZC. For the purposes of this EIR Addendum, the approved TZC is used as the baseline for the analysis since it represents what is currently permitted for development at the project site.

## Discretionary Approvals

Discretionary approvals granted to the approved TZC included the following:

- Certification of the EIR
- Adoption of Statement of Overriding Considerations
- Adoption of Findings of Fact
- Adoption of Mitigation Monitoring and Reporting Program
- Adoption of the TZC
- Approval of Specific Development 84A and Specific Development 84B.
- General Plan Amendment (GPA)—to allow the implementation of the Industrial Overlay (IO) Zone on properties within the TZC that are currently zoned M1 and M2 and to expand District Center area.
- Amendments to Santa Ana Municipal Code
- Zoning Map Amendment (ZMA)—to change the zoning map to reflect the TZC.
- Approval of Water Supply Assessment (WSA)
- Site Plan Approval of Related Company's development project
- Agreement to Develop Agency/Authority owned property (DDA)with Related Company
- Designation of Park and Community Facilities, including park site, tot lot, and community center

## CEQA Process/Environmental Impact Report for the Transit Zoning Code

An Environmental Impact Report (EIR) was prepared for the approved TZC in accordance with Section 15087 of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Preparation (NOP) was filed with the California Office of Planning and Research and distributed to involved public agencies and interested parties for a 30-day public review period that commenced on July 20, 2006 and concluded on April 22, 2006. A Community Information and EIR Scoping Meeting for the approved TZC was also held on August 10, 2006, at Train Depot in Santa Ana. In addition, the City held two community information meetings for the TZC on January 14 and January 21, 2010, due to the length of time that the project was dormant. Copies of the Draft EIR were made available for a 45-day public review period, which commenced on February 2, 2010 and concluded on March 19, 2010.

The EIR addressed the potential environmental effects of the proposed project. The scope of the EIR included environmental issues determined to be potentially significant based on the Initial Study and responses to the NOP. The environmental analysis reflected a future build-out scenario assuming that development would occur at the most highest density permitted by the Code.

The environmental study determined that the proposed project would have minimal or no impacts for the following three environmental categories: Geology and Soils, Mineral Resources, and Agriculture Resources. Because potential effects in these impact areas were found not to be significant, further analysis of these impacts was not required or provided in the EIR.

The NOP identified potentially significant effects in the following impact areas associated with the construction or operation of the proposed project, which were addressed in detail in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Circulation
- Utilities and Service Systems

Significant and mitigable impacts were found for all the environmental issues listed above. The EIR also recommended feasible mitigation measures, where possible. For all but five of these issues, the mitigation measures reduced the impacts to below the level of significance.

Significant and unavoidable impacts that could not be mitigated were identified in the EIR and addressed in the adopted CEQA findings and statement of overriding considerations as follows:

### *Aesthetics*

Development under the approved TZC would allow for a variety of building heights from low (one to two stories) to high (up to ten or twenty-five stories in the Downtown and Transit Village District, respectively). Depending on the location of the proposed structures, shadows may be cast on sensitive receptors for extended periods of time (three to four hours) by the proposed high-rise structures.

According to the TZC EIR, the current low- to mid-rise buildings within the TZC area create limited shade and shadow patterns that are contained within a close proximity to each low- to mid-rise building. Future development of new multi-story buildings in the Transit Zoning Code area may

create new sources of shading that could impact shadow-sensitive uses in the vicinities of the new development sites. For the purposes of analyzing shade/shadow impacts, a significant impact would occur when shadow-sensitive uses (residential structures, schools, churches, parks, etc.) would be shaded by a project-related structure for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (PST) (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. PST (between early April and late October) (City of Santa Ana Transit Zoning Code EIR, 2010, p. 4.1-27).

### *Air Quality*

It is reasonably foreseeable that construction emissions for individual projects constructed within the TZC area may exceed the SCAQMD's recommended thresholds of significance and result in short-term air quality impacts. Further, since development under the Specific Plan may occur in multiple locations at the same time as part of multiple development projects, the cumulative emissions of those development projects may also exceed SCAQMD's thresholds of significance.

Primarily due to the increase in residential uses under the TZC, mobile source (vehicular) emissions associated with the additional development would exceed SCAQMD thresholds of significance for five criteria pollutants (PM<sub>2.5</sub>, VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub>) for which the air basin is in non-attainment.

In conjunction with other development projects in the vicinity of the TZC, construction and operation of the proposed project would result in a cumulatively considerable net increase of criteria pollutants (PM<sub>2.5</sub>, VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub>) for which the air basin is in nonattainment.

### *Cultural Resources*

According to the TZC 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 South Central Coastal Information Center (SCCIC) records search identified a total of 238 properties listed on the California Register of Historical Resources (CRHR) and/or National Register of Historic Places (NRHP) that are within the project area and a one-half-mile radius beyond the project area boundaries. There is also one NRHP district found within the project area, which is known as the Downtown National Register District. As such, adoption of the approved TZC could result in new development, which, depending on the site chosen for development, may involve the reuse, relocation, or demolition of designated or potentially historic structures, including those identified as potentially eligible to the (SARHP) by the Historic Resource Survey conducted for the approved TZC or within identified historic districts. While the City of Santa Ana would implement the applicable General Plan policies and additional mitigation measures provided herein, the policies and mitigation measures afford only limited protection to historic structures and cannot ultimately prevent the demolition of a historic building or structure. The feasibility of retaining a historic structure/resource is determined on a case-by-case basis, and within the planning horizon of the approved TZC, it is reasonably foreseeable that development may occur where the retention/preservation of a historic resource/structure may not be feasible.

### *Noise*

Instantaneous noise levels associated with train horns, which occur periodically throughout a given day and which must be used at at-grade crossings, would exceed the standards of the City of Santa Ana Noise Ordinance at sensitive receptors that could be located in the vicinity of the AT&SF rail

line. With the establishment of a Quiet Zone, which the City is has implemented as part of a separate action, impacts would be mitigated.

Should pile-driving be required during development within the approved TZC, construction activities associated with the proposed project could generate or expose persons or structures located in the vicinity to temporary levels of groundborne vibration in excess of established thresholds. It should be noted that pile-driving is not currently proposed within the approved TZC area, but it is reasonably foreseeable that pile-driving may occur.

### *Transportation and Traffic*

Adoption of the approved TZC could cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. All of the potential impacts attributable to the proposed project are mitigable. However, two mitigations require the approval/cooperation of the California Department of Transportation (Caltrans). Because two of the improvements require a discretionary action of an agency outside of the City's purview, the implementation of the two mitigations cannot be guaranteed. Should the mitigations be implemented in cooperation with Caltrans, the traffic impacts of the approved TZC would be reduced to less than significant.

Adoption of the approved TZC could result in impacts related to street segment capacity on roadways within and adjacent to the approved TZC. As described above, because two of the improvements require a discretionary action of an agency outside of the City's jurisdiction, the implementation of the two mitigations cannot be guaranteed. Should the mitigations be implemented in cooperation with Caltrans, the traffic impacts of the approved TZC would be reduced to less than significant.

Adoption of the approved TZC could increase the level of traffic at the I-5 northbound off-ramp at Santa Ana Boulevard to an unacceptable level of service. The potential impact is mitigable but requires a discretionary action by Caltrans, which is outside the purview of the City's jurisdiction. Should the mitigation be implemented in cooperation with Caltrans, the traffic impacts of the approved TZC would be reduced to less than significant.

The Final EIR for the approved TZC was completed in May of 2010. On May 27, 2010 the Planning Commission recommended the following:

- Adopt a resolution certifying the Final Environmental Impact Report No. 2006-02 prepared for the proposed Transit Zoning Code (SD 84A and 84B) and the proposed redevelopment of properties owned by the Santa Ana Redevelopment Agency in the Station District (collectively, the Proposed Project); adopting the Mitigation Monitoring and Reporting Program, adopting the CEQA Facts, Findings and a Statement of Overriding Considerations; and approving the Proposed Project.
- Adopt a resolution approving General Plan Amendment No. 2010-01.
- Adopt an ordinance approving amendments to various zoning provisions of Santa Ana Municipal Code Chapter 41 (ZOA No. 2010-01).
- Adopt an ordinance approving the creation of Specific Development No. 84, approving the rezoning of properties from various zones to Specific Development No. 84, repealing Specific Development No. 30, 37, 47 and 71, and amending the height exemption areas map (AA No. 2005-09).
- Adopt a resolution approving Transit Zoning Code Architectural Style Guidelines and Transit Zoning Code Street Network Concepts.



On June 7, 2010 the City Council certified the EIR and adopted the mitigation monitoring program prior to adoption of the TZC.

## 2.2 Proposed Project

### Project Location

The proposed project would involve construction of a mixed use residential and commercial building on two parcels in downtown Santa Ana, within the TZC area. Parcel 1 is approximately 2.3 acres and is located at 111 Fourth Street (Assessor Parcel Numbers 398-328-01 and 398-328-02). Parcel 1 is occupied by the First American Title Building (currently vacant) and is bounded by Fifth Street on the north, Main Street on the west, Fourth Street on the south, and Bush Street on the east. Parcel 2 is approximately 0.5 acre and is located at 117-119 Fifth Street (Assessor Parcel Numbers 398-328-05 and 398-328-06). Parcel 2 consists of a parking lot and is located at the northwest corner of the intersection of Fifth Street and Bush Street, and is bounded on the south by Fifth Street, Bush Street to the east, a commercial building to the west, and a parking lot to the north. The two parcels, which collectively comprise the project site, are separated by Fifth Street. The site is regionally accessible from the Santa Ana Freeway (Interstate 5, or I-5) and the Costa Mesa Freeway (SR-55). Figure 2-3 shows the location of the site in its neighborhood context. The site is in an urban area, has been previously graded and developed, and is surrounded by roads and urban structures (office buildings, residential buildings, and commercial buildings).

### Existing Conditions

The project site is located in Downtown Santa Ana in the historical Fourth Street shopping district which is characterized by multi-story urban building types accommodating a mixture of retail, office, light service, and residential uses. The project site Parcel 1 is developed with a vacant First American Title Building and Parcel 2 is developed with a parking lot. The project site is bordered by commercial development to the south and east, a surface parking lot to the north and mixed-use residential development to the west.

The project site has a General Plan designation of District Center-Downtown District and is zoned Special District-84 (SD-84). The District Center-Downtown District land use designation accommodates high-rise office, commercial, and mixed-use residential uses. There is an emphasis on streets that accommodate all modes of transportation for this land use designation. The SD-84 district is defined in the TZC as having its own set of development regulations and requirements, specifically for each subzone. (Article XIX of the City of Santa Ana Municipal Code). The TZC is broken down into nine subzones. The project site is in the Downtown (DT) subzone. The DT subzone permits a mix of retails, office, light service, and residential uses while promoting transit-oriented development.

### Proposed Project Characteristic

The proposed project is a modification of the approved TZC evaluated in the 2010 FEIR (SCH No. 2006071100) and approved by the City of Santa Ana in June 2010. The proposed project involves demolition of existing structures on the project site and proposes to develop Parcel 1 with a seven-story, 213,124-square foot, 85-foot tall mixed use, podium-type building. The building would have one level of subterranean parking, two aboveground levels of parking, including on the ground floor, and five floors of multi-family residential development the above the parking levels. There would be a total of 332 parking spaces provided, and a total of 196 residential units consisting of 45 studios,

Figure 2-3 Project Site Location



89 one bedroom units, and 62 two bedroom units. The ground floor of the building would consist of three lofts at the Fifth Street and Bush Street frontage; a 6,400-square foot outdoor plaza at the corner of Fourth Street and Bush Street; and 12,350-square feet of retail space along Fourth Street, extending to the corner of Main Street and continuing north approximately 100 feet along Main Street. A 2,080-square foot leasing office, amenity space for mailboxes and parcel deliveries, and co-working business lounge/conference room area would also occupy a portion of the ground floor. Project amenities would include a roof terrace and private courtyard with pool, spa, fitness center, including yoga/stretch room, community clubhouse and bike storage. The existing metered/angled parking stalls along Fourth Street would be retained as part of the proposed project. Pedestrian entrances to the building would be located at corners of Fourth and Bush Streets and Main and Fifth Streets. See Table 2-1 for a summary of the proposed project on Parcel 1. See Appendix A for full site plans.

Parcel 2 would be developed with a four-story, 31,976-square foot building consisting of 24 multi-family units including of 12 one-bedroom and 12 two-bedroom units on floors 2-4. The ground floor would provide 21 parking stalls and a 1,063-square foot community lounge at the Fifth and Bush Streets frontage for use by the residents. Residents would also have access to the amenity spaces in Parcel 1. Figure 2-4 through Figure 2-8 show proposed site plans, including subterranean parking plans, plans for the residential units, and rooftop plans. See Table 2-1 for a summary of the proposed project on Parcel 2. See Appendix A for full site plans.

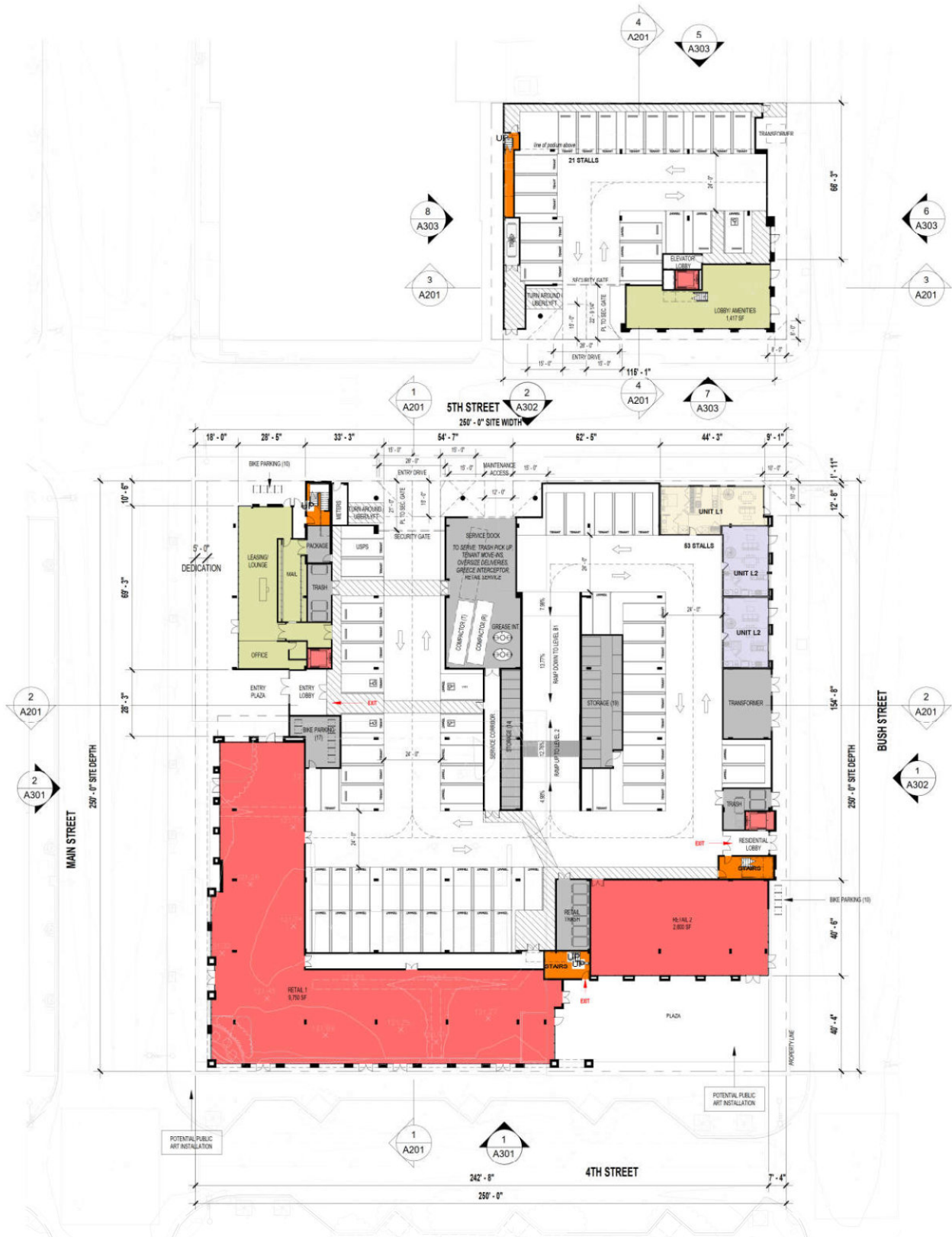
The residential units would be majority market rate; the proposed project proposes to include a minimum five percent (5%) of the onsite units (11 units minimum) as affordable to very-low income households, rendering the project eligible for development standard incentives, waivers, or concessions under California density bonus law (California Government Code Sections 65915 through 65918).

The proposed project would be constructed in one phase with construction starting first on Parcel 1, followed by construction on Parcel 2 and would last approximately two years.

**Table 2-1 Proposed Project Summary**

<b>Site Area</b>	<b>Parcel 1</b>	<b>Parcel 2</b>	<b>Total</b>
Site Total	1.4 acres (62,552 square feet)	0.29 acres (12,466 square feet)	1.7 acres (75,018 square feet)
<b>Project Floor Area</b>			
Residential	196 units	24 units	220 units
Retail	9,750 square feet	2,600 square feet	12,350 square feet
Public/Common Open Space	24,400 square feet	1,060 square feet	24,460 square feet
Private Open Space	13,000 square feet	2,400 square feet	15,400 square feet
<b>Parking</b>			
Automobile	311 stalls	21 stalls	332 stalls

Figure 2-4 Proposed Project Parking Design



Source: Toll Brothers Apartment Living 2019

Figure 2-5 Proposed Project Residential Unit Design



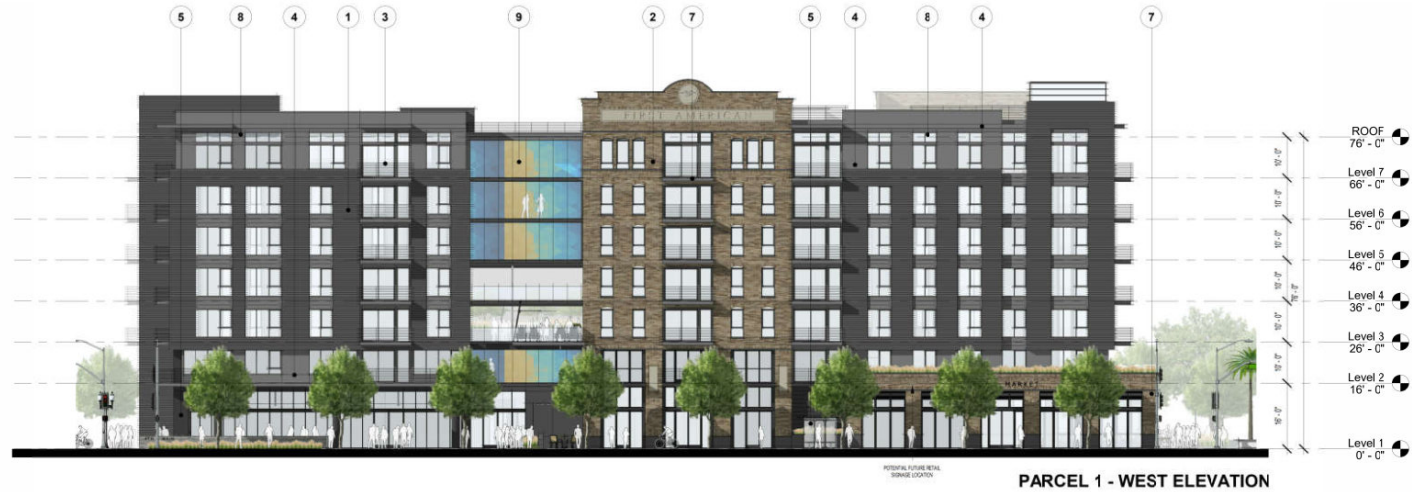
Source: Toll Brothers Apartment Living 2019

Figure 2-6 Proposed Project Level 7 Residential Unit Design



Source: Toll Brothers Apartment Living 2019

Figure 2-7 Proposed Project Parcel 1 Building Elevations



Source: Toll Brothers Apartment Living 2019

Figure 2-8 Proposed Project Parcel 2 Building Elevations



Source: Toll Brothers Apartment Living 2019



## Project Modifications

The proposed project has a General Plan designation of District Center-Downtown District, and both parcels are zoned Specific Development No. 84 (SD-84) in TZC – Downtown (DT) Zone. This designation is the same as the project site zoning considered under the 2010 FEIR for the approved TZC.

The allowable FAR for DT zoned properties is three and the maximum building height for Lined Block buildings is five stories as specified by the TZC. The proposed project would include construction of two new buildings, one of which would be seven stories in height. This would exceed the allowed maximum building height for the designated land use and would require an amendment to current zoning of the project site.

The proposed project would require approval for a change to the allowable building massing standards included in the TZC. The TZC evaluated by the 2010 FEIR for the approved TZC included a standard building massing of 100% for the ground and second floors of a building, with this reduced to 85% on floors three through five and reduced further to 30% for the sixth floor. The proposed project would propose to change the current building massing allowance to 85% for floors three through 10, assuming that the building height allowance would be increased to accommodate additional floors.

Additional changes to the TZC would be necessary for the proposed project to accommodate the off-site parking proposed at the project site. For properties in the DT zone, the TZC currently specifies a minimum off-site parking requirement of two spaces per unit, 0.15 spaces per unit for guests, and 1 space per 400 square feet of non-residential square footage including commercial space. According to the Parking Study conducted for the proposed project (Appendix E-2) and research of adopted parking standards for other jurisdictions with similar projects in a downtown, transit-oriented district setting, lower parking ratios would more appropriately reflect future parking demand for the proposed project. Therefore, the proposed project would propose a density bonus agreement concession/waiver to reduce the required parking standards for the project to 1.51 spaces for residents and guests and to include no additional commercial parking.

The proposed project would require approval for variances to the allowable building height and massing as well alter the parking allotment for residential and commercial uses, as compared to existing conditions. With approval of the requested discretionary actions, the proposed project would be consistent with the allowable building height, massing and off-site parking required in accordance with the TZC evaluated under the 2010 FEIR for the approved TZC.

## Project Discretionary Requests

The proposed project conforms to City-initiated text amendments to the SD-84 zone, which was approved in 2010 in conjunction with the approved TZC. The approved text changes, approved by City Council in July 2019, include an increase in building height for the Lined Block building type, an amendment to building massing standards, location of required open space, and maximum driveway width. The project also requires approval of a density bonus agreement and waiver/concession for a decrease in onsite required parking. The zoning text amendment includes an increase to the allowed building height from five stories to ten stories for the Lined Block building type (see Figure 2-7 and Figure 2-8). In addition, the zone amendment includes an increase to the building massing on floors six through ten from 30 percent to 85 percent. The City anticipates a density bonus agreement waiver/concession to lower the parking requirements to zero spaces for commercial and 1.51 for residents and guests. In addition, the project would require Site Plan Review.

## 3 Environmental Impact Analysis

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This section compares the effects of the proposed project to those of the approved project that was the subject of the 2010 FEIR. In accordance with Section 15126 of the State CEQA Guidelines, this analysis focuses on the physical environmental changes of the proposed project, as compared to the environmental impacts of the approved project.

The assessment of each issue area describes each impact of the proposed project in comparison to the approved project, along with any mitigation measures for significant impacts identified in the 2010 FEIR.

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## 3.1 Aesthetics

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The 2010 FEIR concluded the approved TZC would result in significant and unavoidable aesthetics impacts regarding shade and shadows. No impact was found regarding damage to scenic resources, and less than significant impacts were found regarding scenic vistas, the surrounding visual character or quality, or light and glare. This section addresses the aesthetic impacts of the proposed project, as compared to the impacts of approved TZC. Toll Brothers conducted a *Shade and Shadow Analysis* for the proposed project to identify impacts from shadows created by the proposed project compared to the approved TZC (Toll Brothers 2018). The *Shade and Shadow Analysis* is included in Appendix B.

### Setting

The project site is located within the TZC area that was analyzed in the 2010 FEIR. Specifically, the project site is situated in the Downtown commercial district in central Santa Ana. The 2010 FEIR notes that the Downtown District 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 buildings 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. According to the TZC 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 South Central Coastal Information Center (SCCIC) records search identified a total of 238 properties listed on the California Register of Historical Resources (CRHR) and/or National Register of Historic Places (NRHP) that are within the project area and a one-half-mile radius beyond the project area boundaries. There is also one NRHP district found within the project area, which is known as the Downtown National Register District.

Land uses bordering the project site include commercial development to the south and east, a surface parking lot to the north and mixed-use residential development to the west. The site totals approximately 1.7-acres and is currently developed with a vacant First American Title Building and surface parking lot.

As shown in Figure 3.1-1, the southwest quadrant of Parcel 1 contains a surface parking lot separated from the adjacent roadways by a brick and wrought iron wall, brick sidewalk along Fourth Street, and a bronze statue at the corner of Main Street and Fourth Street. Landscaping includes trees between the curb and sidewalk, shaped bushes behind the bronze statue, and several mature trees behind the brick and wrought iron wall dispersed within the surface parking lot.

As shown in Figure 3.1-2, the northwest quadrant of Parcel 1 contains a two-story, window-less building constructed of bricks and painted wood paneling. The building entrance along Main Street is embellished with cement columns, portico and cornices. The First American golden bird logo is featured above the doorway. Palm trees are planted at regular intervals along Main Street. The building's secondary entrance along Fifth Street is embellished similarly to the main entrance but reduced in scale. As shown in Figure 3.1-3, the northeast quadrant of Parcel 1 contains a similar two-story, window-less building constructed of bricks and painted wood paneling, with embellished

cement columns, portico and cornices at the corner of Fifth Street and Bush Street. Mature street trees are planted at regular intervals along the street frontages. Protected bike lanes are programmed for Fifth Street, located along the north side of Parcel 1 and the south side of Parcel 2.

As shown in Figure 3.1-4, the southeast quadrant of Parcel 1 contains the remainder of the building at the northeast quadrant, with no entrances on this portion of the building. Along Fourth Street there is angled street parking, a brick sidewalk, and square, raised, planters containing trees and grasses with integrated bench surrounds.

Between French Street and North Ross Street, Fourth Street is developed with pedestrian-friendly brick sidewalks, angled street parking, and street trees placed either at grade or within raised planters with integrated bench surrounds.

The Orange County (OC) Streetcar is under construction and expected to begin operations in 2022. The OC Streetcar will link the Santa Ana Regional Transportation Center (SARTC) to a new multimodal hub at Harbor Boulevard/Westminster Avenue in Garden Grove. The OC Streetcar will serve the historic downtown Santa Ana and Civic Center area and provide greater access along Santa Ana Boulevard, Fourth Street, and the Pacific Electric right-of-way to Harbor Boulevard in Garden Grove (OCTA 2019).

As shown in Figure 3.1-5, Parcel 2 contains a surface parking lot and generally lacks visual amenities. One street tree is planted along Bush Street adjacent to Parcel 2. The parking lot is separated from the sidewalk with a small single chain fence. A small kiosk for a parking attendant is present at the northwest corner of Parcel 2. Decorative street lighting is along street frontages.

**Figure 3.1-1 Northeast View of Parcel 1 from Fourth Street and Main Street**



Figure 3.1-2 Southeast View of Parcel 1 from Fifth Street and Main Street



Figure 3.1-3 Southwest View of Parcel 1 from Fifth Street and North Bush Street



Figure 3.1-4 Northwest View of Parcel 1 from Fourth Street and North Bush Street



Figure 3.1-5 Northwest View of Parcel 2 from Fifth Street and North Bush Street



## Project Impacts

### *Scenic Views and Vistas*

As concluded in the 2010 FEIR, the City does not have any State- or County-designated scenic highways, nor are there any State- or County-designated scenic highways located nearby. Within the Transit Zoning Code area, the City has designated First, Fourth, and Main Streets as both Major City Entries and Primary Street Corridors, with Seventeenth and Bristol Streets having both been designated as Secondary Street Corridors. Both Fourth Street and Main Street are locally-designated scenic corridors in the General Plan. However, as concluded in the 2010 FEIR, future development facilitated by the approved TZC would incorporate a range of architectural styles, building heights, and massing so that new projects constructed pursuant to the approved TZC would provide a visual entryway to the City from multiple locations, including along First, Fourth, and Main Streets, as well as from the I-5 freeway. Specifically, a new skyline of varying building forms and heights could be created along these major thoroughfares by new development, and would not degrade views from adjacent roadways or uses. Consequently, implementation of the approved TZC would not substantially damage scenic resources within a State scenic highway, or designated city corridor, and no impact would occur.

Implementation of the proposed project would include construction of two new buildings, one of which would be seven stories in height. The proposed project conforms to zoning text amendments approved in July 2019 and/or density bonus law to the allowable building height and massing. However, these changes would not degrade views from adjacent roadways or uses, as they would be consistent with the goals of the approved TZC to create visual entryways with varying building heights and forms in the Downtown (DT) zone. Thus, implementation of the proposed project would not result in new significant impacts or increase the severity of impacts related to scenic resources within a State Scenic highway or designated city corridor as compared to the approved TZC.

With respect to views and vistas, as concluded in the 2010 FEIR, although long-term visual characteristics of the TZC (SD-84) area would be altered with development under the approved TZC standards, it would visually enhance the area and provide the City with a distinctive entryway identity. The approved TZC also contains standards for pedestrian/roadway design that provides standards for contiguous landscaped pedestrian areas throughout the TZC (SD-84) area in order to promote active street life. Thus, although views of the TZC (SD-84) area would be modified, the approved TZC would not degrade the existing visual character or quality of the Transit Zoning Code (SD-84) area or its surroundings. Rather, development under the approved TZC would contribute to the image of and add to the aesthetic quality of the City. As such, development under the approved TZC would not degrade the existing visual quality of the area or obstruct key existing views and/or vistas in the vicinity and impacts were found to be less than significant.

The currently proposed project would include construction of two new mixed-use buildings, one of which would be seven stories in height. The proposed project would comply with the City-initiated zoning text amendment to change the current building massing allowance to 85% for floors three through 10, assuming that the building height allowance for the Lined Block building type would also be increased as part of the zoning text amendment to accommodate additional floors. Nevertheless, similar to the approved TZC, the proposed project would not block or obstruct views of nearby scenic resources or vistas. The proposed project would include 220 multi-family residential units and 12,350 sf of retail space. Project amenities would include a roof terrace and private courtyard with pool, spa, fitness center, community clubhouse and bike storage. Pedestrian entrances to the building would be located at corners of Fourth and Bush streets and Main and Fifth streets. As such,



the proposed project would be designed to provide an appropriate interface with that minimize impacts to adjacent residential uses under construction above the Fourth Street Market at 201 East Fourth Street. For these reasons, as with the approved TCZ, the proposed project’s impacts to scenic views and vistas would be less than significant. Therefore, the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact.

*Visual Character*

Long-term cumulative development in the project area, along with associated infrastructure improvements, would alter the existing visual character or quality of the TZC area. The 2010 FEIR concluded that implementation of the approved TZC would enhance the visual character of the area through the design and development standards. Although future development could result in taller buildings in certain neighborhoods compared to existing uses, the overall changes that are proposed under the approved TZC would be designed to create visually attractive and compatible uses. Additionally, future development would be required to adhere to policies identified in the City’s General Plan Elements, as identified in the Regulatory Framework. Consequently, future development under the approved TZC would improve the existing visual character and impacts were determined to be less than significant.

Table 3.1-1 provides the proposed project’s consistency with applicable regulations regarding scenic quality provided in the City of Santa Ana General Plan. Like the approved TZC, as shown therein, the proposed project would also be consistent with applicable General Plan goals and policies.

**Table 3.1-1 Consistency with the Santa Ana General Plan Scenic Quality Regulations**

General Plan Policy	Proposed Project Consistency
<p><b>Land Use Policy 1.2:</b> Support high density residential development within the City’s District Centers as a part of a mixed use development.</p>	<p><b>Consistent.</b> The proposed project proposes construction of a mixed-use multi-family residential development with commercial retail and office space on the first floor of Parcel 1.</p>
<p><b>Land Use Policy 2.7:</b> Support projects that contribute to the redevelopment and revitalization of the central City urban areas.</p>	<p><b>Consistent.</b> The existing First American Title Building on the project site is vacant and not in use. The proposed project would redevelop the site for use as mixed-use residential and commercial. This would increase use of the site and contribute to revitalization of an underused property.</p>
<p><b>Land Use Policy 2.10:</b> Support new development which is harmonious in scale and character with existing development in the area.</p> <p><b>Land Use Policy 3.5:</b> Encourage new development and/or additions to existing development that are compatible in scale, and consistent with the architectural style and character of the neighborhood.</p> <p><b>Urban Design Policy 2.2:</b> New development must be consistent with the scale, bulk, and pattern of existing development.</p> <p><b>Urban Design Policy 2.7:</b> New development must exhibit a functional, comfortable scale in relation to its neighborhood.</p>	<p><b>Consistent.</b> Neighboring buildings vary in height between two and seven stories, similar to the proposed structures in the proposed project. Neighboring buildings are constructed with various building materials and in various styles, including with cement blocks, bricks, textured stucco, and wood paneling. The proposed project includes similar materials, including bricks and textured concrete blocks, and similar architectural styles as some surrounding buildings.</p>

General Plan Policy	Proposed Project Consistency
<p><b>Land Use Policy 4.5:</b> Encourage development of employment centers and mixed use projects within targeted areas adjacent to major arterial roadways, transit and freeway corridors.</p>	<p><b>Consistent.</b> The proposed project is a mixed use development adjacent to local arterial roadways (Fourth Street, Fifth Street, Main Street, and Bush Street) and the OC Street Car line that will be located along Fourth Street.</p>
<p><b>Open Space Goal 1:</b> Provide sufficient open space to meet the recreational and aesthetic needs of the community.</p> <p><b>Urban Design Policy 1.3:</b> Site design must clearly define public spaces through building placement and orientation.</p> <p><b>Urban Design Policy 1.6:</b> Plazas, open spaces, and courtyards connecting to public right-of way so as encourage public interaction, will be promoted.</p>	<p><b>Consistent.</b> The proposed project includes 6,400 sf of publicly accessible open space, 19,060 sf of common open space for building tenants, and 15,400 sf of private open space (patios and balconies). This exceeds the required open space of 11,250 sf (15 percent of the total square footage) for the project site. Public open spaces are oriented in the proposed buildings to have easy access to the public. Open spaces are located along the street and in interior courtyards.</p>
<p><b>Scenic Corridor Policy 1:</b> Ensure that development within scenic corridors takes place at a scale and is designed so that aesthetic features are consistent with the function of scenic corridors as part of the Framework Plan.</p>	<p><b>Consistent.</b> Both Fourth Street and Main Street are locally-designated scenic corridors in the General Plan. Neighboring buildings vary in height between two and seven stories, similar to the proposed structures in the proposed project. Neighboring buildings are constructed with various building materials and in various styles, including with cement blocks, bricks, patterned stucco, and wood paneling. The proposed project includes similar materials, including bricks and textured concrete blocks. Additionally, the proposed building has been designed to complement the scale of the two bank buildings across the street and incorporate façade elements, pedestrian-scale façade treatments on the ground floor and matching zero-setbacks to assist with integrating the project into the fabric of downtown and Fourth Street.</p>
<p><b>Scenic Corridor Policy 2:</b> Ensure that development in the Downtown/Civic Center area and adjacent neighborhoods is planned so as to reinforce or create scenic linkages.</p> <p><b>Urban Design Policy 1.11:</b> Visual and physical links between districts, nodes, significant sites, landmarks, and other points of interest, are to be provided in all public and private projects.</p>	<p><b>Consistent.</b> The proposed project incorporates brickwork into the design of the proposed structures, which provides a visual link between the proposed project and existing surrounding structures full or partially composed of brick.</p>
<p><b>Urban Design Policy 1.1:</b> New development and redevelopment projects must have the highest quality design, materials, finishes, and construction.</p> <p><b>Urban Design Policy 1.5:</b> Enhanced architectural forms, textures, colors, and materials are expected in the design of all projects.</p>	<p><b>Consistent.</b> As shown in Appendix B, the proposed project includes the use of high-quality materials, textures, and finishes as well as a modern design.</p>
<p><b>Urban Design Policy 1.2:</b> Public art is encouraged in significant new development and redevelopment projects.</p>	<p><b>Consistent.</b> The proposed project includes artwork along the western side (Main Street) of the proposed building on Parcel 1. This artwork will be publicly visible along Main Street.</p>
<p><b>Urban Design Policy 1.4:</b> Development and other design features that prevent loitering, vandalism, graffiti, and visual deprivation, are to be included in all projects.</p>	<p><b>Consistent.</b> The proposed project includes limited defined entrances to the proposed buildings, shielded security lighting to maximize visibility without creating glare, and outdoor amenities including seating in the public open space area. These features would discourage loitering, vandalism, graffiti, and visual deprivation of the site.</p>

General Plan Policy	Proposed Project Consistency
<p><b>Urban Design Policy 1.7:</b> On and off-site improvements must be pedestrian friendly.</p>	<p><b>Consistent.</b> The proposed project includes an outdoor plaza at the corner of Fourth Street and Bush Street as an addition to the brick pedestrian sidewalk currently existing along Fourth Street.</p>
<p><b>Urban Design Policy 2.1:</b> Projects must acknowledge and improve upon their surroundings with the use of creative architectural design, streetscape treatments, and landscaping.</p> <p><b>Urban Design Policy 2.5:</b> The use of artistic interpretation will be encouraged as a means to preserve the City’s heritage and enhance its regional presence in the downtown historic district.</p> <p><b>Urban Design Policy 2.10:</b> Where no coherent theme exists, community identity is to be developed through the introduction of architectural themes or unique streetscapes.</p>	<p><b>Consistent.</b> The proposed project includes visual elements intended to diversify views of the project site by using varied textures, materials, and heights. Landscaping is provided on along all streets adjacent to the project site. The proposed project includes public open spaces, which enhances the streetscape adjacent to the project site. Additionally, as part of the building design on Parcel 1, artwork is incorporated along Main Street.</p>
<p><b>Urban Design Policy 3.2:</b> Street improvements and adjacent development, should be consistently designed to eliminate a haphazard look and visual clutter along corridors.</p> <p><b>Urban Design Policy 3.3:</b> Enhanced streetscapes, architectural themes, and landscaping are to be provided to visually strengthen the path and enhance adjacent development.</p> <p><b>Urban Design Policy 3.11:</b> Maximize the use of street trees and parkway landscaping to create a pleasant travel experience and positive City image.</p>	<p><b>Consistent.</b> The proposed project includes the installation of new street trees and maintenance of existing street trees along roadways adjacent to the project site. The landscaping design will include similar trees and plants in each landscaped area around the project site, which will provide visual cohesiveness.</p>
<p><b>Urban Design Policy 4.2:</b> Development within nodes must be designed to reflect the significance of the node and extend a positive image of Santa Ana through high quality architecture.</p>	<p><b>Consistent.</b> The project site is within the Downtown/Fourth Street/Artist Village node. As shown in Appendix B, the proposed project utilizes high quality architecture and varied building materials, which will enhance the visual quality of the project site.</p>
<p><b>Urban Design Policy 4.3:</b> Architectural and landscape design should use public open space as a means to enhance the aesthetic quality of the development and conduct to community activities.</p> <p><b>Urban Design Policy 4.5:</b> Visual and functional spaces are to be designed into development within nodes, major projects, and places of interest.</p>	<p><b>Consistent.</b> The 6,400-sf open space provided as part of the project, as well as the irregular layout at the entrance on Main Street provide visual interest and enhance the aesthetic quality of the proposed building.</p>
<p><b>Urban Design Policy 4.4:</b> Development within nodes must promote pedestrian activities, spaces, amenities, and pedestrian pockets that allow discovery, excitement, and activity.</p>	<p><b>Consistent.</b> The proposed project includes 6,400 sf of public open space at the corner of Fourth Street and Bush Street which will operate as a pedestrian pocket and provide access to the first floor commercial retail.</p>
<p><b>Urban Design Policy 4.6:</b> Distinctive, innovative, or unique public art should be provided in plazas, open spaces, and courtyards to promote pedestrian activity.</p>	<p><b>Consistent.</b> At the main entrance along Main Street, artwork is included as part of the building design, and benches are provided outside the building in the vicinity of the artwork for public use.</p>

General Plan Policy	Proposed Project Consistency
<p><b>Urban Design Policy 5.1:</b> A strong presence is to be created by more intense building mass and plazas at focus intersections (focal points).</p>	<p><b>Consistent.</b> While the project site is not located at a designated focus intersection, the massing of the proposed project will aid in transitioning from the proposed intense building mass at the nearest focus intersection (Main Street and East 1<sup>st</sup> Street) to less massive buildings a similar distance to the north of the project site.</p>
<p><b>Urban Design Policy 6.1:</b> The design of development should frame and enhance landmarks, natural features, and view corridors.</p> <p><b>Urban Design Policy 6.2:</b> Development near an existing landmark must be supportive and respectful of the architecture, site, and other design features of the landmark.</p>	<p><b>Consistent.</b> The proposed project would not obstruct views of the nearest landmark features, which include the Ronald Reagan Federal Building and United States Courthouse to the west, and the Old Orange County Courthouse to the north.</p>

Similar to the approved TZC, the proposed project would be consistent with the applicable Santa Ana General Plan Scenic Quality Regulations identified in Table 3.1-1. Like the approved TZC, the proposed project would result in a less than significant impact with respect to the visual character of the Downtown commercial district. Therefore, the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact.

### *Light and Glare*

The 2010 FEIR concluded that long-term cumulative development occurring pursuant to the approved TZC, and associated infrastructure improvements, could result in new sources of increased daytime glare. This is considered a potentially significant impact; however, implementation of Mitigation Measure 4.1-1 was found to reduce impacts to a less-than-significant level. Mitigation Measure 4.1-1 requires new structures to utilize textured and non-reflective exterior surfaces and non-reflective glass. As shown in the project design plans for the proposed project (see Appendix B), materials utilized on the outside of the proposed structures include textured gray siding, brick, stucco, textured concrete blocks, decorative metal railings, artwork, and non-reflective glazing systems. These materials were chosen in compliance with Mitigation Measure 4.1-1 of the 2010 FEIR, as they conform to the textured and non-reflective requirements for exterior surfaces of new developments. Additionally, consistent with Mitigation Measure 4.1-1 of the 2010 FEIR, the proposed project would utilize non-reflective glass. Incorporation of these features into the project design would reduce glare to a less than significant impact.

With respect to spillover light from new development, the 2010 FEIR concluded that the TZC area would provide outdoor lighting standards that aim to prevent impacts on surrounding residential uses. Although the TZC area would provide outdoor light standards, future development could create light pollution disturbances which do not presently exist. Depending on the location and design specifications of lighting on future buildings, lighting could present a potentially significant impact. As such, the approved TZC included Mitigation Measures 4.1-2 and 4.1-3, which requires exterior lighting and advertising to be shielded from adjacent properties and public rights-of-way, and submittal of a lighting plan for City review including light shielding design features, landscaping and other light screening features.

As shown in the project design plans (see Appendix B), landscaping along the project site boundaries will include planted trees, which will aid in diffusing light from the proposed structures. Minimal security lighting would be required, as adjacent roadways already provide street lighting for the

safety of vehicles, bicyclists, and pedestrians along these roadways. Outdoor lighting from the roof terrace will be shielded and directed so only the terrace is lighted, consistent with 2010 FEIR Mitigation Measure 4.1-2. Incorporation of these features into the project design would prevent spillover light at off-site receptors. Therefore, the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact with respect to light and glare.

### *Shade and Shadow*

The 2010 FEIR concluded that long-term cumulative development occurring pursuant to the approved TZC could result in a substantial increase in shade/shadows over sensitive uses. This is considered a potentially significant impact. Because no feasible mitigation measures are available, this impact was identified as significant and unavoidable.

Consistent with 2010 FEIR Mitigation Measure 4.1-4 a shade and shadow analysis was conducted for the proposed project and is included as Appendix B (Toll Brothers 2018). The proposed project would involve a seven-story building on Parcel 1 and a five-story building on Parcel 2. These structures would shade adjacent land uses, including structures to the east and west in the summer months, and structures to the northeast, north, and northwest in the winter months. The 2010 FEIR defines a significant shade or shadow impact as follows:

For the purposes of analyzing shade/shadow impacts, a significant impact would occur when shadow-sensitive uses (residential structures, schools, churches, parks, etc.) would be shaded by a project-related structure for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (PST) (between late October and early April), or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. PST (between early April and late October).

Uses surrounding the project site are primarily commercial, with parking structures located west of the northwest quadrant and east of the northeast quadrant of Parcel 1, parking located north of Parcel 2, and restaurants with some outdoor patio seating east of Parcel 1. The open outdoor patio is the only use that would be shade sensitive in the areas surrounding the project site. However, this outdoor patio is currently surrounded on all four sides by existing structures, including a 4-level parking structure to the north, and is already impacted by shadows from those structures. In addition, the outdoor patio is itself partially covered by umbrellas and awnings. Based upon the Toll Brothers shade and shadow analysis (Appendix B), this outdoor patio would only be impacted by shade from the proposed project for about 2 hours between the hours of 9 A.M. and 5 P.M. between April to October. Between October and April the proposed project would shade this area for less than two hours, as at the winter solstice the shadow from Parcel 1 would only begin to encroach into the outdoor patio area starting at 3 p.m. The duration of shading on this outdoor patio is less than the three-hour threshold during winter months and less than the four-hour threshold during summer months. Therefore, impacts would be less than significant. As such, the proposed project would not contribute to the significant shadow impacts identified in the 2010 FEIR, nor would it result in a new significant impact or substantially increase the severity of a previously identified significant impact with respect to shade and shadow.

## 3.2 Air Quality

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The 2010 FEIR concluded the approved TZC would result in significant and unavoidable air quality impacts regarding violation of air quality standards and cumulatively considerable net increase in criteria pollutants. Less than significant impacts were found regarding objectionable odors, exposure to substantial pollutant concentrations, and obstruction of an applicable air quality plan. This section addresses the air quality impacts of the proposed project. LSA conducted an *Air Quality and Greenhouse Gas Impact Analysis* for the proposed project to identify impacts on air quality from the proposed project compared to the approved TZC. The impact analysis provided by LSA is included in Appendix C.

### Project Impacts

#### *Consistency with an Air Quality Plan*

The 2010 FEIR concluded that the approved TZC would not conflict with an applicable air quality plan. The proposed project would not house more than 1,000 persons, occupy more than 40 acres of land, or encompass more than 650,000 square feet of floor area. Thus, the proposed project would not be defined as a regionally significant project under CEQA because it does not meet South Coast Association of Governments Intergovernmental Review criteria. In addition, similar to the approved TZC, the proposed land use is consistent with the assumed buildout of the TZC, including growth assumptions, as discussed in Section 3.6, *Land Use and Planning*. Thus, the proposed project would result in air emissions consistent with the City's plans, which are consistent with the SCAG Regional Comprehensive Plan Guidelines and the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). The proposed project would not result in any new significant impact or substantial increase in the severity of impacts compared to the approved TZC.

#### *Construction Emissions*

The 2010 FEIR identified construction emissions of criteria pollutants as significant and unavoidable because construction emissions for individual projects may exceed the SCAQMD's recommended thresholds of significance. However, the 2010 FEIR identified Mitigation Measures 4.2-2 through 4.2-20 to reduce construction air quality impacts to the extent feasible. Similar to the approved TZC, the proposed project would result short-term construction air quality emissions from construction. Table 3.2-1 shows estimated construction emissions from the proposed project, which were modeled using the California Emissions Estimator Model (CalEEMod) and applying Mitigation Measures 4.2-2 through 4.2-20, as applicable.<sup>1</sup> Mitigation measures applied to the proposed project include limiting grading to no more than five acres a day (Mitigation Measure 4.2-2), watering three times daily (Mitigation Measure 4.2-3), no overlap of the construction and grading phase (Mitigation Measure 4.3-4), traffic speed on unpaved roads of 15 miles per hour (Mitigation Measure 4.2-6), use of low NO<sub>x</sub> fuel for diesel equipment (Mitigation Measure 4.2-8), compliance with SCAQMD Rule 403 for fugitive dust (Mitigation Measure 4.2-12), and turning off construction equipment when idling for more than 30 minutes (Mitigation Measure 4.12-13). In addition, Table 3.2-2 shows the on-site construction emissions and compares them to the Local Significance Thresholds (LSTs)

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<sup>1</sup> The 2010 FEIR analyzed emissions using the Urban Emissions Model (URBEMIS) 2007 emissions inventory model. URBEMIS is a computer program used to estimate emissions associated with land use development projects. URBEMIS is no longer recommended by SCAQMD and has been replaced by the California Emissions Estimator Model (CalEEMod).

established by SCAQMD to represent the maximum emissions from the project which would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area, project size, distance to the sensitive receptor, and other factors.

**Table 3.2-1 Short-Term Regional Construction Emissions**

Construction Phase	Total Regional Pollutant Emissions (lbs/day)				Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>				
Demolition	2	23	16	<1	<1	1	<1	1
Site Preparation	2	23	9	<1	2	<1	1	<1
Building Construction	3	18	19	<1	2	<1	<1	<1
Architectural Coating	10	2	3	<1	<1	<1	<1	<1
Paving	<1	7	9	<1	<1	<1	<1	<1
Peak Daily	13	23	22	<1	3		2	
SCAQMD Thresholds	75	100	550	150	150		55	
Exceeds Threshold?	No	No	No	No	No		No	

Notes: Emissions results are from the CalEEMod output tables listed as “Mitigated Construction,” even though the only measures which that have been applied to the analysis are the required construction emissions control measures, or standard conditions. See Appendix C for project assumptions. See Table 4.2-7 of the 2010 FEIR for construction emissions estimated for the approved TZC broken into yearly construction increments.

Source: LSA 2019, Appendix C

**Table 3.2-2 Construction Localized Impacts Analysis**

Emissions Sources	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Site Emissions	21	15	3	2
Localized Significance Threshold <sup>1</sup>	128	1,695	39	13
Exceeds Threshold?	No	No	No	No

<sup>1</sup> Localized Significance threshold has been calculated for a two acre site in Source Receptor Area-17 at 100 and 200 meters.

Source: LSA 2019, Appendix C

As shown in Table 3.2-1, the proposed project would not exceed the SCAQMD thresholds of significance. In addition, Table 3.2-2 shows that the proposed project’s localized construction emissions would not result in a locally significant air quality impact and would be within the on-site emissions estimated in the 2010 FEIR. The proposed project would not result in any new or substantially more severe air impacts than what was analyzed in the 2010 FEIR. 2010 FEIR Mitigation Measures 4.2-2 through 4.2-20 (as modified) for construction would apply to the proposed project.

### Operational Emissions

The 2010 FEIR identified operational emissions of VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub> as significant and unavoidable and identified Mitigation Measures 4.2-21 through 4.2-36 to reduce the impacts to the extent feasible. Operational impacts were evaluated for the proposed project by analyzing air pollutant emission impacts from net increases in both stationary and mobile-source emissions using CalEEMod. Mitigation Measures 4.2-1, and 4.2-21 through 4.2-36 from the 2010 FEIR that apply to the proposed project were included in the model. Mitigation measures applied to the proposed project include exceedance of Title 24 requirements (Mitigation Measure 4.2-22), low flow showers and faucets in residences (Mitigation Measure 4.2-26), low flush toilets in the commercial and residential development (Mitigation Measure 4.2-27), drought tolerant landscaping (Mitigation Measure 4.2-19), ride sharing programs (Mitigation Measure 4.2-33), and fluorescent indoor lighting (Mitigation Measure 4.2-35). Table 3.2-3 shows long-term operational emissions associated with the proposed project and Table 3.2-4 shows the proposed project's long term on-site emissions.

**Table 3.2-3 Opening Year Regional Operational Emissions**

Source	Pollutant Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	6	4	20	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	2	3	26	<1	9	3
<b>Total Project Emissions</b>	<b>8</b>	<b>13</b>	<b>46</b>	<b>&lt;1</b>	<b>10</b>	<b>3</b>
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
2010 FEIR Emissions	1,033	298	3,571	10	1,019	409

Notes: Emissions results are from the CalEEMod output tables listed as "Mitigated Operation". See Appendix C for project assumptions.  
Source: LSA 2019, Appendix C

**Table 3.2-4 Long-Term Operational Localized Impacts Analysis**

Emissions Sources	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Site Emissions <sup>1</sup>	4	21	<1	<1
Localized Significance Threshold <sup>2</sup>	101	1,256	8	3
Exceeds Threshold?	No	No	No	No

<sup>1</sup> By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions include all on-site project related stationary sources and five percent of the project-related new mobile sources, which is an estimate of the amount of project-related new vehicle traffic which would occur on site.

<sup>2</sup> Localized Significance threshold has been calculated for a two acre site in Source Receptor Area-17 at 100 and 200 meters.

Source: LSA 2019, Appendix C



As shown in Table 3.2-3 the proposed project would not generate emissions exceeding SCAQMD thresholds and would be within the emissions estimated in the 2010 FEIR. Table 3.2-4 shows that on-site operational emissions would not exceed the LSTs for sensitive receptors in the project area. The proposed project would not result in any new or substantially more severe significant air quality impacts beyond those analyzed in the 2010 FEIR.

#### *Carbon Monoxide Concentrations*

The 2010 FEIR concluded that carbon monoxide concentrations would be less than significant. Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity and may result in a carbon monoxide hot spot. Ambient CO levels monitored at the Riverside-Rubidoux Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 4.1 (parts per million) ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 2 ppm (the State standard is 9 ppm) during the past 5 years (LSA 2019). Traffic generated by the proposed project would not exceed vehicle trips estimated in the 2010 FEIR for the approved TZC and all nine studied intersections in the project vicinity would continue to operate at an acceptable level of service (LSA 2019). The proposed project would not result in a CO hotspot or result in a substantial increase in the severity of CO impact compared to the approved TZC.

#### *Odors*

Similar to the approved TZC, the proposed project would entail the development of residential units, commercial retail, parking, and public open space. Emissions leading to odors generally would occur during construction from the exhaust of heavy-duty equipment. Operation of the proposed project would be similar to the approved TZC and would not produce substantial odors. This impact would be less than significant. Implementation of Mitigation Measure 4.2-1 from the 2010 FEIR would further reduce the potential for odors from trash receptacles to affect a substantial number of people. The proposed project would not result in any new significant odors or substantial increase in the severity of impacts compared to the approved TZC.

### 3.3 Cultural Resources

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The 2010 Final EIR concluded that the approved TZC would result in less than significant impacts to archeological, paleontological resources and human remains with incorporation of mitigation. The approved TZC would result in a significant and unavoidable impact related to historic resources. This section addresses the cultural resources impacts of the proposed project, as compared to the impacts of the approved TZC. The following analysis is based on the Cultural Resources Study (Study) for the First American Mixed Use Project, Santa Ana, California, prepared by Rincon Consultants, dated April 2019 (see Appendix D).

#### Setting

The project site is located in the Downtown commercial district within the TZC area that was analyzed in the 2010 FEIR. This district 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 buildings the primary opportunity for new activity. In addition, the project site is located outside of but adjacent to the Downtown Santa Ana Historic District, which is listed in the National Register of Historic Places (NRHP; see Figure 3.3-1 below).

#### *Historical Context*

Parcel 1 of the project site is occupied by First American Square building, which is a commercial office complex occupying the entire city block bounded by Main, Bush, Fourth, and Fifth streets. The complex consists of a pair of two-story buildings whose exterior elements evoke the Federal or Georgian architectural styles. The West Building, constructed in 1931 and heavily remodeled in 1966 and 1977, is located at the corner of Fifth and Main streets. The East Building runs the length of the N. Bush St. on the east side of the block. It was originally constructed circa 1949 and remodeled extensively in 1976. An asphalt-paved parking lot occupies the southwest quadrant of the property and is landscaped with mature trees and shrubs. The property is not currently listed in the City of Santa Ana Register of Historical Properties and was not identified in the *Historic and Cultural Resources Survey*, prepared by Historic Resources Group in 2006 in conjunction with the *Santa Ana Specific Plan*.

Currently vacant, the complex most recently housed the First American Title Insurance Company and First American Trust Company, subsidiaries of the Santa Ana-based First American Financial Corporation. The company's roots trace back to 1889, when, following the formation of Orange County, C.E. Parker founded a title abstracting company to do business in the newly established county. The practice of writing title abstracts—or composing a concise history of a given property's chain of ownership—had been established earlier in the 19<sup>th</sup> century as a means for lending institutions to ensure there would be no competing claims to a property's title (FAFC 2019; Briscoe n.d.). The creation of the new county from what had been the southernmost portion of Los Angeles County appears to have opened new opportunities for the recording of title abstracts, and Parker's operation was one of just two such businesses in Orange County at the time of its founding. In 1894, he led the merger of the county's two abstract companies under the name Orange County Title Company (OCTC) (FAFC 2019). Under Parker's leadership, the consolidated firm undertook the sizeable project of transcribing all Los Angeles County land records pertaining to properties that were subsequently incorporated into Orange County (FATITC 1967).

After occupying at least three successive downtown Santa Ana locations in the late nineteenth and early twentieth centuries, OCTC constructed a new headquarters at 421 N. Main Street in 1931. Originally designed in a combination of the Art Moderne and Classical Revival styles, the extant two-story office building was later remodeled and expanded as the company grew in the 1960s and 1970s (FAFC 2019). Under the presidency of Donald P. Kennedy, the firm expanded its reach beyond Orange County in the 1950s and 1960s to build a market through the western United States and in the Territory of Guam (FAFC 2012; Reckard 2010). Reorganized as First American Title Insurance and Trust Company, the firm remodeled its home office on N. Main St., applying “early American”-style façade alterations that remain mostly in place today (Reckard 2010; FATITC 1967). Among these changes were the installation of brick veneer and steel panel siding, concrete or plaster pilasters, and conspicuous pediments to mark the building’s entries.

The Study was unable to determine whether any of the West Building’s original architectural detailing is preserved beneath the steel-panel and brick-veneer cladding. There are no building permits on file with the City of Santa Ana which detail the work that occurred as part of this alteration. A document related to the remodeling of the East Building (described below) indicates the steel cladding applied to its exterior—similar in style to that used on the West Building—was “designed to extend six inches from the general building face on the former J.C. Penney structure in order to cover varying projections at existing concrete walls.” Given the similarities between the designs of the two building’s steel sidings, it is possible the 1966 remodeling of the West Building followed a similar approach with respect to its original exterior details. However, relevant documents made available for the present study by the City of Santa Ana proved only a brief summary of the alterations as “Ext. Alterations for First American” (City of Santa Ana 1976).

Continued growth in the 1960s and 1970s—eventually under the name First American Financial Corporation (FAFC)—led the expanding firm to acquire an adjacent building on the east side of the block, which had been constructed circa 1949 as a J.C. Penney department store. Between 1976 and 1977, FAFC carried out an extensive reconfiguration of the block bounded by Main, Bush, Fifth, and Fourth streets. In the first phase, the former department store was remodeled to resemble the N. Main St. building’s exterior appearance and several buildings on the block were razed to make way for a private parking lot. In a second phase, sections of 421 N. Main St. were demolished and reconstructed and a new entry was constructed on the south elevation. In its reconfigured form, the complex—christened First American Square—occupied an entire city block bounded by Main, Bush, Fourth, and Fifth streets (City of Santa Ana 1974-1976; Title News 1977; Newspapers.com 2019). The facility served as the FAFC national headquarters through Kennedy’s term at the helm of the company, though the firm replaced it with a new corporate campus around 2003, about five years before Kennedy retired (NETROnline 2019; Reckard 2012).

Following its renovations in 1966 and 1976-77 respectively, the property continued to be associated with and further expand into the field of title insurance and other related lines of business. Although First American became a leading firm in its industry in the post-World War II era, available evidence does not suggest it was the first firm in its industry to penetrate a nationwide market or that it played a role in any significant related business innovation during this period. Further, while title insurance may be associated with trends relating to residential and commercial development, it is not in and of itself a catalyst for this development. Rather it is part of the financial services industry which supported and followed residential and commercial development. As such, title insurance and other financial support services are not notably important within the theme of the mid-to-late 20th-century development of Santa Ana, Orange County, or any other geographical area.

In consideration of any potential of significance following its renovations in 1966 and 1976-77, the property continued to be the headquarters of First American as it expanded in the field of title insurance and other related lines of business in the decades after World War II. However, much of this growth was outside of Santa Ana as the company opened up numerous regional offices and maintained a relatively small footprint within the city. Further, while First American became a prominent firm in its industry in the post-World War II era, available evidence does not suggest it was the first firm in its industry to penetrate a nationwide market or that it made notable innovations in title insurance or similar lines of business during this period. Properties eligible for their associations with historic events or historic trends must be clearly important within their historic context (National Park Service 1997:12). Title insurance is most closely associated with trends relating to residential and commercial development. However, title insurance and similar lines of business are a reaction to this development; they are not a catalyst for it. Rather, title insurance is part of a support industry which would not have been necessary without the more important events and trends which were driving post-World War II commercial and residential development in California. As such, title insurance and other financial support services are not notably important within the theme of the mid-to-late 20th-century development of Santa Ana, Orange County, or any other geographical area. Lastly, much of the company's substantial growth occurred in the late 1980s and early 1990s, a period which has not yet reached the 50-year threshold generally required for federal, state, and local designation. For these reasons, the subject property does not appear eligible for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) under Criterion A/1 or local designation under Criteria 1, 4, or 6.

Additionally, the property is not known to be associated with any individual who has made important historical contributions. Admittedly, Donald P. Kennedy—the figure with whom the property is most closely associated—was a successful businessman who expanded First American's business to a national scale and helped to eventually make it one of the largest employers in the city of Santa Ana. Even so, research for this study did not suggest Kennedy has made important contributions to events in the history of the title insurance industry or to other related industries. Kennedy also received recognition for his philanthropy, including important charitable donations to Chapman University. However, the subject property is not directly associated with this activity and does not convey any historical significance Kennedy's philanthropic efforts might possess. Research conducted for the present study did not suggest any other individuals associated with the property have made significant historical contributions. Consequently, the subject property does not appear eligible for federal or state listing under Criterion B/2 or for local designation under Criterion 4.

The property consists of two commercial buildings remodeled in the 1960s and 1970s to evoke architectural styles popular during the Early Republic era of United States history (circa 1780-1830). While idiosyncratic in appearance, the renovated buildings do not appear to represent a significant development in post-World War II architectural history. Rather, the remodeling of the 1960s and 1970s superficially applied new decorative elements to existing buildings. What is more, Thomas F. Shoemaker, the architect responsible for the redesigns of the subject buildings, is not known to be a figure important to the development of architecture in this era. As such, the property does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values and does not meet the requirements for listing in the NRHP or CRHR under Criterion C/3 or for local designation Criteria 1, 2, or 3.

There is no reason to believe that subject property may yield important information about prehistory or history and it does not appear eligible for listing in the NRHP or CRHR under Criterion

D/4 or local designation under Criterion 5. Finally, the property is also not eligible as a contributor to any existing or potential historic districts.

### *Cultural Resources Records Research*

A Cultural Resources Records Search was conducted for the project site to identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project site. Rincon conducted a search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center at the California State University, Fullerton on March 12, 2019. The CHRIS records search also included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list.

The SCCIC records search identified 46 previous studies within a 0.5-mile radius of the project site. None of these studies covered any portions of the project site. The SCCIC records search identified 77 previously recorded cultural resources the record search area. These resources include 25 historic-era archaeological sites, 50 built-environment resources, and 3 historic districts. No prehistoric period archaeological resources have been identified in the record search area. Additionally, no previously-recorded resources were located within the project site. One resource is located in close proximity to the project area, the NRHP-listed Downtown Santa Ana Historic District, which includes nine contributing buildings on the south side of the 100 block of E. Fourth St., one contributor at the southeast corner of E. Fourth and N. Bush streets, one contributor at the southwest corner of N. Main and W. Fourth streets, and one contributor on the 400 block of N. Main Street. A summary of the results of the CHRIS records search is included in Attachment A of the Cultural Resources Study (Appendix D).

### *Archival and Background Research*

Archival research was completed prior to and following the intensive-level site visit, in March 2019. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the project site and its surroundings. Sources included, but were not limited to, historic maps and photographs and written histories of the area and written histories of the title insurance industry and, more specifically, First American Financial Corporation and its predecessors. In addition, this research effort also consulted the 2006 City of Santa Ana Historic and Cultural Resources Survey. This document did not identify the subject resource as a locally designated Historic Resource. The following is a list of sources consulted and repositories visited in order to conduct research pertaining to properties within the project site.

- Historic aerial photographs accessed digitally via Nationwide Environmental Title Research (NETR) Online, Inc. and the University of California, Santa Barbara Map & Imagery Lab
- Historic photographs of the subject property and downtown Santa Ana available via Calisphere.org
- Historic topographic maps accessed digitally via United States Geologic Survey
- Historic newspaper articles accessed digitally via newspapers.com and latimes.com
- Historic Sanborn Fire Insurance Company maps accessed digitally via the Los Angeles Public Library
- Original building plans and permits for 114 E. Fifth St. and 415-421 N. Main St., obtained through the City of Santa Ana Planning and Building Agency, March 2019

- Various published sources available at the Orange County Archives and the Santa Ana Public Library History Room
- *Historic and Cultural Resources Survey*, prepared by Historic Resources Group in 2006 in conjunction with the *Santa Ana Specific Plan*

### *Native American Outreach*

Rincon submitted a request for a Sacred Lands File (SLF) search at the Native American Heritage Commission (NAHC) on March 13, 2019. The NAHC responded on March 25, 2019, stating that the results of that search were negative. Rincon mailed letters to 31 individuals and tribal organizations that are identified by the NAHC as part of the SLF search completed for the project. Letters were sent via U.S. mail on March 20 and 26, 2019 requesting information regarding their knowledge of the presence of cultural resources that may be impacted by this project (Attachment B of the Cultural Resource Study). As of April 8, 2019, one response was received. Lacy Padilla from the Agua Caliente Band of Cahuilla Indians sent an email on April 2, 2019 stating that the project is not located within the Tribe's traditional use area. The tribe deferred to other tribes in the area.

### *Intensive-Level Field Survey*

Rincon architectural historian James Williams, M.A. conducted a cultural resources field survey of the project site on March 7, 2019. The survey consisted of a visual inspection of all built environment features within the project site to assess overall condition and integrity, and to identify and document any potential character-defining features. In addition, Mr. Williams confirmed that the entire project site is developed and no exposed ground surface was present that would warrant an archaeological survey.

## **Project Impacts**

### *Archaeological Resources*

The 2010 FEIR concluded that that construction activities associated with ground disturbance within the TZC area could potentially unearth undocumented and unanticipated archaeological resources. This was determined to be a potentially significant impact; however, implementation of two mitigation measures, 4.4-1(a) and 4.4-1(b), would reduce impacts to a less than significant level. These two mitigation measures require that prior to ground disturbing activities, a project applicant would retain a qualified archaeologist to determine if a proposed project could result in impacts to archaeological impacts. This would include a site specific investigation, monitoring (as applicable), and preparation of a technical report or memorandum that identifies and evaluates any identified archaeological resources within the development area, including recommendations and methods for eliminating or avoiding impacts on archaeological resources or human remains. In addition, the mitigation measures require that if an archaeological resource is identified, a buffer would be placed around the resource and a qualified archaeologist would be retained for evaluation.

The Cultural Resources Study prepared by Rincon Consultants in April 2019 discussed that both the CHRIS and SLF records searches indicate that there are no known archaeological resources within, or adjacent to, the project site. In addition, the site specific field survey did not reveal the presence of any archaeological resources (Rincon Consultants 2019). As such, the Study concluded that there is a low potential for intact subsurface archaeological deposits to be encountered due to past development in the properties. The Study made a recommendation finding that no archaeological resources would be impacted by the project. Both mitigation measures as discussed above would

continue to apply to the proposed project, and would continue to require that any earth disturbances (disturbed or undisturbed soils) shall comply with Mitigation Measures 4.4-1(a) and 4.4-1(b). Therefore, the proposed project would not result in any new significant impacts or substantially increase in the severity of impacts compared to the approved TZC.

### *Paleontological Resources*

The 2010 FEIR concluded that construction activities associated with ground disturbance within the TZC area could potentially encounter and disturb unanticipated paleontological resources. This was determined to be a potentially significant impact; however, implementation of two mitigation measures, 4.4-2(a) and 4.4-2(b), would reduce impacts to a less than significant level. These two mitigation measures require that prior to ground disturbing activities, a project applicant would retain a qualified paleontologist to determine if a proposed project could result in impacts to paleontological impacts. This would include a site specific investigation, monitoring (as applicable), and preparation of a technical report or memorandum that identifies and evaluates any identified paleontological resources within the development area, including recommendations and methods for eliminating or avoiding impacts on paleontological resources or human remains. In addition, the mitigation measures require that if a paleontological resource is identified, a buffer would be placed around the resource and a qualified paleontologist would be retained for evaluation.

Like the approved TZC, the proposed project would continue to require that any earth disturbances (disturbed or undisturbed soils) comply with Mitigation Measures 4.4-2(a) and 4.4-2(b) of the 2010 FEIR. No new paleontological resources have been identified on-site compared to the conditions previously analyzed in the 2010 FEIR. For these reasons, the proposed project would not result in any new significant impacts or substantially increase in the severity of impacts compared to the approved TZC.

### *Historical Resources*

The 2010 FEIR determined that impacts to historical resources would be significant and unavoidable, due to the potential demolition and removal of significant historical resources in the approved TZC area. Mitigation Measure 4.4-3 required retaining a qualified professional to conduct site-specific historical resource investigations for future developments within the project area that would demolish or otherwise physically affect buildings or structures 45 years old or older or affect their historic setting. In conjunction with Mitigation Measure 4.4-3, a historic resource evaluation for the proposed project was prepared in the Cultural Resources Study by Rincon Consultants in April 2019 (see Appendix D), the results of which are discussed below.

As discussed in the Cultural Resources Study, the subject property does not appear to meet the criteria for inclusion in the NRHP or the CRHR, or for local designation in the City of Santa Ana under any significance criteria (Rincon Consultants 2019). While the property's component buildings were first constructed in 1931 and circa 1949, virtually none of either building's original exterior remains visible following the substantial 1966 and 1976-77 alterations to the exteriors. Per the guidance of the National Park Service, buildings exhibiting non-historic false-front or curtain wall, it does not retain the visual quality necessary to convey any potential historic or architectural significance (National Park Service 1997:47). As such, the property does not retain sufficient integrity to convey any potential significant associations prior to 1966 (Rincon Consultants 2019).

The CHRIS records search revealed the proposed project is adjacent to the NRHP-listed Downtown Santa Ana Historic District. The Historic District consists of two discontinuous areas bounded generally by Civic Center Drive on the north, Ross Street on the west, First Street on the south and

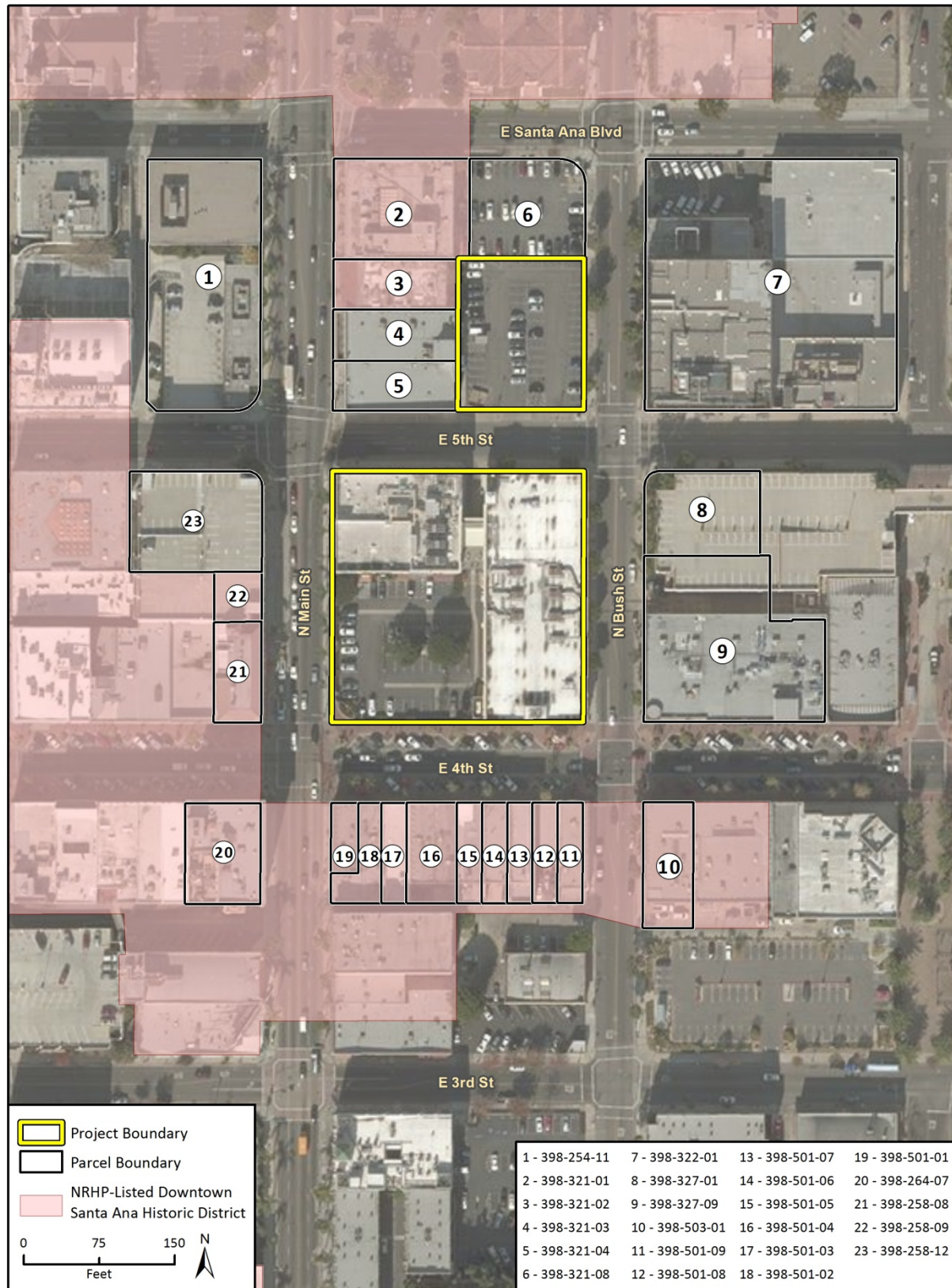
Spurgeon Street on the east. Containing 99 contributing buildings, the district is listed in the NRHP under Criterion A and C for its associations with the early commercial development and commercial architectural identity of the city. Its period of significance is 1877-1934. The contributing buildings are commercial and commercial-residential in character, range from low- to mid-rise in height, and feature the Spanish Colonial Revival- and Art Moderne-related architectural styles, among others. Because it is listed in the NRHP, the Downtown Santa Ana Historic District is considered a historical resource under CEQA.

The CEQA Guidelines stipulate, “[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (Section 15064.5). Material impairment is constituted by an action that “alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for” the CRHR or a local historical register.

The project proposes a seven-story, mixed use building that would occupy the entirety of the block bounded by Main, Bush, Fifth, and Fourth streets and a five-story, mixed-used building constructed at the northwest corner of Fifth and Bush streets. As detailed in Figure 3.3-1 and Table 3.3-1 below, existing conditions in the immediate vicinity of the project area are characterized generally by the dense development of low-to-mid-rise commercial and mixed-use commercial-residential buildings. Several buildings opposite the project area along Main, Bush, and Fourth streets are contributors to the NRHP-listed Downtown Santa Ana Historic District. These include several two-story commercial buildings on the 100 and 200 blocks of E. Fourth Street, a six-story commercial building at the southwest corner of Main and Fourth streets, and a four-story commercial building at the northwest corner of Main and Fourth streets. The district does not include contributing buildings on the Bush Street or Fifth Street corridors opposite the project area. The area immediately surrounding the project area also includes several relatively large buildings of more recent construction, including a seven-story parking garage located on Main Street.



**Figure 3.3-1 Properties Surrounding the Project Site**



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© City of Santa Ana Historic District Adjacent Properties

**Table 3.3-1 Properties Surrounding the Project Site**

Map Reference #	APN	Address	# of Stories	Downtown Santa Ana Historic District Status
1	398-254-11	520 N. Main St.	One	Outside of District
2	398-321-01	517 N. Main St.	Two	Contributor
3	398-321-02	515 N. Main St.	Two	Contributor
4	398-321-03	503 N. Main St.	Two	Outside of District
5	398-321-04	501 N. Main St.	Two	Outside of District
6	398-321-08	N/A	N/A	Outside of District
7	398-322-01	Various	One-Three	Outside of District
8	398-327-01	N/A	Three	Outside of District
9	398-327-09	201 E Fourth St.	Two	Outside of District
10	398-503-01	204 E. Fourth St.	Two	Contributor
11	398-501-09	120 E. Fourth St.	Two	Contributor
12	398-501-08	118 E. Fourth St.	One	Contributor
13	398-501-07	116 E. Fourth St.	Two	Contributor
14	398-501-06	114 E. Fourth St.	Two	Contributor
15	398-501-05	112 E. Fourth St.	Two	Contributor
16	398-501-04	108 E. Fourth St.	Two	Contributor
17	398-501-03	106 E. Fourth St.	Two	Contributor
18	398-501-02	104 E. Fourth St.	Two	Contributor
19	398-501-01	102 E. Fourth St.	Two	Contributor
20	398-264-07	102 W. Fourth St.	Seven	Contributor
21	398-258-08	101 W. Fourth St.	Four	Contributor
22	398-258-09	410 N. Main St.	Six	Non-Contributor
23	398-258-12	N/A	Six	Outside of District

The project would not directly alter the Downtown Santa Ana Historic District, but would result in a change to its immediate surroundings. However, these alterations would not be sufficient to materially impair the Downtown Santa Ana Historic District. The project is a mid-rise commercial and residential development consistent in use and scale with buildings in the surrounding area and is designed to compliment and be woven into the existing fabric of the surrounding built environment. Although it would be taller than several district contributors located nearby on the south side of Fourth Street, the project is designed to be consistent in height with two adjacent buildings across Main Street and also with other buildings located opposite the project area on and Bush Street. These include several buildings ranging from three to seven stories. Further, the proposed development has varied facades and zero-setback in a manner that is consistent with those properties along the southern side of Fourth Street, which are contributors to the Downtown Santa Ana Historic District. Because the proposed project is largely consistent with existing development, it would not substantially alter the setting of the Downtown Santa Ana Historic District or undermine the district’s eligibility for listing in the NRHP. As such, the proposed project

**First American Mixed Use Project**

would not result in a significant adverse impact to the Downtown Santa Ana Historic District and this impact would be less than significant. The proposed project would not result an adverse change to the significance of a historical resource, nor would it result in any new or substantially more severe significant impacts beyond those analyzed in the 2010 FEIR.

## 3.4 Energy

The 2010 FEIR concluded the approved TZC would not involve a wasteful or unjustifiable use of energy, and energy for development through the approved TZC area would occur in an efficient manner. This section discusses the energy impacts of implementing the proposed project, following the guidance for evaluation of energy impacts in Appendix F and Appendix G of the CEQA Guidelines.

### Setting

Southern California Edison (SCE) is responsible for providing power supply to Santa Ana and the project site while complying with county, State, and federal regulations. Table 3.4-1 shows the electricity consumption by sector and total for SCE.

**Table 3.4-1 Electricity Consumption in the SCE Service Area in 2017**

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
2,975.4	31,925.3	4,283.3	13,094	2,410.6	28,975.0	627.9	84,291.6

Notes: All usage expressed in GWh

Source: CEC 2017a

Southern California Gas (SCG) is responsible for providing power supply to Santa Ana and the project site while complying with county, State, and federal regulations. Table 3.4-2 shows the natural gas consumption by sector and total for SCG.

**Table 3.4-2 Natural Gas Consumption in the SCG Service Area in 2017**

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
69.4	895.9	72.1	1,716.6	229.7	2,158.1	5,141.8

Notes: All usage expressed in MMThm

Source: CEC 2017c

### *City of Santa Ana Climate Action Plan*

The City of Santa Ana Climate Action Plan (CAP) was adopted in December 2015, following adoption of the 2010 FEIR. The CAP includes a 2008 baseline and 2020 and 2035 projected GHG emission inventories, emission reduction goals, and emission reduction measures to reduce emissions. While the CAP is targeted toward reducing citywide greenhouse gas (GHG) emissions, it also identifies energy efficiency measures to reach emissions reduction targets. Emission reduction measures were developed to address emissions in five sectors:

- Transportation and Land Use
- Energy
- Solid Waste
- Water
- Wastewater

Energy-related measures described in the CAP include building efficiency strategies, conducting outreach programs and incentive programs to encourage renewable energy installation, increased transit accessibility and programs, and vehicle fuel efficiency strategies.

#### *Santa Ana Municipal Code: Water Shortage Contingency Plan*

Chapter 39, Article 11 of the City's Municipal Code establishes provisions for water management practices and water conservation requirements for the city. This includes water waste prevention for existing landscaped areas, prohibiting watering between the hours of 6:00 p.m. and 9:00 a.m., and prohibiting irrigation of outdoor landscapes during or within 48 hours of a measurable rainfall. The ordinance also adopts a standard to prohibit watering or irrigating any landscaped area in a manner that causes or allows excessive water flow or runoff. When less water is used, less energy is required for treatment and transport.

#### *Santa Ana Green Building Standards Code*

The City's Green Building Standards Code (Chapter 8, Article 16 of the City's Municipal Code) formally adopts the 2016 California Green Building Standards Code (CalGreen) and State of California amendments, published by the California Building Standards Commission, and all revisions and amendments adopted by the California Building Standards Commission as the Green Building Standards Code of Santa Ana. The California Energy Code is a part of the California Green Building Standards Code, and therefore a part of the City's Green Building Standards Code. The California Energy Code contains energy efficiency provisions, such as requiring energy efficient indoor light fixtures, and solar water-heating systems in certain restaurants.

## **Project Impacts**

### *Energy Consumption*

#### **CONSTRUCTION ENERGY CONSUMPTION**

The 2010 FEIR concluded that the approved TZC would not result in an inefficient use of energy because energy conservation efforts would occur during project construction. Similarly, development facilitated by the proposed project would involve the use of energy during construction. Energy use during construction would be primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. Temporary grid power may also be provided to construction trailers or electric construction equipment. Energy use during construction would be temporary in nature and similar to the approved TZC. Table 3.4-3 presents the estimated energy consumption for construction of the proposed project. Construction energy estimates represent a conservative estimate because construction equipment used in each phase of construction was assumed to be operating each day of construction.

**Table 3.4-3 Proposed Project Construction Energy Use**

Fuel Type	Gallons of Fuel	MMBtu <sup>4</sup>
Diesel Fuel (Construction Equipment) <sup>1</sup>	47,439	6,047
Diesel Fuel (Hauling & Vendor Trips) <sup>2</sup>	6,895	879
Other Petroleum Fuel (Worker Trips) <sup>3</sup>	140	15
<b>Total</b>	<b>54,474</b>	<b>6,941</b>

<sup>1</sup> Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment’s horse power, the equipment’s load factor, and the equipment’s fuel usage per horse power per hour of operation, which are all taken from CalEEMod outputs as shown in Appendix C, and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (U.S. EPA 2018). Fuel consumed for all construction equipment is assumed to be diesel fuel.

<sup>2</sup> Fuel demand rate for hauling and vendor trips (cut material imports) is derived from hauling and vendor trip number, hauling and vendor trip length, and hauling and vendor vehicle class from “Trips and VMT” Table contained in Section 3.0, *Construction Detail*, of the CalEEMod results as shown in Appendix C. The fuel economy for hauling and vendor trip vehicles is derived from the United States Department of Transportation (DOT 2018). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

<sup>3</sup> The fuel economy for worker trip vehicles is derived from the U.S. Department of Transportation National Transportation Statistics (24 mpg) (DOT 2018). Fuel consumed for all worker trips is assumed to be gasoline fuel.

<sup>4</sup> CaRFG CA-GREET 2.0 fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for worker trips specified above (California Air Resources Board [CARB] 2015). Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (CARB 2015). Due to rounding, numbers may not add up precisely to the totals indicated.

Similar to the approved TZC, construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary. The proposed project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction energy impacts of the proposed project would not result in any new significant impacts or substantial increase in the severity of impacts compared to the approved TZC.

### OPERATIONAL ENERGY CONSUMPTION

As concluded in the 2010 FEIR, the increase in demand from implementation of future development under the approved TZC would contribute to electricity supply and delivery constraints; however operation of the approved TZC would comply with all applicable building codes to reduce energy demand and would comply with Mitigation Measure 4.12-3 to reduce operational energy use for non-residential development 15 percent below Title 24 requirements and Mitigation Measure 4.12-4 to reduce electricity and natural gas demand for non-residential development.

Operation of the proposed project would require energy demand from electricity, natural gas, and gasoline consumption at the project site because the proposed project would intensify the land use. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the proposed project, while gasoline consumption would be used by vehicles accessing the project site.

Similar to the approved TZC, the proposed project would implement Mitigation Measures 4.12-3 and 4.12-4 to reduce electricity demand and would result in reduced electricity consumption as compared to the approved TZC, as shown in Table 3.4-4. In addition, the approved TZC is within the projected electrical demand of the TZC area and buildout of the proposed project would be within Southern California Edison Company’s (SCE) 10-year load forecasts. Furthermore, the proposed project would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with state requirements through Senate Bill 100, which requires electricity providers to increase procurement

from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. The proposed project and would not result in any new significant electricity impacts or substantial increase in the severity of impacts compared to the approved TZC.

**Table 3.4-4 Proposed Project Electricity Demand**

Land Use	Electricity Demand Rates <sup>1</sup>	Project Buildout	Electricity Demand (kWh)	2010 FEIR Electricity Demand (kWh)
Residential	5,626.50 kWh/unit/year	220 units	1,237,830	22,927,987
Retail	13.55 kWh/square feet/year	12,350 square feet	167,342	5,240,850

<sup>1</sup> SCAQMD CEQA Air Quality Handbook 1993

kWh = kilowatt-hour

Gasoline consumption of the proposed project would be attributed to the trips generated from employees and patrons accessing the site. The estimated number of average daily trips associated with the proposed project was used to determine the energy consumption associated with fuel use from operation of the proposed project. The majority of the fuel consumption would be from motor vehicles traveling to and from the project site. According to the CalEEMod calculations, the project would result in 4,184,457 annual VMT (Appendix C).<sup>1</sup> Table 3.4-5 shows the estimated annual fuel consumption of the proposed project using the estimated trip generation and VMT with the assumed vehicle fleet mix. One gallon of gasoline is equivalent to approximately 109,786 Btu (CARB 2015), while one gallon of diesel is equivalent to approximately 127,460 Btu (Schremp 2017).

**Table 3.4-5 Proposed Project Annual Transportation Energy Consumption**

Vehicle Type <sup>1</sup>	Percent of Vehicle Trips <sup>2</sup>	Annual Vehicle Miles Traveled <sup>3</sup>	Average Fuel Economy (miles/gallon) <sup>4</sup>	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu) <sup>6</sup>
Passenger Cars	56.1	2,349,062	24.0	97,876	10,745
Light/Medium Trucks	36.5	1,525,582	17.4	87,677	9,626
Heavy Trucks/Other	6.9	289,192	7.4	39,080	4,981
Motorcycles	0.5	20,613	43.9	470	52
<b>Total</b>	<b>100.0</b>	<b>4,184,457</b>	–	<b>225,104</b>	<b>25,404</b>

<sup>1</sup> Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. It was assumed passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

<sup>2</sup> Percent of vehicle trips from Table 4.4 “Fleet Mix” in *Air Quality and Greenhouse Gas Emissions Study*, CalEEMod output (see Appendix C).

<sup>3</sup> Mitigated annual VMT found in Table 4.2 “Trip Summary Information” in *Air Quality and Greenhouse Gas Emissions Study*; CalEEMod output (see Appendix C).

<sup>4</sup> Average Fuel Economy: U.S. Department of Energy 2018.

<sup>5</sup> U.S. Department of Transportation 2013

<sup>6</sup> CarFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (CARB 2015).

Notes: Due to rounding, numbers may not add up precisely to the totals indicated.

<sup>1</sup> Based on the most conservative estimate of daily trip generation provided in the Traffic Impact Analysis (LLG 2019; see Appendix E).

As shown in Table 3.4-5, the proposed project would consume approximately 225,104 gallons of fuel, or 25,404 MBtu, each year for transportation uses from operation under the most conservative estimate. Therefore, VMT generated by the proposed project would not result in an inefficient use of gasoline and would have more fuel efficient vehicles and reduced vehicle trips from implementing trip reduction measures, such as ride sharing programs. The proposed project would not result in any new significant gasoline impacts or substantial increase in the severity of impacts compared to the approved TZC.

Estimated natural gas consumption for the project would be 0.03 MMthm per year<sup>2</sup>, which is below available natural gas serviced by SCG whom provided 5,142 MMthm per year in 2017. The proposed project and would not result in any new significant natural gas impacts or substantial increase in the severity of impacts compared to the approved TZC.

Overall, similar to the approved TZC the proposed project would comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during project operation. California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The proposed project and would not result in any new significant energy impacts or substantial increase in the severity of impacts compared to the approved TZC.

#### *Consistency with the City of Santa Ana Climate Action Plan*

As discussed above, Santa Ana adopted a CAP in 2015. The CAP outlines strategies to achieve a GHG reduction target of 15 percent below 2008 emissions levels by the year 2020, and 30 percent below the baseline year 2008 by 2035. The CAP includes reduction strategies in five main sectors to assist the City in achieving the reduction targets. Each sector includes several GHG reduction measures. As shown in Table 3.4-6, the proposed project would be consistent with the CAP's GHG reduction strategies that specifically target energy efficiency.

Because the CAP was adopted in 2015, the analysis included in the 2010 FEIR does not provide a discussion of the approved TZC's consistency with the CAPs energy efficiency measures. Therefore, the following consistency analysis only applies to the proposed project and does not provide a comparison with the approved TZC.

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<sup>2</sup> See of Appendix C for CalEEMod outputs for natural gas



**Table 3.4-6 Proposed Project Consistency with the Santa Ana Climate Action Plan**

Climate Action Plan Measures	Project Consistency
<b>Transportation and Land Use Measures</b>	
Development of Local Retail Service Nodes	<p><b>Consistent.</b> The proposed project would provide a mix of housing, commercial space, and potential job opportunities close to public transportation. The proposed project would introduce new retail space as a part of the mixed-use development near existing and future modes of public transit in the city, including the Bus Rapid Transit (BRT) lines on Main Street, the OC Streetcar that is currently under construction, and the protected bike lanes programmed for Fifth Street along the north side of Parcel 1 and the south side of Parcel 2. Providing employment areas that include retail services near public transit is consistent with goals to increase public transit utilization and reduce vehicle miles travelled.</p>
Development of Residential Nodes near Retail and Employment	<p><b>Consistent.</b> The proposed project would include a residential and commercial mixed use development. This would locate potential customers and residents in areas with retail and employment opportunities and reduce the need for automobile use, allowing for more bicycle and pedestrian modes of travel. The proposed project would introduce residential nodes near retail space as a part of the mixed-use development. Existing and future modes of public transit in the city, including the OC Streetcar that is currently under construction, and the protected bike lanes programmed for Fifth Street along the north side of Parcel 1 and the south side of Parcel 2. This development would be consistent with the CAP's goal of a higher level of alternative modes of transportation.</p>
Design Guidelines for internal Bike/Pedestrian/Transit Connectivity	<p><b>Consistent.</b> The proposed project would build a mixed use development in the center of downtown Santa Ana. The location of the project site is in close proximity to several bus stops to facilitate local connectivity. The project is also adjacent to the OC Streetcar that is currently under construction and the protected bike lanes programmed for Fifth Street along the north side of Parcel 1 and the south side of Parcel 2. This would be consistent with the City's CAP connectivity measure for new development sites. This would help to improve connectivity and reduce the need for automotive travel, thus reducing fuel consumption in the city.</p>
Adjust Parking Ratios	<p><b>Consistent.</b> The proposed project conforms to City-initiated zoning text amendments and density bonus law concessions/waivers to the existing off-street parking requirement to reduce the parking for the proposed project in favor of prioritizing alternative modes of transportation over automobile travel. If either action is approved, the project could take advantage of City- or privately-owned parking structures or lots nearby that statistical surveys indicate are operating below capacity. This would be consistent with the CAP's strategy to reduce the minimum amount of parking required in new multifamily residential developments by reducing the City's existing parking ratios.</p>
<b>Energy Measures</b>	
Title 24 Energy Efficiency Standards – Residential	<p><b>Consistent.</b> The proposed project would comply with Title 24 energy efficiency standards for new construction in California. This code is set by the State and enforced locally by the City of Santa Ana through the building permit review and inspection process. The proposed project would be required to implement these energy efficiency design standards prior to the issuance of building permits and would therefore be consistent with this energy measure in the City's CAP.</p>

Climate Action Plan Measures	Project Consistency
<b>Solid Waste, Water, and Wastewater Measures</b>	
AB 341 Commercial and Multifamily Recycling	<b>Consistent.</b> AB 341 was adopted by the State of California as a mandatory recycling program for businesses that generate four cubic yards or more of commercial solid waste per week and multifamily residential dwellings of five units or more. The proposed project would implement required recycling in compliance with AB 341 and would be consistent with CAP’s recycling strategy to divert waste from landfills and reduce overall waste.

The proposed project would be consistent with Santa Ana’s CAP and the energy efficiency measures contained therein. In addition, construction and operation of the proposed project would be required to comply with relevant provisions of CalGreen and Title 24 of the California Energy Code. Therefore, proposed project and would not result in any new significant impacts or substantial increase in the severity of impacts compared to the approved TZC.

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## 3.5 Greenhouse Gas Emissions/Climate Change

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The 2010 FEIR concluded the approved TZC would result in significant and unavoidable greenhouse gas (GHG) impacts regarding long-term emissions from cumulative development and compliance with Assembly Bill (AB) 32. This section addresses the GHG impacts of the proposed project. LSA conducted an *Air Quality and Greenhouse Gas Impact Analysis* for the proposed project to identify impacts on air quality from the proposed project as compared to the approved TZC. The impact analysis provided by LSA is included in Appendix C.

### Setting

The City of Santa Ana adopted its Climate Action Plan (CAP) in December 2015. The CAP includes goals and measures to help move the City of Santa Ana towards becoming a more sustainable City for future generations while mitigating the City's impacts on the environment. The CAP includes emission reduction targets of:

- 15 percent below 2008 by 2020
- 30 percent below 2008 levels by 2035

### Project Impacts

#### *Project GHG Emissions*

The 2010 FEIR identified long-term cumulative GHG emissions as significant and unavoidable and identified Mitigation Measures 4.13-1 through 4.13-24 to reduce the impacts to the extent feasible. Construction and operation of the proposed project would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the proposed project's operation (as opposed to during its construction). Operational and construction GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod) and are shown in Table 3.5-1. Mitigation Measures 4.13-1 through 4.13-24 were applied to CalEEMod as applicable. In addition to mitigation measures listed in Section 3.2, *Air Quality*, mitigation measures applied to the proposed project include all diesel fuel construction equipment classified United States Environmental Protection Agency (USEPA) Tier II or better (Mitigation Measure 4.13-1), all construction equipment shut off when not in use and not idling for more than five minutes (Mitigation Measure 4.13-2), electrical powered equipment used to the extent feasible (Mitigation Measure 4.13-5), exceedance of Title 24 requirements (Mitigation Measure 4.13-8), drought tolerant landscaping (Mitigation Measure 4.13-9), low flow showers and faucets in residences (Mitigation Measure 4.13-10), ride sharing programs (Mitigation Measure 4.13-16), fluorescent lighting (Mitigation Measure 4.13-17), and 10 percent renewable energy for the commercial project component (Mitigation Measure 4.13-24).

**Table 3.5-1 Construction and Operational GHG Emissions**

Source	Pollutant Emissions (MT/yr)
	CO <sub>2</sub> e
Construction Emissions Amortized over 30 Years	30 <sup>1</sup>
<b>Operational Emissions</b>	
Area	57
Energy	461
Mobile	1,586
Waste	57
Water	39
<b>Total Project Emissions</b>	<b>2,231</b>
2010 FEIR Emissions	98,414

<sup>1</sup> Total construction emissions from the proposed project would be 895 MT CO<sub>2</sub>e. Amortized over 30 years, per SCAQMD guidance, the project would result in 30 MT CO<sub>2</sub>e. See CalEEMod outputs in Appendix C.

Notes: See Appendix C for all modeling assumptions.

Source: LSA 2019, Appendix C

As shown in Table 3.5-1, the proposed project would generate approximately 2,231 MT CO<sub>2</sub>e per year. The proposed project’s emissions would be less than the emissions identified by the 2010 FEIR. In addition, there have been substantial changes in the California Building Code since the 2010 FEIR was adopted to increase efficiency and reduce GHG emissions, which contribute to achieving GHG reductions identified by AB 32. The project would comply with the California Building Code, which would reduce GHG emissions and increase efficiency, beyond what was assumed in the 2010 FEIR. Therefore, the project would not result in any new or substantially more severe GHG emissions impacts than what was analyzed in the 2010 FEIR and project GHG emissions would not be significant. Mitigation Measures 4.13-8 through 4.13-23 from the 2010 FEIR would be applicable to the proposed project.

*Plan Consistency*

**CLIMATE ACTION PLAN CONSISTENCY**

The 2010 FEIR determined that the approved TZC would not be consistent with AB 32 because the approved TZC would result in a cumulative impact from development of individual projects covered by the 2010 FEIR. Since adoption of the 2010 FEIR Santa Ana has adopted a CAP to reduce citywide GHG emissions from individual projects. Refer to Table 3.4-6 of the Energy analysis, which found that the proposed project is consistent with applicable CAP emission reduction measures.

The proposed project consists of new residential and retail in the center of downtown Santa Ana, which includes a multitude of retail shops. Therefore, the proposed project would locate new residences near retail and employment opportunities. The project location is in close proximity to bus stops, including an Orange County Transportation Authority bus stop at the project site, and is adjacent to the currently under-construction OC Streetcar. Because the proposed project is located in a retail center of downtown Santa Ana there are sidewalks for pedestrian use in the project vicinity. Therefore, the proposed project facilitates connectivity with transit and pedestrian opportunities. The project would comply with the latest Title 24 energy efficiency standards and supply information to future tenants to encourage energy efficiency. In addition, recycling facilities

would be included in the project design to increase waste reduction. Thus, the proposed project would be consistent with the Santa Ana CAP. The proposed project would not result in any new or substantially more severe GHG emissions impacts beyond those analyzed in the 2010 FEIR and cumulative GHG emissions would not be significant.

#### STATE SCOPING PLAN CONSISTENCY

The 2010 FEIR determined that the approved TZC would not be consistent with AB 32 because the approved TZC would result in a cumulative impact from development of individual projects covered by the 2010 FEIR. The California Air Resources Board's (CARB) Scoping Plan outlines the main State strategies for meeting the emission reduction targets and to reduce GHGs that contribute to global climate change. Since adoption of the 2010 FEIR the governor signed Senate Bill 32 (SB 32) into law in September 2016. SB 31 requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 extends AB 32, directing CARB to ensure that GHGs are reduced to 40 percent below the 1990 level by 2030. On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. Therefore, the proposed project should be consistent with the most recent Scoping Plan. A summary of the proposed project's consistency with the 2017 Scoping Plan's applicable mitigation measures identified in Appendix B of the 2017 Scoping Plan is shown in Table 3.5-2.

**Table 3.5-2 Proposed Project Consistency with the 2017 Scoping Plan**

2017 Scoping Plan Appendix B Measures	Project Consistency
Dedicate on-site parking for shared vehicles.	<b>Consistent.</b> The proposed project would include dedicated on-site parking for shared vehicles.
Require cool roofs and “cool parking” that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	<b>Consistent.</b> The proposed project would incorporate cool roof materials.
Require solar-ready roofs.	<b>Consistent.</b> The proposed project would include provisions for PV solar panel on roofs, as specified in Title 24 Part 6 and the Cal Green Code standards.
Require low-water landscaping in new developments (see Cal Green Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in Cal Green). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	<b>Consistent.</b> The proposed project would include new low-water landscaping and trees. Additionally, weather-based smart irrigation controllers would be used.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	<b>Consistent.</b> The proposed project would be constructed to Title 24 Part 6 and Cal Green Code standards.
Expand urban forestry and green infrastructure in new land development.	<b>Consistent.</b> The proposed project would include new low-water landscaping and trees. Additionally, weather-based smart irrigation controllers would be used.
Provide electric outlets to promote the use of electric landscape maintenance equipment to the extent feasible on parks and public/quasi-public lands.	<b>Consistent.</b> The proposed project would provide outdoor electric outlets to encourage electric-powered landscape equipment.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch.	<b>Consistent.</b> The proposed project would include new low-water landscaping and trees throughout the project site. Additionally, weather-based smart irrigation controllers would be used.
Source: Appendix C	

As shown in Table 3.5-2, the proposed project would not conflict with applicable statewide action measures and would be consistent with both AB 32 and SB 32. The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, the proposed project would not result in any new or substantially more severe GHG emissions impacts than what was analyzed in the 2010 FEIR and project impacts would not be significant.

## 3.6 Land Use and Planning

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The 2010 FEIR concluded that the approved TZC would not physically divide an established community and therefore, this impact was considered less than significant. As part of the approved TZC, the General Plan would be amended to incorporate the proposed land uses and development standards and impacts regarding plan consistency would be considered less than significant. This section analyzes the proposed project's consistency with relevant land use plans and policies, including the City of Santa Ana General Plan and Municipal Code.

### Setting

#### *Project Site*

The project site is comprised of two parcels in downtown Santa Ana. Parcel 1 is approximately 1.4 acres in size and is located at 111 Fourth Street. Parcel 2 is approximately 0.3 acre in size and is directly across Fifth Street at 117-119 Fifth Street. Parcel 1 is occupied by the vacant First American Title Building and is bounded by Fifth Street on the north, Main Street on the west, Fourth Street on the south, and Bush Street on the east, followed by Fourth Street Market on the ground floor with residences currently under construction above. . Parcel 2 consists of a parking lot and is located at the northwest corner of the intersection of Fifth Street and Bush Street, and is bounded on the south by Fifth Street, Bush Street to the east, a commercial building to the west, and a parking lot to the north. As shown in Figure 2-2 in Section 2, *Project Description*, the two parcels, which collectively comprise the project site, are located in an urban area that has been previously graded and developed and is surrounded by roads and urban structures.

The project site has a General Plan designation of District Center-Downtown District and is zoned Specific Development No. 84 (SD-84) in Transit Zoning Code – Downtown (DT) Zone. The proposed project falls within the Transit Zoning Code (TZC) area, which is located in the central urban core of the City of Santa Ana. The TZC is comprised of over 100 blocks and 450 acres, west of Interstate 5 (I-5), north of First Street, and between Grand Avenue and Flower Street, south of Civic Center Drive. The TZC is broken down into nine distinct subzones. The TZC provides new zoning for all of the properties contained within its boundary with the exception of those properties zoned M1— Light Industrial or M2—Heavy Industrial. The DT zone, under the TZC, is applied to the historical shopping district of Santa Ana, a pedestrian-oriented area that is defined by multi-story urban building types accommodating a mixture of retail, office, light service, and residential uses.

As described in the 2010 FEIR, the Downtown (DT) Zone is applied to the historical shopping district of Santa Ana, a vital, pedestrian-oriented area that is defined by multi-story urban building types (commercial blocks, live-work, stacked dwellings, and courtyard housing in the Downtown edges) accommodating a mixture of retail, office, light service, and residential uses. The standards of this zone are intended to reinforce the form and character represented by pre-World War II buildings and recognized as a National Historic District, through restoration, rehabilitation, and context-sensitive infill. 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). The landscape style is urban, emphasizing shading and accent street trees in sidewalk tree wells. Parking is accommodated on street, and, pursuant to the TZC, may also be in structures with liner buildings, underground, and within block centers in surface lots not visible from streets.



The approved TZC included the amendment to existing zoning for all properties within the TZC project area boundary in the central core of Santa Ana. This provided 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 certified 2010 FEIR for the approved TZC currently allows a maximum building height of five stories for Lined Block buildings in the DT subzone. This zone specifies a standard building massing of 100% for the ground and second floors of a building, 85% on floors three through five and 30% on the sixth floor. Parking standards in the DT subzone are currently mandated at two spaces per residential unit with an additional 0.15 spaces per unit for guest parking and one space per 400 square feet of non-residential area.

As discussed below under *Impact Analysis*, the proposed project would require approval of a City-initiated zoning text amendment to the SD-84 to modify the allowable building height, building massing, location of open space, and driveway widths. In addition, the project would require approval of a Site Plan Review as the Parcel 1 contains a structure over four stories in height, as well as a density bonus agreement application to allow a reduction of onsite required parking.

*Surrounding Land Uses*

Land uses surrounding the project site are illustrated in Figure 2-2 in Section 2, *Project Description*, and discussed in subsection 2.4.2, *Surrounding Land Uses*. Table 3.6-1 provides details about surrounding existing uses and their zoning

**Table 3.6-1 Existing Land Uses and Zoning**

Direction	Existing Land Use	Existing Zoning
North of Parcel 1	2-Story Crossfit Santa Ana Building	DT
	Parking lot (Parcel 2)	DT
East of Parcel 1	3-Story Parking Garage	DT
	2-Story Fourth Street Market Building groundfloor with 24 apartments under construction above	DT
West of Parcel 1	7-Story Parking Garage	DT
	4-Story Office Building with ground floor Wells Fargo (The Otis Building)	DT
South of Parcel 1	2-Story Commercial Buildings with ground level storefronts	DT
North of Parcel 2	Parking lot	DT
East of Parcel 2	3-Story Office Building (AT&T Building)	DT
West of Parcel 2	2-Story Crossfit Santa Ana Building	DT
South of Parcel 2	First American Title Building (Parcel 1)	DT

Source: Transit Zoning Code (SD 84A and SD 84B)

**Project Impacts**

*Division of Established Community*

As concluded in the 2010 FEIR, the intent of the TZC is to establish a regulating plan that guides the type of development that contributes to connectivity. The design and development standards contained within the TZC would guide new development such that it respects existing development and communities and aims to achieve “sensitive infill, repair, and restoration” to reinforce community character, and stabilize and enhance existing neighborhood. Each component of the TZC

aims to build community and cohesiveness, from the site-specific level to the TZC area as a whole. The proposed project would include the redevelopment of two parcels within the Downtown (DT) Zone with multi-story mixed use buildings. The Downtown (DT) Zone allows for a pedestrian-oriented area that is defined by multi-story urban building types accommodating a mixture of retail, office, light service, and residential uses. As such the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact with respect to dividing an established community.

### *Land Use Policies and Regulations*

The 2010 FEIR concludes that the approved TZC is consistent with the policies contained in applicable regional and local plans, including Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) and the City of Santa Ana General Plan and Zoning Code.

The following analysis discusses the proposed project's consistency with applicable land use policies and regulations. This includes consideration of the 2010 FEIR of the approved TZC and the required City-initiated zoning text amendments to the TZC with implementation of the proposed project. The proposed project would require approval of a density bonus agreement concession/waiver from parking standards in the TZC, DT land use district, and conforms to recently-approved zoning text changes to allowable building height, building massing, and required on-street parking.

### **2016-2040 RTP/SCS CONSISTENCY**

Since adoption of the 2010 FEIR, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2016. The RTP/SCS aims to balance future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The 2016-2040 RTP/SCS is intended to help guide transportation and land use decisions and public investments (SCAG 2016). Major goals of the 2016-2040 RTP/SCS include:

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.
3. Ensure travel safety and reliability for all people and goods in the region.
4. Preserve and ensure a sustainable regional transportation system.
5. Maximize the productivity of our transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
7. Actively encourage and create incentives for energy efficiency, where possible.
8. Encourage land use and growth patterns that facilitate transit and active transportation.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

Goals of the 2016-2040 RTP/SCS that are applicable to the proposed project focus on mobility, accessibility, a strong economy, and sustainability. As concluded in the 2010 FEIR, the TZC would complement the City's transportation investments by supporting growth and intensification of land uses in an existing urban environment, and do so in a manner that enhances streetscapes and

facilitates increasing the use of alternative modes of transportation. Specifically, the project contains design and development standards that specifically address the ways in which new buildings “meet the street,” thus ensuring an environment that is conducive to walking. Furthermore, the DT subzone permits a mix of retail, office, light service, and residential uses while promoting transit-oriented development. The proposed project is a mixed-use transit-oriented development that would include two multi-story structures in the DT zone that would allow for high density residential development, and would introduce 12,350 square feet of ground-floor retail space as a part of the mixed-use development. The DT zone is a commercial area that has ample job opportunities; and the project site is also near existing and future modes of public transit in the City, including the Bus Rapid Transit (BRT) lines on Main Street, the OC Streetcar that is currently under construction, and the protected bike lanes programmed for Fifth Street along the north side of Parcel 1 and the south side of Parcel 2. The proposed project would include commercial and residential space allowing for additional potential “live/work” opportunities in the area. The proposed project would also support pedestrian access between commercial and residential uses, which would encourage walking as an alternative to driving near the project site. The proposed project would overall complement the surrounding residential, retail, and commercial uses near the project site, which would benefit from increased pedestrian amenities and activity in the DT zone. Therefore, like the approved TZC, the proposed project would also be consistent with the goals identified in SCAG’s 2040 RTP/SCS.

#### **GENERAL PLAN AND ZONING CODE CONSISTENCY**

The proposed project has a General Plan designation of District Center-Downtown District and is zoned Specific Development No. 84 (SD-84) in Transit Zoning Code – Downtown (DT) Zone. This designation is the same as the project site zoning considered under the 2010 FEIR for the approved TZC. The zoning is applied to the historical shopping district of Santa Ana, a pedestrian-oriented area that is defined by multi-story urban building types (commercial blocks, live-work, stacked dwellings, and courtyard housing in the Downtown edges) accommodating a mixture of retail, office, light service, and residential uses.

The allowable FAR for DT zoned properties is 3.0 and the maximum building height for Lined Block buildings is five stories as specified by the TZC. The proposed project would include construction of two new buildings, one of which would be seven stories in height. This would exceed the allowed maximum building height for the designated land use district in the TZC and would require an amendment to current zoning standards of the project site, which the City is undertaking as a separate effort.

The proposed project would require approval for a change to the allowable building massing standards included in the TZC, which the City is also undertaking as a separate effort. The TZC evaluated in the 2010 FEIR for the approved TZC included a standard building massing of 100% for the ground and second floors of a building, with this reduced to 85% on floors three through five and reduced further to 30% for the sixth floor. The proposed project would change the current building massing allowance to 85% for floors three through 10, assuming that the building height allowance would be increased to accommodate additional floors.

Additional changes to the TZC would be necessary for the proposed project to accommodate the off-site parking proposed at the project site. For properties in the DT zone, the TZC currently specifies a minimum off-site parking requirement of two spaces per unit, 0.15 spaces per unit for guests, and 1 space per 400 square feet of non-residential square footage including commercial space. According to the Parking Study conducted for the proposed project (Appendix E) and

research of adopted parking standards for other jurisdictions with similar projects in a downtown, transit-oriented district setting, lower parking ratios would more appropriately reflect future parking demand for the proposed project. Therefore, the proposed project would require approval of a density bonus agreement concession/waiver to the parking standards to lower the available parking to 1.51 spaces for residents and guests and to include no additional commercial parking.

As noted above, the proposed project would require approval of a zoning text amendment, as well alter the parking allotment for residential and commercial uses. With approval of the requested density bonus agreement concession/waiver, the proposed project would not result in any new significant impacts that were not previously identified in the 2010 FEIR and nor would impacts exceed those identified in the 2010 FEIR for the approved TZC.

As noted in the 2010 FEIR approved TZC, the TZC was found to conflict with the Santa Ana General Plan by adopting standards and land uses not currently allowed in the proposed TZC area. However, as part of the approved TZC, the General Plan was amended to incorporate the proposed land uses and development standards and provide consistency between the General Plan and the TZC. With approval of the density bonus agreement concession/waiver, as discussed above, the proposed project would also be consistent with the land designation and development standards amended by the approved TZC. Consistency of the proposed project with key General Plan policies approved TZC is analyzed in Table 3.6-2.

**Table 3.6-2 Proposed Project Consistency with General Plan Policies**

Applicable Policies	Approved TZC Consistency	Proposed Project Consistency
<b>Land Use Element</b>		
<b>Goal 1. A balance of land uses.</b>		
<p><b>Policy 1.2.</b> Promote high-density residential development within the City’s District Centers as a part of master-planned mixed-use development.</p>	<p><b>Consistent</b>                      The TZC allows high density residential development in mixed-use buildings in the Downtown (DT), Transit Village (TV), and Urban Center (UC) zones.</p>	<p><b>Consistent</b>                      The proposed project would construct a new mixed-use complex in the DT zone, allowing for high density residential development in the area and contributing to realization of a mixed-use environment</p>
<p><b>Policy 1.5.</b> Maintain and foster a variety of residential land uses in the City.</p>	<p><b>Consistent</b>                      TZC provides for distinct broad range of different housing types supporting different densities within the code area.</p>	<p><b>Consistent</b>                      The proposed project includes a variety of residential units including 45 studios, 89 one bedroom units, and 62 two bedroom units. This would provide several options for tenants in the new residential development.</p>
<p><b>Policy 1.6.</b> Support “live/work” opportunities within specifically defined areas.</p>	<p><b>Consistent</b>                      TZC allows live/work units in all zones.</p>	<p><b>Consistent</b>                      The proposed project would include commercial and residential space allowing for potential additional “live/work” opportunities in the area.</p>

Applicable Policies	Approved TZC Consistency	Proposed Project Consistency
<b>Goal 2. The promotion of land uses which enhance economic vitality.</b>		
<p><b>Policy 2.2.</b> Support commercial land uses in adequate amounts to accommodate the City’s needs for goods and services.</p>	<p><b>Consistent</b>            The TZC allows for a variety of commercial uses in a variety of zones that serve both regional and neighborhood needs for goods and services.</p>	<p><b>Consistent</b>            The proposed project includes 12,350-square feet of retail space in the mixed-use development, adding to the commercial accommodations currently available in Downtown Santa Ana.</p>
<p><b>Policy 2.4.</b> Support pedestrian access between commercial uses and residential neighborhoods which are in close proximity.</p>	<p><b>Consistent</b>            Policies 2.2, 2.6, and 2.9 are all implemented by the TZC emphasis on pedestrian-orientation, and mixing land uses to promote and enhance the experience of walking as a viable alternative to driving within the TZC area. Policies 2.6 and 2.9 in particular are implemented by the form-based zoning provisions of TZC, which are designed to provide appropriate transitions in scale and use between zones.</p>	<p><b>Consistent</b>            The proposed project supports pedestrian access between commercial and residential uses by providing a mixed-use development where both needs can be met within a walking distance. This would encourage walking as an alternative to driving near the project site to the community’s benefit. The addition of commercial space would allow for growth within the business environment that is compatible with surrounding land uses. Finally, construction of residential units in a heavily jobs-rich and commercial area assists with realizing the goal of producing a mixed-use environment.</p>
<p><b>Policy 2.6.</b> Encourage the creation of new development opportunities in developments which are compatible with surrounding land uses and provide a net community benefit.</p>		
<p><b>Policy 2.9.</b> Support developments that create a business environment that is safe and attractive.</p>		
<p><b>Policy 2.10.</b> Support new development which is harmonious in scale and character with existing development in the area.</p>	<p><b>Consistent</b>            The TZC is designed to enhance and complement existing development within the area.</p>	<p><b>Consistent</b>            The proposed project includes a mid-rise commercial and residential development consistent in scale with buildings in the surrounding area.</p>
<b>Goal 3. The preservation of existing neighborhoods.</b>		
<p><b>Policy 3.1.</b> Support development which provides a positive contribution to neighborhood character and identity.</p>	<p><b>Consistent</b>            These two policies are implemented by the form-based code provisions of the TZC, which provide standards for building placement, height and profile, parking placement, and building frontage and architectural type, that are consciously designed to produce the form and character of development desired in each zone.</p>	<p><b>Consistent</b>            The size and form of the proposed project would be consistent with buildings in the immediate vicinity, particularly those along North Main and North Bush Streets (i.e. the seven-story parking structure opposite the project site on North Main Street). Buildings up to 10 stories in height are already allowed using the Flex Block building type. The proposed project proposes use</p>
<p><b>Policy 3.5.</b> Encourage new development and/or additions to existing development that are compatible in scale, and consistent with the architectural style and character of the neighborhood.</p>		

Applicable Policies	Approved TZC Consistency	Proposed Project Consistency
<p>of the Lined Block building type. Other features, such as articulation, façade variety, and zero-setback design, integrate the project into the existing development pattern on Fourth and Main streets.</p>		
<p><b>Goal 4. The protection of unique community assets and open space that enhance the quality of life.</b></p>		
<p><b>Policy 4.2.</b> Encourage the retention and reuse of historical buildings and sites.</p>	<p><b>Consistent</b> The TZC provides standards for the retention and reuse of historical buildings and sites within the planning area. A more specific Adaptive Re-use Ordinance will be developed following the adoption of the code.</p>	<p><b>Consistent</b> The proposed project would alter the surroundings of the Downtown Santa Ana Historic District, although these alterations would not be sufficient to materially impair the historic district. The project is a mid-rise commercial and residential development consistent in use and scale with buildings in the surrounding area and is designed to complement and be woven into the existing fabric of the surrounding built environment. Therefore, the proposed project is consistent with the use and scale of buildings in the surrounding area.</p>
<p><b>Policy 4.3.</b> Support land uses which provide community and regional economic and service benefits.</p>	<p><b>Consistent</b> The TZC allows a variety of commercial, residential, and limited industrial uses meant to support a viable, regional market.</p>	<p><b>Consistent</b> The proposed project includes commercial space that would provide a community and regional economic benefit and would allow for additional services to the surrounding area. Introduction of residential units in Downtown also supports the economic goals of the City to create a robust, mixed-use central city.</p>
<p><b>Policy 4.4.</b> Encourage the development of projects which promote the City's image as a regional activity center.</p> <p><b>Policy 4.5.</b> Encourage development of employment centers and mixed use projects within targeted areas adjacent to major arterial roadways and freeway corridors.</p>	<p><b>Consistent</b> The transit-supportive development and related land uses anticipated for the Transit Village (TV) zone implement policies 4.4 and 4.5 by providing for a significant employment center adjacent to both the rail station and the Santa Ana Freeway.</p>	<p><b>Consistent</b> The proposed project is located in the central Santa Ana downtown area and is zoned TZC DT, which is consistent with mixed-use projects. The proposed project is located along Santa Ana Boulevard, which is classified as a major arterial roadway.</p>

Applicable Policies	Approved TZC Consistency	Proposed Project Consistency
<b>Goal 5. The protection of the community from the impacts of future development.</b>		
<p><b>Policy 5.1.</b> Promote development which has a net community benefit and enhances the quality of life.</p>	<p><b>Consistent</b>            The TZC addresses these policies by carefully crafting standards that require new development to be of the highest quality of architectural design; allows for compatible mixes of land uses, while seeking to minimize the impacts of existing incompatible land uses; and scales development to be compatible with existing infrastructure, particularly as it relates to the existing gridded street network.</p>	<p><b>Consistent</b>            The proposed project would provide additional high density residential housing options. The nature of the infill development would produce a net community benefit of improved residential uses and enhanced quality of life in downtown Santa Ana.</p>
<p><b>Policy 5.2.</b> Protect the community from incompatible land uses.</p>		<p><b>Consistent</b>            With approval of the proposed zoning text amendments and/or parking density bonus agreement concession/waiver, the proposed project would remain consistent with surrounding land uses in the project vicinity.</p>
<p><b>Policy 5.5.</b> Encourage development which is compatible with, and supportive of surrounding land uses.</p>		<p><b>Consistent</b>            The proposed project includes a mid-rise commercial and residential development consistent in use and scale with buildings in the surrounding area. This would support and promote the existing land uses in the area under further development.</p>
<b>Goal 6. Reduce residential overcrowding to promote public health and safety.</b>		
<p>The TZC does not directly address Goal 6 or its policies other than by providing an increase in the City’s housing supply through new mixed-use development in selected locations within the TZC area, as well as increasing allowable housing densities to create the opportunity for the development of new affordable housing pursuant to the City’s Housing Element.</p>		<p><b>Consistent</b>            The proposed project would provide a mixed-use infill development in the Santa Ana downtown area. This would be consistent with providing available and safe housing in the area.</p>

The proposed includes a density bonus agreement application to allow a reduction in onsite required parking, as well as approval of a separate, City-initiated zoning text amendment to amend height, massing, open space, and driveway width standards. This would be a similar approach to the consistency applied in the 2010 FEIR for the approved TZC, as the TZC also required amending existing General Plan policies to provide consistency for future development. With approval of density bonus agreement concession/waiver to the building height, building massing and parking standards, the proposed project would be consistent with the City’s General Plan goals and policies and the TZC. Therefore, the proposed project would not result in any new significant impacts that were not previously identified in the 2010 FEIR and nor would impacts exceed those identified in the 2010 FEIR for the approved TZC.

## 3.7 Noise

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The 2010 FEIR identified construction and operational noise impacts as less than significant with mitigation and vibration impacts as less than significant. This section addresses the impact of the noise and vibration that would be generated by the proposed project on nearby noise-sensitive land uses, as well as the effect of current and future noise and vibration levels on the proposed project. LSA Associates, Inc. (LSA) conducted a *Noise and Vibration Impact Analysis* for the proposed project to identify noise and vibration impacts compared to the approved TZC. The information below is derived from the impact analysis provided by LSA in February 2019 and is included in Appendix F.

### Setting

#### *Sensitive Receivers*

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive land uses include, but are not necessarily limited to, residential uses, hospitals, nursing facilities, intermediate care facilities, child educational facilities, libraries, museums, and child care facilities (City of Santa Ana 2010). The nearest noise-sensitive receivers to the project site are the Church of Scientology Orange County on West Fifth Street approximately 210 feet northwest, the Christian Tabernacle Church on North Main Street approximately 230 feet southwest, and multi-family residences at East Fifth Street and North Spurgeon Street approximately 370 feet east of the project site.

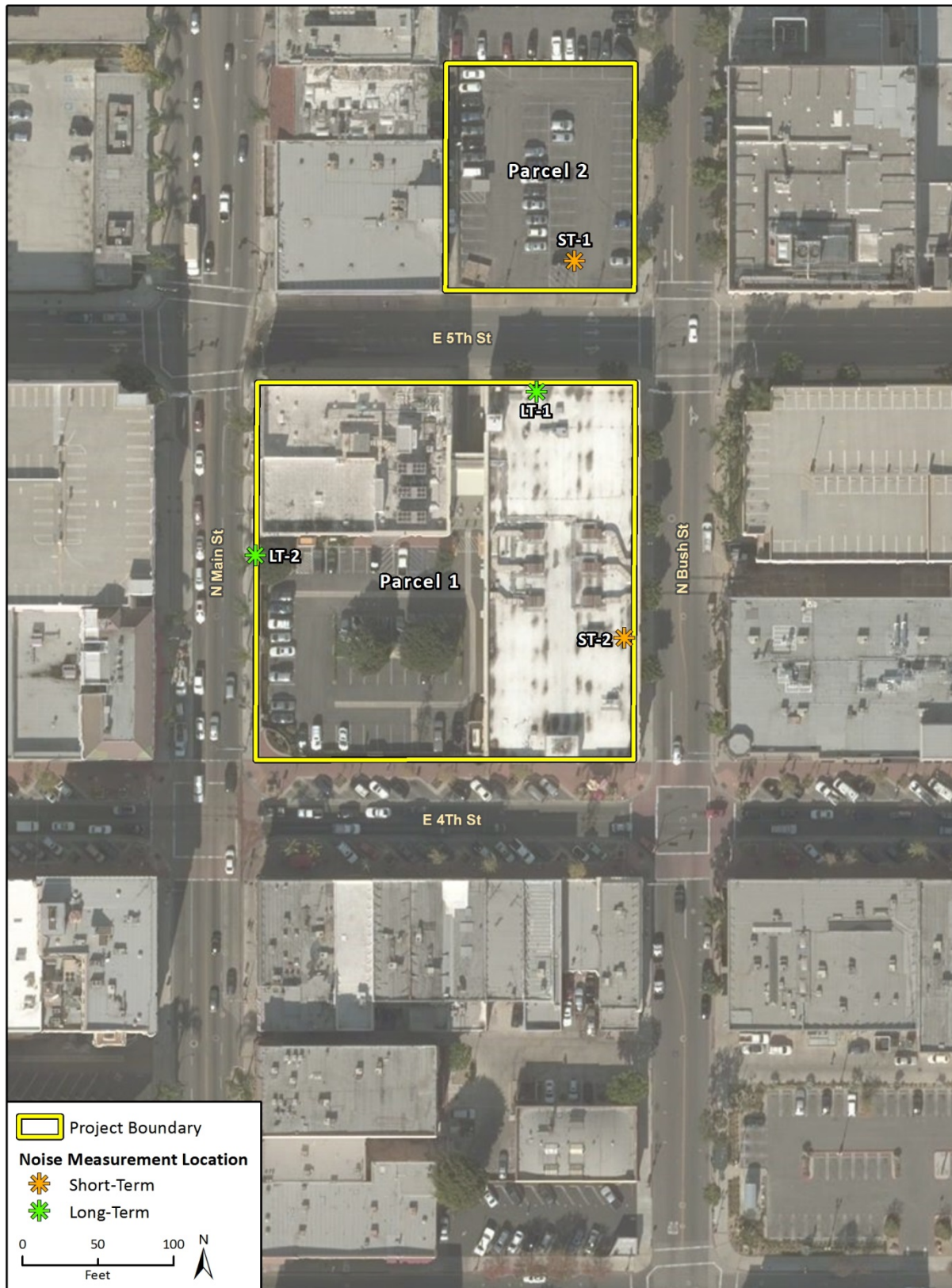
#### *Existing Noise Setting*

The primary existing noise source in the project area is traffic noise from nearby transportation roadways including: North Main Street, East Fourth Street, East Fifth Street, North Bush Street, and East Santa Ana Boulevard. In addition, noise from pedestrians and commercial uses surrounding the site influence the existing noise environment. While the proposed project is not located within the Airport Environs Overlay Zone, aircraft flyovers were observed at the project site and elevated noise levels have the potential to occur during such operations.

To characterize the existing noise conditions in the project vicinity, noise measurements were conducted on the project site. Two long-term 24-hour sound measurements were taken from January 23 to 24, 2019 and January 24 to 25, 2019. Additionally, two short-term sound measurements were taken on January 23, 2019. The results of the measurements show that the highest noise levels at the project site is 74.3 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL). Sound measurement locations are shown in Figure 3.7-1 and measurement results are shown in Table 3.7-1.



Figure 3.7-1 Sound Measurement Locations



Imagery provided by Microsoft Bing and its licensors © 2019.

Fig 9 Noise Measurement Locations

**Table 3.7-1 Existing Sound Level Measurements**

Location	Description	Daytime Noise Level (dBA L <sub>eq</sub> ) <sup>1</sup>	Evening Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	Nighttime Noise Level (dBA L <sub>eq</sub> ) <sup>3</sup>	Daily Noise Level (dBA CNEL)
LT-1	114 Fifth Street on the northern edge of the eastern building at the 3 <sup>rd</sup> story elevation	58.0-62.7	56.9-57.3	52.1-61.9	54.2
LT-2	114 Fifth Street in a tree next to North Main Street	69.0-71.6	68.6-70.8	61.7-71.2	74.3
ST-1	Northwest of the intersection of Fifth Street and North Bush Street	60.1-64.8	59-59.4	54.2-64.1	66.3
ST-2	114 Fifth Street at the edge of the roof of the eastern building at 3 <sup>rd</sup> story elevation	54.8-59.5	53.7-54.1	48.9-58.7	61.0

<sup>1</sup> Daytime noise levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.

<sup>2</sup> Evening noise levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.

<sup>3</sup> Nighttime noise levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels, ft=feet, Leq = equivalent continuous sound level

Source: LSA, Associates Inc. 2018; see Appendix F

## Project Impacts

### *Off-Site Construction Noise*

The 2010 FEIR concluded that construction could result in significant noise impacts. This is considered a potentially significant impact; however, implementation of Mitigation Measure 4.8-4 would require heavily loaded trucks to be routed away from residential streets. Construction related trips would not exceed those analyzed as part of the approved TZC in the 2010 FEIR. Larger trucks used in equipment delivery would generate higher noise impacts because trucks passing at a distance of 50 feet from a sensitive noise receiver could reach a maximum level of 84 dBA. However, the pieces of heavy equipment for grading and construction activities would be moved to the site once and would remain on the project site for the duration of each construction phase. This onetime trip, when heavy construction equipment is moved on and off site, would occur similar to the approved TZC and would not add to the daily traffic noise in the project vicinity. Additionally, the total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets, and the long-term noise level change associated with these trips would not be perceptible. In addition, Mitigation Measure 4.8-4 would be applied to the proposed project. Therefore, equipment transport noise and construction-related worker commute impacts would be short-term and reduced near residences. Construction trips would not result in any new significant construction-related noise impact or substantial increase in the severity of construction-related noise impacts compared to the approved TZC.

### *On-Site Construction Noise*

The 2010 FEIR concluded that construction could result in significant noise impacts. This is considered a potentially significant impact; however, implementation of Mitigation Measures 4.8-1 through 4.8-3 would require construction noise best management practices and staging areas away

from sensitive receivers. Construction of the approved TZC would be as loud as 86 dBA  $L_{eq}$  at 50 feet and 107 dBA  $L_{eq}$  at 50 feet, for pile drivers, while construction of the proposed project would generate slightly lower construction noise levels as loud as 84 dBA  $L_{eq}$  at 50 feet from the source (see Appendix F). Construction noise levels at the nearest sensitive receiver to the proposed project, the church approximately 210 feet the northwest, would be as loud as approximately 70 dBA  $L_{eq}$  and 74 dBA  $L_{max}$ . As with the approved TZC, construction impacts would be temporary and daily construction activities would be limited by the Santa Ana Municipal Code (Section 18.314[e]) to daytime hours (between 7:00 a.m. and 8:00 p.m. on weekdays and Saturdays). Limited construction hours would avoid construction noise impacts on residences to the east, during hours when people normally sleep, and would comply with all standards established in the Santa Ana Noise Ordinance. In addition, the proposed project would incorporate Mitigation Measures 4.8-2 to implement construction best management practices such as mufflers, shutting off construction equipment if it is not in use for more than 30 minutes, and use of electric power tools and Mitigation Measure 4.8-3 for staging away from sensitive receivers. Therefore, with incorporation of mitigation measures from the 2010 FEIR, the proposed project would not result in any new significant construction-related noise impact or substantial increase in the severity of construction-related noise impacts compared to the approved TZC.

#### *Off-Site Operational Noise*

Similar to the approved TZC analyzed in the 2010 FEIR, off-site operational impacts would result from roadway noise and the proposed project would increase the number of vehicle trips in the project vicinity. This would increase traffic noise on roadways within the vicinity of the project site. The Federal Highway Administration Traffic Noise Prediction Model was used to identify traffic-related noise impacts from the proposed project (see Appendix F). The *Traffic Impact Analysis Report* prepared by Lincott, Law & Greenspan in April 2019 (Appendix E-1) analyzes the proposed project's traffic levels on roadway segments in the vicinity of the project site. Traffic volumes for the existing and Year 2040 Buildout scenarios are analyzed in the Traffic Impact Analysis Report. The baseline scenarios and plus project scenarios were evaluated to determine potential traffic noise impacts on off-site sensitive land uses as shown in Table 3.7-2 and Table 3.7-3. These noise impacts were then compared to those of the approved TZC.

**Table 3.7-2 Existing (2018) Traffic Noise Levels With and Without the Proposed Project**

Roadway Segment	Without Project Traffic		With Project Traffic		Increase (dBA)
	ADT	CENL 50 feet from Centerline of Outermost Lane	ADT	CENL 50 feet from Centerline of Outermost Lane	
Main Street between Santa Ana Blvd. and Fifth Street	27,647	65.5	28,030	65.6	0.1
Main Street between Fifth Street and Fourth Street	31,561	66.5	31,873	66.5	0.0
Main Street south of Fourth Street	29,159	66.2	29,408	66.2	0.0
Fifth Street between Main Street and Bush Street	6,148	61.5	7,533	62.4	0.9
Fourth Street between Bush Street and Mortimer Street	7,145	62.2	7,330	62.3	0.1
Fourth Street between Main Street and Bush Street	3,950	60.2	4,014	60.2	0.0
Bush Street between Fifth Street and Fourth Street	5,347	57.4	5,674	57.7	0.3

ADT = average daily trips  
Source: LSA 2019. See Appendix F

**Table 3.7-3 Year 2040 Buildout Traffic Noise Levels With and Without Proposed Project**

Roadway Segment	Without Project Traffic		With Project Traffic		Increase (dBA)
	ADT	CENL 50 feet from Centerline of Outermost Lane	ADT	CENL 50 feet from Centerline of Outermost Lane	
Main Street between Santa Ana Blvd. and Fifth Street	33,585	66.3	33,968	66.4	0.1
Main Street between Fifth Street and Fourth Street	37,806	67.3	38,118	67.3	0.0
Main Street south of Fourth Street	35,209	67.0	35,458	67.0	0.0
Fifth Street between Main Street and Bush Street	6,934	62.0	8,319	62.8	0.8
Fourth Street between Bush Street and Mortimer Street	7,870	62.6	8,055	62.7	0.1
Fourth Street between Main Street and Bush Street	5,088	61.3	5,152	61.3	0.0
Bush Street between Fifth Street and Fourth Street	5,782	57.8	6,109	58.0	0.2

ADT = average daily trips  
Source: LSA 2019. See Appendix F

As shown in Table 3.7-2 and Table 3.7-3 project-related traffic noise would result in a minimal noise increase (0.9 dBA or less) along area roadways. Therefore, similar to the approved TZC traffic noise resulting from the proposed project would not be perceptible because the increase would be less than 3 dBA. The proposed project would not result in a new significant impact related to traffic noise, nor would it substantially increase the severity of a significant impact compared to the approved TZC.

#### *On-Site Operational Noise*

The 2010 FEIR concluded that on-site operational noise impacts from HVAC equipment would exceed the City's noise standards and there would be a potentially significant impact. Similar to the approved TZC, the proposed project would expose off-site uses to stationary source noise impacts from HVAC equipment operations. HVAC operation from the proposed project would result in unmitigated exterior noise levels of 18 dBA  $L_{eq}$  at the nearest noise-sensitive receivers approximately 210 feet northwest of the project site (LSA 2019). Nighttime noise levels are as low as 52 dBA  $L_{eq}$ , as shown in Table 3.7-1, therefore operations associated with HVAC equipment would not increase existing noise levels by more than 3 dBA and would be in compliance with the City's daytime and nighttime noise standards. The 2010 FEIR determined that operational noise associated with mechanical equipment would be less than significant with MM 4.8-7 to provide proper shielding for all new HVAC systems on residential and mixed-use buildings to achieve an attenuation rate of 15 dBA at 50 feet. The proposed project would be required to comply with this mitigation measure, further reducing noise from HVAC equipment at nearby receivers. Therefore, noise from HVAC equipment would not exceed the noise levels as analyzed in the approved TZC and would not result in a new significant impact or increase the severity of a previously identified significant impact.

#### *Exterior Noise Levels*

Based on noise monitoring results shown in Table 3.7-1, noise levels on the project site range from approximately 61 CNEL to 74 CNEL. As mentioned above a noise level of up to 65 CNEL is the exterior usable space threshold acceptable for multiple dwelling unit residences. Therefore, similar to the approved TZC, outdoor activity areas of the proposed project should incorporate noise reduction measures to reduce levels to below 65 CNEL. While the City's noise standards exempt multi-family balconies, the 2010 FEIR MM 4.8-5 requires residential uses that would be located in areas with noise levels in excess of 60 CNEL to provide noise barriers of sufficient height and density to reduce the exterior noise levels within private open space areas to a CNEL of 65 dBA or less. Similar to the approved TZC the proposed project would incorporate MM 4.8-5 of the approved TZC. Therefore, consistent with the 2010 FEIR, noise in private open space on the project site would be reduced to 65 CNEL or less.

The roof terrace on the 7<sup>th</sup> floor of the proposed project, adjacent to Fourth Street, would provide common open space for project residents. Noise levels on the roof terrace would be below the 65 CNEL standard for multi-family common areas because noise levels at this area of the project site are approximately 61 CNEL and noise would increase to 62.2 CNEL with project related traffic (LSA 2019). The second common space area on the 3<sup>rd</sup> floor would contain a courtyard and pool area. The courtyard and pool would be located internal to the site, and noise impacts from surrounding sources would be attenuated by proposed building structures. The proposed building would reduce noise by approximately 17 dBA. Therefore, noise in the pool area would be approximately 57 CNEL (74 CNEL – 17 dBA = 57 CNEL), which is below the City standard for outdoor use areas. Outdoor use areas on floors three and seven would not exceed City exterior noise levels and impacts would be

reduced as compared to the approved TZC. The proposed project would not result in a new significant impact, nor would it substantially increase the severity of a significant impact compared to the approved TZC.

### *Interior Noise Levels*

In addition to the City's exterior noise standard, the proposed project must demonstrate compliance with the interior noise standard of 45 CNEL. Based on an estimate for noise reduction in interior spaces with windows and doors open of approximately 12 dBA, interior noise levels along Main Street, the noisiest street surrounding the project site, would be approximately 62 CNEL (74 dBA – 12 dBA), which would exceed the 45 CNEL standard.

A standard residential unit proposed as part of the proposed project would include a five by eight foot window system with a Sound Transmission Class (STC) rating of 25 and a wall STC rating of 46, which provides a combined 26 dBA exterior-to-interior noise reduction with windows closed. Therefore, with windows closed interior noise levels for residences along Main Street would be approximately 48 CNEL (74 dBA – 26 dBA = 48 dBA), which exceeds the 45 CNEL standard with windows closed for noise-sensitive land uses. Similar to the approved TZC the proposed project would incorporate 2010 FEIR MM 4.8-6 to reduce interior noise levels to 45 dBA or less. Upgraded windows with a minimum STC rate of 28 or higher with standard building construction and central air conditioning would allow windows to remain closed while achieving the noise City's interior standard. Proposed residential units for the Proposed project along Fourth Street, Fifth Street, and Bush Street would not exceed the interior noise standard of 45 CNEL with standard construction, central air conditioning, and windows with a minimum STC rating of 25, because exterior noise levels along the roadways do not exceed 70 dBA. Therefore, the proposed project would not result in a new significant impact, nor would it substantially increase the severity of a significant impact compared to the approved TZC.

### *Construction Vibration*

The 2010 FEIR concluded that construction vibration impacts would be significant and unavoidable. Construction activities of the proposed project would be similar to those of the approved TZC. Operation of construction equipment on the project site and would result in vibration at nearby receivers. The distance to the nearest building for vibration impacts is measured between the nearest off-site building and the project boundary because vibration impacts occur within buildings. This analysis assumes that construction equipment would occur at or near the project boundary. The nearest buildings to Parcel 1 are existing commercial and office uses approximately 50 feet north of the project site. Therefore, construction of the Proposed project would generate vibration levels of 0.031 inches/second (in/sec) Peak Particle Velocity (PPV) or 78 vibration decibels (VdB) utilizing large equipment, such as large bulldozers.<sup>1</sup> Therefore, construction vibration of Parcel 1 would not cause any potential building damage because it is below the minimum 0.2 in/sec PPV (94 VdB) threshold for buildings (LSA 2019). Construction vibration at Parcel 1 would not exceed vibration anticipated by the approved TZC, which was determined to be potentially significant.

The nearest buildings to Parcel 2 are commercial and office uses, approximately 10 feet west of the project site. Operation of typical construction equipment, such as large bulldozers and jackhammers, would generate vibration levels of 0.351 in/sec PPV (99VdB). Therefore, as with the approved TZC, construction vibration on Parcel 2 has the potential to cause damage to nearby

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<sup>1</sup> The proposed project would not use pile drivers.

buildings. The 2010 FEIR concluded that Mitigation Measures 4.8-3 and 4.8-4 would be required to reduce vibration impacts to the extent feasible by requiring staging areas away from sensitive receivers and route heavy trucks away from residences. However, mitigation would not completely reduce vibration impacts to a less than significant level. Therefore, the proposed project would not result in a new significant impact, nor would it substantially increase the severity of a significant impact compared to the approved TZC.

#### *Operational Vibration*

The 2010 FEIR concluded that operational vibration impacts would be significant and unavoidable. Groundborne vibration resulting from operation of the proposed project would primarily be generated by delivery and garbage trucks making periodic trips to the project site. These types of deliveries would be consistent with deliveries currently made along roadways to commercial uses in the Downtown area and are consistent with deliveries assumed as part of the approved TZC. No substantial additional sources of groundborne vibration would be built as part of the proposed project. Therefore, the proposed project would not result in a new significant impact, nor would it substantially increase the severity of a significant impact compared to the approved TZC.

#### *Airport Noise*

As concluded in the 2010 FEIR, the project site is not located in the vicinity of a private airstrip nor is it located within two miles of an airport or within an airport land use plan. The nearest airport is John Wayne Airport (KSNA) located approximately five miles south of the project site. Similar to the approved TZC, airport noise would be less than significant and the proposed project would not substantially increase the severity of the previously identified significant impact.

## 3.8 Transportation/Circulation

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This section analyzes the potential for the proposed project to cause significant impacts to the existing circulation system and transportation facilities in the City of Santa Ana. The analysis in this section is based on a Traffic Impact Analysis (TIA) prepared for the proposed project by Linscott, Law & Greenspan, Engineers in April 2019. That study compares the proposed project's trip generation to the approved TZC's trip generation estimates produced by KOA Corporation in 2010. The TIA is provided in Appendix E-1.

The 2010 FEIR concluded that adoption of the approved TZC could cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. All of the potential impacts attributable to the approved TZC are mitigable. However, two mitigations require the approval/cooperation of the California Department of Transportation (Caltrans). Because two of the improvements require a discretionary action of an agency outside of the City's purview, the implementation of the two mitigations cannot be guaranteed. Should the mitigations be implemented in cooperation with Caltrans, the traffic impacts of the approved TZC would be reduced to less than significant.

In addition, adoption of the approved TZC could result in impacts related to street segment capacity on roadways within and adjacent to the approved TZC. As described above, because two of the improvements require a discretionary action of an agency outside of the City's jurisdiction, the implementation of the two mitigations cannot be guaranteed. Should the mitigations be implemented in cooperation with Caltrans, the traffic impacts of the approved TZC would be reduced to less than significant.

Lastly, adoption of the TZC could increase the level of traffic at the I-5 northbound off-ramp at Santa Ana Boulevard to an unacceptable level of service. The potential impact is mitigable but requires a discretionary action by Caltrans, which is outside the purview of the City's jurisdiction. Should the mitigation be implemented in cooperation with Caltrans, the traffic impacts of the approved TZC would be reduced to less than significant.

### Setting

#### *Existing Traffic Volumes*

The TIA prepared for the proposed project identified nine key intersections and six key roadway segments as locations to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the project. These key locations were selected for evaluation based on discussions with City of Santa Ana staff and in consideration of Orange County Congestion Management Plan (CMP) requirements.

Existing daily, AM peak hour and PM peak hour traffic volumes for the nine key study intersections and six key roadway segments evaluated were obtained from manual turning movement counts conducted by National Data and Surveying Services in May of 2018. Detailed peak hour and daily traffic count sheets for the key intersections and roadway segments evaluated as a part of the TIA for the proposed project are shown in Appendix E-1. The nine intersections and six roadway segments considered as a part of the TIA are listed below.



### KEY STUDY INTERSECTIONS

1. Main Street at Santa Ana Boulevard (City of Santa Ana)
2. Main Street at Fifth Street (City of Santa Ana)
3. Main Street at Fourth Street (City of Santa Ana)
4. Main Street at 1st Street (City of Santa Ana)
5. Bush Street at Santa Ana Boulevard (City of Santa Ana)
6. Bush Street at Fifth Street (City of Santa Ana)
7. Bush Street at Fourth Street (City of Santa Ana)
8. Bush Street at First Street (City of Santa Ana)
9. Mortimer Street at Fifth Street (City of Santa Ana)

#### *Existing Intersection Levels of Service*

Existing peak hour volumes and lane configurations were used to calculate the level of service (LOS) for each of the nine key study intersections listed. Table 3.8-1 summarizes the existing peak hour service level calculations for the nine key study intersections based on existing traffic volumes and current street geometrics. Review of Table 3.8-1 indicates that all the key study intersections currently operate at an acceptable level of service during the AM and PM peak hours.

#### *2010 and 2019 Project Traffic Conditions*

KOA prepared a revised TIA for the City of Santa Ana TZC FEIR in April of 2010 (TZC TIA). Of the nine study intersections listed above, all are a part of the study intersections evaluated in the TZC TIA, with the exception of one, Bush Street at First Street. Similarly, all but two of the roadway segments, Fourth street, between Main Street and Bush Street, and Bush Street, between Fifth Street and Fourth Street were analyzed in the TZC TIA. Given their proximity to the proposed project, this intersection and roadway segments were included in the TIA for the proposed project. Table 3.8-2 shows the traffic conditions at the key intersections compared to the LOS evaluated at the same intersections in the TZC TIA prepared for the 2010 FEIR for the approved TZC.

### Project Impacts

Existing AM and PM peak hour operating conditions for the nine key study intersections were evaluated using the intersection Capacity Utilization (ICU) methodology for signalized intersections and the methodology outlined in the *Highway Capacity Manual 6* (HCM 6) for unsignalized intersections, both of which were consistent with the analysis methodologies used in the approved TZC's TIA. All nine key intersections are under the jurisdiction of the City of Santa Ana.

**Table 3.8-1 Existing Peak Hour Intersection Capacity Analysis**

Key Intersection	Minimal Acceptable LOS	Control Type	Peak Hour	Delay	
				ICU/HCM	LOS
1. Main Street at Santa Ana Blvd.	E	2 ØTraffic Signal	AM	0.604	B
			PM	0.562	A
2. Main Street at Fifth Street	E	3 ØTraffic Signal	AM	0.503	A
			PM	0.604	B
3. Main Street at Fourth Street	E	2 ØTraffic Signal	AM	0.489	A
			PM	0.529	A
4. Main Street at First Street	E	8 ØTraffic Signal	AM	0.742	C
			PM	0.778	C
5. Bush Street at Santa Ana Blvd.	E	2 ØTraffic Signal	AM	0.414	A
			PM	0.434	A
6. Bush Street at Fifth Street	E	2 ØTraffic Signal	AM	0.324	A
			PM	0.513	A
7. Bush Street at Fourth Street	E	2 ØTraffic Signal	AM	0.315	A
			PM	0.497	A
8. Bush Street at First Street	E	2 ØTraffic Signal	AM	0.547	A
			PM	0.643	B
9. Mortimer Street at Fifth Street	D	All-Way Stop	AM	9.5 s/v	A
			PM	14.6 s/v	B

Ø=Traffic Signal Phase

s/v= seconds/vehicle

Source: Linscott, Law & Greenspan, Engineers, April 2019 (see Appendix E-1 for the full Traffic Impact Analysis)

**Table 3.8-2 Comparison of Intersection Operations in TZC TIA and Proposed Project TIA (2019)**

Key Intersection	Control Type	Peak Hour	Delay	
			TZC TIA LOS	Proposed Project TIA LOS
1. Main Street at Santa Ana Blvd.	2 ØTraffic Signal	AM	A	B
		PM	B	A
2. Main Street at Fifth Street	3 ØTraffic Signal	AM	A	A
		PM	A	B
3. Main Street at Fourth Street	2 ØTraffic Signal	AM	A	A
		PM	A	A
4. Main Street at First Street	8 ØTraffic Signal	AM	B	C
		PM	C	C
5. Bush Street at Santa Ana Blvd.	2 ØTraffic Signal	AM	A	A
		PM	A	A
6. Bush Street at Fifth Street	2 ØTraffic Signal	AM	A	A
		PM	A	A
7. Bush Street at Fourth Street	2 ØTraffic Signal	AM	A	A
		PM	A	A
8. Bush Street at First Street	2 ØTraffic Signal	AM	N/A	A
		PM	N/A	B
9. Mortimer Street at Fifth Street	All-Way Stop	AM	A	A
		PM	C	B

Ø=Traffic Signal Phase

Source: Linscott, Law & Greenspan, Engineers, April 2019 (see Appendix E-1 for the full Traffic Impact Analysis); TZC TIA 2010

*Plan and Policy Consistency*

The proposed project would not conflict with adopted policies, plans, ordinances, or programs supporting the circulation system, including alternative transportation. Consistent with the findings in the 2010 FEIR for the approved TZC, the proposed project would comply with City of Santa Ana Municipal Code requirements and would provide bicycle racks, and access to local bike lanes along Civic Center Drive, Santa Ana Boulevard, and Main Street. In addition, the proposed project is intended to provide a live-work community that would reduce daily vehicle trips, thereby encouraging alternative transportation via pedestrian and bicycle traffic. This would be consistent with the City’s Bicycle Master Plan and its goals to create a safe bicycle network throughout Santa Ana.

Pedestrian connections would be provided via existing public sidewalks along Main, Bush, Fifth, and Fourth streets within the vicinity of the project frontage, which would connect to the project site. The proposed project would protect the existing sidewalk along project frontage, and if necessary, would repair or reconstruct sidewalks along the project frontage at the City’s request. The existing sidewalk system within the project vicinity provides direct connectivity throughout downtown Santa Ana, inclusive of the Santa Ana Metrolink Station located on Santa Ana Boulevard east of Santiago Street, as well as the downtown Commercial District and Civic Center District located to the west, across Main Street. The pedestrian access to these local transit facilities is consistent with Goal 3.0 in the City’s General Plan Circulation Element to provide a full spectrum of travel alternatives for the community’s residents, employees, and visitors.

The proposed project would not result in an increase in roadway or intersection traffic impacts beyond those analyzed in the 2010 FEIR for the approved TZC. The TIA for the proposed project evaluated nine intersections and six roadway segments that are in close proximity to the project site. All of these were also evaluated for the approved TZC, with the exception of the intersection at Bush Street and First Street and the roadway segments along Fourth Street, between Main and Bush streets and Bush Street, between Fifth and Fourth streets. As discussed above, existing conditions for the project site indicate that all key study intersections currently operate at an acceptable level of service during the AM and PM peak hours.

### PROPOSED PROJECT TRAFFIC GENERATION

Table 3.8-3 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed project and also presents the project's forecast peak hour and daily traffic volumes. As shown in the upper portion of the Table 3.8-3, Institute of Transportation Engineers (ITE) Land Use 221: Multifamily Housing (Mid-Rise) trip rates were used to forecast the trip generation potential for the residential component of the Project. For the retail/commercial component of the proposed project, ITE Land Use 820: Shopping Center averages trips were used. The proposed project is located within traffic analysis zone (TAZ) 4 of the 2010 FEIR for the approved TZC, which assumed 385 multifamily DU and 106,000 SF of retail, and the removal of 100,000 SF of commercial/office. The proposed project's proposed allocation of residential and commercial space fits within the total assumed development.

**Table 3.8-3 Proposed Project Traffic Generation Forecast**

Description	Units	Weekday Daily Total	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Trip Generation Rates</b>								
221: Multifamily Housing (Mid-Rise)	DU	5.44	26%	74%	0.36	61%	39%	0.44
820: Shopping Center	kSF	37.75	62%	38%	0.94	48%	52%	3.81
<b>Trip Generation Estimates</b>								
221: Residential	220 DU	1,197	21	58	79	59	38	97
Internal Capture		-84	0	-1	-1	-6	-2	-8
Residential Subtotal		1,113	21	57	78	53	36	89
820: Retail	12,350 SF	466	7	5	12	23	24	47
Internal Capture		-84	-1	0	-1	-2	-6	-8
Residential Subtotal		382	6	5	11	21	18	39
<b>Total Project Trip Generation</b>		<b>1,495</b>	<b>27</b>	<b>62</b>	<b>89</b>	<b>74</b>	<b>54</b>	<b>128</b>
Non-Auto Trip Adjustment (5%)		-75	-1	-3	-4	-4	-2	-6
Net Project Trip Generation		1,420	26	59	85	70	52	122

Notes: Trip generation rates and pass-by credits based on ITE Trip Generation Manual, 10<sup>th</sup> Edition, *Institute of Transportation Engineers*, unless otherwise noted; DU = Dwelling Unit, kSF = Thousand Square-Feet, SF = Square-Feet; Mid-Rise Multifamily Housing consists of buildings that range between 3 and 10 levels; Project trip generation was adjusted to account for internal capture between the apartment buildings and the retail components of the Project.

Source: Linscott, Law & Greenspan, Engineers, April 2019 (see Appendix E-1 for the full Traffic Impact Analysis)

### EXISTING PLUS PROPOSED PROJECT CONDITIONS

The “Existing Plus Project” traffic conditions were generated based upon existing conditions at the project site and the estimated proposed project traffic. These forecasted traffic conditions were prepared in the TIA for the proposed project, pursuant to the CEQA guidelines that require that potential impacts of a project be evaluated upon the circulation system as it currently exists. This analysis was projected for the AM and PM peak hour traffic volumes at the nine key intersections and the three project access driveways with the addition of the trips generate by the proposed project to existing traffic volumes.

Table 3.8-4 below summarizes the peak hour LOS results at the nine key intersections for existing plus project traffic conditions. The first column (1) of ICU/LOS values and HCM/LOS values in Table 3.8-4 presents a summary of existing AM and PM peak hour traffic conditions (which were also presented above in Table 3.8-1). The second column (2) lists existing plus project traffic conditions. The third column (3) shows the increase in ICU value and/or HCM value due to the added peak hour project trips and indicates whether the traffic associated with the Project would have a significant impact based on the LOS standards and significant impact criteria defined above.

Review of columns (2) and (3) of Table 3.8-4 indicates that traffic associated with the proposed project would not significantly impact any key intersections, when compared to the LOS standards and significant impact criteria. All nine study intersections are forecast to operate at acceptable LOS in both the AM and PM peak hours with the addition of the proposed project. Further calculations for the existing plus proposed project ICU/LOS and HCM/LOS are presented in the TIA for the proposed project shown in Appendix E-1.

### FUTURE NEAR-TERM (YEAR 2021) PLUS PROPOSED PROJECT CONDITIONS

Future Near-Term (Year 2021) or Cumulative Conditions represent conditions as they are expected to occur with the buildout of the proposed project considering potential development in the project vicinity. Horizon year, background traffic growth estimates were calculated using an ambient traffic growth factor. The ambient growth factor was intended to include unknown and future related projects within the project vicinity, as well as account for regular growth in traffic volumes due to the development of projects outside of the study area considered in the TIA for the proposed project (Appendix E-1).

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed project, the status of other known development projects (related projects) within a two-mile radius of the proposed project was research at the City of Santa Ana as a part of the TIA. Based on this research, 20 related projects in Santa Ana are being processed for approval and were included as part of the cumulative background setting.

Table 3.8-5 summarizes the peak hour LOS results at the nine key study intersections for the Year 2021 horizon year including consideration of the ambient growth and related projects cumulative traffic volumes. The first column (1) lists projected cumulative traffic conditions (existing plus ambient plus related projects traffic) based on existing intersection geometry, but without any traffic generated from the proposed project. The second column (2) presents forecast Year 2021 near-term traffic conditions with the addition of proposed project traffic. The third column (3) shows the increase in ICU value and/or HCM value due to the added peak hour proposed project trips and indicates whether the traffic associated with the proposed project would have a significant impact based on the LOS standards and significant impact criteria defined above.

An analysis of the future (Year 2021) background traffic conditions indicates that the addition of ambient traffic growth and related projects traffic will not adversely impact any of the key intersections. All nine key intersections are forecast to operate at acceptable LOS in both the AM and PM peak hours.

Review of columns (2) and (3) of Table 3.8-5 below indicates that traffic associated with the proposed project would not significantly impact any of the key study intersections, when compared to the LOS standards and significant impact criteria. All nine key intersections are forecast to operate at acceptable LOS in both the AM and PM peak hours with the addition of the proposed project in the buildout year of 2021.

#### **FUTURE LONG-TERM (YEAR 2040) PLUS PROPOSED PROJECT CONDITIONS**

Through coordination with City staff, the Year 2040 traffic volume forecasts for the proposed project TIA were developed using Year 2040 traffic models provided by the Orange County Transportation Authority (OCTA). Specifically, daily, AM peak period and PM peak period link traffic volumes were provided by OCTA for the existing base year and for the Year 2040 year. The Year 2040 AM and PM peak hour cumulative traffic volumes at the nine key intersections were evaluated and used to forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed project.

Table 3.8-6 summarizes the peak hour Level of Service results at the nine (9) key study intersections for the Year 2040. The first column (1) lists projected Year 2040 long-term traffic conditions based on existing intersection geometry, but without any traffic generated from the proposed project. The second column (2) presents forecast Year 2040 long-term traffic conditions with the addition of proposed project traffic. The third column (3) shows the increase in ICU value and/or HCM value due to the added peak hour proposed project trips and indicates whether the traffic associated with the proposed project would have a significant impact based on the LOS standards and significant impact criteria.

Review of column (1) of Table 3.8-6 below shows that projected long-term (Year 2040) without project traffic would not adversely impact any of the key intersections. All nine key intersections are forecast to operate at acceptable LOS in both the AM and PM peak hours. Review of columns (2) and (3) indicates that traffic associated with the proposed project would not significantly impact any of the key study intersections, when compared to the LOS standards and significant impact criteria. All nine key intersections are forecast to operate at acceptable LOS in both the AM and PM peak hours with the addition of the proposed project in the long-term future year 2040.

The results of the intersection capacity analysis presented above shows that the proposed project would not significantly impact any of the nine key study intersections under the any of the traffic scenarios evaluated. Although the Proposed project is not expected to have a significant traffic impact at any of the key intersections under the traffic analysis scenarios, the proposed project, consistent with Mitigation Measure 4.11-4 of the 2010 FEIR for the approved TZC, would be expected to participate on a fair-share basis and contribute the implementation of recommended mitigation measures at 10 existing intersections. With adherence to this Mitigation Measure, the proposed project would not result in any new significant impact or conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts would be less than those identified in the 2010 FEIR for the approved TZC.

**Table 3.8-4 Existing Plus Proposed Project Peak Hour Intersection Capacity Analysis**

Key Intersection	Minimal Acceptable LOS	Peak Hour	(1) Existing Traffic Conditions		(2) Existing Plus Proposed Project Traffic Conditions		(3) Significant Impact	
			ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
1. Main Street at Santa Ana Blvd.	E	AM	0.604	B	0.614	B	0.010	No
		PM	0.562	A	0.578	A	0.016	No
2. Main Street at Fifth Street	E	AM	0.503	A	0.515	A	0.012	No
		PM	0.604	B	0.637	B	0.033	No
3. Main Street at Fourth Street	E	AM	0.489	A	0.491	A	0.002	No
		PM	0.529	A	0.533	A	0.004	No
4. Main Street at First Street	E	AM	0.742	C	0.748	C	0.006	No
		PM	0.778	C	0.788	C	0.010	No
5. Bush Street at Santa Ana Blvd.	E	AM	0.414	A	0.423	A	0.009	No
		PM	0.434	A	0.436	A	0.002	No
6. Bush Street at Fifth Street	E	AM	0.324	A	0.336	A	0.012	No
		PM	0.513	A	0.524	A	0.011	No
7. Bush Street at Fourth Street	E	AM	0.315	A	0.329	A	0.014	No
		PM	0.497	A	0.505	A	0.008	No
8. Bush Street at First Street	E	AM	0.547	A	0.556	A	0.009	No
		PM	0.643	B	0.646	B	0.003	No
9. Mortimer Street at Fifth Street	D	AM	9.5 s/v	A	9.8 s/v	A	0.3 s/v	No
		PM	14.6 s/v	B	15.5 s/v	C	0.9 s/v	No

s/v= seconds/vehicle

Source: Linscott, Law & Greenspan, Engineers, April 2019 (see Appendix E-1 for the full Traffic Impact Analysis); TZC TIA 2010

Table 3.8-5 Year 2021 Cumulative Peak Hour Intersection Capacity Analysis

Key Intersection	Minimal Acceptable LOS	Peak Hour	(1) Year 2040 Buildout Traffic Conditions		(2) Year 2040 Buildout Plus Proposed Project Traffic Conditions		(3) Significant Impact	
			ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
1. Main Street at Santa Ana Blvd.	E	AM	0.703	C	0.714	C	0.011	No
		PM	0.686	B	0.703	C	0.017	No
2. Main Street at Fifth Street	E	AM	0.766	C	0.778	C	0.012	No
		PM	0.803	D	0.836	D	0.033	No
3. Main Street at Fourth Street	E	AM	0.587	A	0.588	A	0.001	No
		PM	0.648	B	0.652	B	0.004	No
4. Main Street at First Street	E	AM	0.825	D	0.829	D	0.004	No
		PM	0.932	E	0.942	E	0.010	No
5. Bush Street at Santa Ana Blvd.	E	AM	0.464	A	0.468	A	0.004	No
		PM	0.476	A	0.485	A	0.009	No
6. Bush Street at Fifth Street	E	AM	0.494	A	0.513	A	0.019	No
		PM	0.652	B	0.569	B	0.017	No
7. Bush Street at Fourth Street	E	AM	0.372	A	0.386	A	0.014	No
		PM	0.555	A	0.563	A	0.008	No
8. Bush Street at First Street	E	AM	0.605	B	0.615	B	0.010	No
		PM	0.730	C	0.733	C	0.003	No
9. Mortimer Street at Fifth Street	D	AM	9.8 s/v	A	10.1 s/v	B	0.3 s/v	No
		PM	16.8 s/v	C	18.1 s/v	C	1.3 s/v	No

s/v= seconds/vehicle

Source: Linscott, Law & Greenspan, Engineers, April 2019 (see Appendix E-1 for the full Traffic Impact Analysis); TZC TIA 2010



**Table 3.8-6 Year 2040 Buildout Peak Hour Intersection Capacity Analysis**

Key Intersection	Minimal Acceptable LOS	Peak Hour	(1) Year 2021 Cumulative Traffic Conditions		(2) Year 2021 Cumulative Plus Proposed Project Traffic Conditions		(3) Significant Impact	
			ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
1. Main Street at Santa Ana Blvd.	E	AM	0.658	B	0.664	B	0.006	No
		PM	0.643	B	0.650	B	0.007	No
2. Main Street at Fifth Street	E	AM	0.645	B	0.657	B	0.012	No
		PM	0.759	C	0.792	C	0.033	No
3. Main Street at Fourth Street	E	AM	0.561	A	0.562	A	0.001	No
		PM	0.618	B	0.622	B	0.004	No
4. Main Street at First Street	E	AM	0.792	C	0.789	C	0.006	No
		PM	0.890	D	0.900	D	0.010	No
5. Bush Street at Santa Ana Blvd.	E	AM	0.429	A	0.439	A	0.010	No
		PM	0.443	A	0.451	A	0.008	No
6. Bush Street at Fifth Street	E	AM	0.397	A	0.15	A	0.018	No
		PM	0.616	B	0.633	B	0.017	No
7. Bush Street at Fourth Street	E	AM	0.356	A	0.371	A	0.015	No
		PM	0.532	A	0.539	A	0.007	No
8. Bush Street at First Street	E	AM	0.579	A	0.588	A	0.009	No
		PM	0.698	B	0.701	C	0.003	No
9. Mortimer Street at Fifth Street	D	AM	9.6 s/v	A	9.9 s/v	A	0.3 s/v	No
		PM	15.3 s/v	C	16.4 s/v	C	1.1 s/v	No

s/v= seconds/vehicle

Source: Linscott, Law & Greenspan, Engineers, April 2019 (see Appendix E-1 for the full Traffic Impact Analysis); TZC TIA 2010

In summary, the proposed project would not significantly impact any key intersections or roadways near the project site as compared to the approved TZC traffic conditions. Therefore, the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact.

#### *Vehicle Miles Traveled (VMT)*

As of January 2019, Section 15604.3 was added to the updated CEQA Guidelines to determine the significance of transportation impacts. This section describes specific considerations for evaluating a project's transportation impacts, using VMT as the most appropriate metric. Section 15604.3, subdivision (b) identifies criteria for evaluating transportation impacts as they relate to land use and transportation projects. Under this new guidance a land use project that is located in a transit priority area "within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact." Pursuant to PRC Section 21064.3, a "major transit stop" is a "site containing an existing rail transit station or 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." Pursuant to PRC section 21155(b), a high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The project site is zoned Specific Development No. 84 (SD-84) in the Transit Zoning Code (TZC), under Article XIX of the City of Santa Ana Municipal Code. The SD-84 is defined in the TZC, which zones the project site as Downtown (DT). The City previously prepared the 2010 FEIR for the approved TZC which certified the TZC (SD 84). The purposed of this zone code amendment was intended to provide for the integration of new development and rehabilitation of existing structures with new and existing public transit infrastructure.

Consistent with the provisions of the TZC, the project site is located near several bus stops in the central Santa Ana downtown area that would qualify as major transit stops as defined by PRC Section 21064.3. The Santa Ana/Spurgeon stop for OCTA local route 83 and Metrolink Stationlink Route 463 to the Santa Ana Regional Transportation Intermodal Center- Hutton Centre is located on Santa Ana Boulevard in between the two project Parcels. This stop provides service to these transit routes on a 15 minute or less basis during morning and peak hours and allows patrons to access the Santa Ana Regional Transportation Intermodal Center that connects to Metrolink lines, Amtrak train lines, and Greyhound buses. Additionally, the project site is 0.5 mile from the Santa Ana Regional Transportation Intermodal Center, which also qualifies as a major transit stop. The proximity to these transit facilities is consistent with the definition of a transit priority area as defined above and in PRC Section 21099(7)(a).

Development and population growth facilitated by the proposed project would increase VMT in Santa Ana. However, the proposed project is located within a transit priority area, as defined by PRC section 21099(a)(7), and would be exempt from further project-specific VMT analysis under SB 743. Therefore, the proposed project would be consistent with CEQA Guidelines section 15064.3 subdivision (b).

#### *Site Access*

As noted in the 2010 FEIR for the approved TZC, the TZC encourages infill projects that would be suitably designed to use the existing network of regional and local roadways located within the TZC area. The proposed project is consistent with this goal as it includes the development of a mixed-use infill project in the central downtown Santa Ana area that is located on arterial roadways. The

proposed project does not propose changes to road design beyond those evaluated under the approved TZC and would therefore not represent an increase in hazards associated with a design feature. As such, impacts would be less than significant and would be consistent with those identified in the 2010 FEIR for the approved TZC.

Access to the project site could result in hazardous conditions if project driveways operate at an LOS that would prevent motorists from entering and exiting the project site safely. Vehicular access to Building 1 of the proposed project would be provided by a driveway located along Fifth Street and is restricted to right-turn in/out only. Access to Building 2 would be provided by two driveways, one along Fifth Street that is restricted to left-turn in/out only, and another located along Bush Street that would provide full access.

According to the analysis included in the TIA for the proposed project, all driveways providing access to the site would operate at an LOS of C or better during the AM and PM peak hours. Table 3.8-7 summarizes the intersection level of service results for the three proposed project driveways under near-term (year 2021) and long-term (year 2040) traffic conditions at completion and full occupancy of the proposed project.

**Table 3.8-7 Proposed Project Peak Hour Site Access Driveway Capacity Analysis**

Key Intersection (Driveway)	Intersection Control	Time Period	Year 2021 Cumulative Plus Proposed Project Traffic Conditions		Year 2040 Buildout Plus Proposed Project Traffic Conditions	
			HCM (s/v)	LOS	HCM (s/v)	LOS
A. Project Driveway A at Fifth Street	One-Way Stop	AM	12.9	B	16.8	C
		PM	16.4	C	17.5	C
B. Project Driveway B at Fifth Street	One-Way Stop	AM	13.1	B	16.6	C
		PM	16.1	C	17.0	C
C. Bush Street at Project Driveway C	One Way Stop	AM	10.2	B	10.3	B
		PM	10.7	B	10.8	B

Notes: s/v = seconds per vehicle

Source: Linscott, Law & Greenspan, Engineers, April 2019 (see Appendix E-1 for the full Traffic Impact Analysis)

The proposed project would be required to conform to traffic and safety regulations that specify adequate emergency access measures. The 2010 FEIR for the approved TZC requires that all projects within the TZC area meet applicable local and State regulatory standards for emergency access. Emergency access within the TZC area was addressed under Impact 4.5-7, in Section 4.5 (Hazards and Hazardous Materials) in the 2010 FEIR (City of Santa Ana 2010). In addition, the proposed project does not include permanent street closures or changes in traffic flow that differ from the approved TZC. Therefore, the proposed project would not result in any new significant impact related to emergency access and impacts would remain the same as those identified in the 2010 FEIR for the approved TZC.

Construction of the proposed project would not result in additional temporary impacts to emergency access from additional construction related traffic (truck trips and construction workers) compared to the approved TZC because construction trips for the proposed project were evaluated

as a part of the traffic analysis for the approved TZC. Project driveways would provide adequate site access and would not create hazardous traffic conditions or result in inadequate emergency access as compared to the approved TZC. Therefore, the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact.

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## 3.9 Other Issues

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This section analyzes the proposed project's potential impacts to the other issues included in the environmental checklist that were addressed in the 2010 FEIR for the approved TZC.

### **Agriculture and Forestry Resources**

As concluded in the 2010 FEIR, the Transit Zoning Code (SD-84) area ("TZC area") is located in a dense urban environment and surrounded by existing development. The current project site is located with the Downtown (DT) zone of the TZC and, therefore, is not zoned for agricultural uses. Furthermore, there are no agricultural or forestry resources on-site or in the vicinity. As with the approved TZC, there would be no impact to agricultural or forestry resources under the proposed project. As such, the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact with respect to agricultural and forestry resources.

### **Biological Resources**

The project site is within an urban area of the City. As concluded in the 2010 FEIR, no significant habitats or migratory wildlife corridors would be directly affected by the approved TZC. Similarly, the proposed project does not propose any policy changes that present significant impacts to endangered, threatened, or rare species or their habitats. The proposed project would not involve development or improvements that would affect a federally protected wetland; and the proposed project would not conflict with any policies or ordinances protecting biological resources. Implementation of 2010 FEIR Mitigation Measure 4.3-1 would protect avian species of concern, protected migratory species, and raptors from injury or disturbance by construction activities, and there would be a less than significant impact to biological resources for the proposed project, similar to the approved TZC. Therefore, the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact with respect to biological resources.

### **Geology and Soils**

As stated in the 2010 FEIR, the project 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. Like the approved TZC, there would be no impact to geology and soils under the proposed project. The proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact with respect to geology and soils.

### **Hazards and Hazardous Materials**

As concluded in the 2010 FEIR, the TZC area includes sites which are included on a list of hazardous materials sites and as a result, could create a significant hazard to the public or environment. However, implementation of mitigation measures mitigation measures 4.5-2 and 4.5-3 would ensure this impact would be reduced to a less-than-significant level. Hillmann Consulting prepared a Phase I Environmental Site Assessment for the current project site in October 2017 (Appendix G). No evidence of hazardous materials concerns on the project site was discovered. Two mitigation

measures in the 2010 FEIR for the approved TZC would apply to the proposed project. 2010 FEIR Mitigation Measure 4.5-2 addresses previously unknown of unidentified soil and/or groundwater contamination, if encountered during construction. 2010 FEIR Mitigation Measure 4.5-3 addresses potential hazards associated with demolition of buildings constructed before 1980. As the existing building on the project site was constructed in 1947, 2010 FEIR Mitigation Measure 4.5-3 would require a thorough investigation to determine if asbestos, lead, or polychlorinated biphenyls exist on site. With implementation of 2010 FEIR Mitigation Measures 4.5-2 and 4.5-3 to reduce the potential for hazardous materials impacts, the proposed project would not result in any new impacts. Impacts from implementation of the proposed project would be less than significant. As such, the proposed project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact with respect to hazards and hazardous materials.

## Hydrology and Water Quality

The project site is not within a 100-year floodplain and would not cause alterations to a floodplain or expose people or structures to flood-related risks.

The project site is currently developed with commercial buildings, parking lots, and some landscaping. The Hydrology Report prepared by Fuscoe Engineering (Appendix H) determined that runoff flow rates would increase slightly with the proposed project, which would demolish existing structures and rebuild mixed-use commercial and residential buildings; however, the increase is not substantial and is not considered significant based on the Orange County Model Water Quality Management Plan (County WQMP). The Hydrology Report was prepared in compliance with 2010 FEIR Mitigation Measure 4.6-2. Infiltration BMPs on Parcel 2 would retain stormwater runoff, reducing peak flows from the project site. Details of the proposed infiltration BMPs are provided in the Preliminary Water Quality Management Plan (Preliminary WQMP) prepared by Fuscoe Engineering (Appendix I). The Preliminary WQMP was prepared in compliance with 2010 FEIR Mitigation Measure 4.6-1. The Proposed Project's compliance with 2010 FEIR Mitigation Measure 4.6-1 would protect water quality from construction and operation of the proposed project.

The 2010 FEIR found that the approved TZC may impact water quality and groundwater recharge due to construction activities and construction of impervious surfaces. Like the approved TZC, the proposed project would also implement 2010 FEIR Mitigation Measures 4.6-3 and 4.6-4 regarding minimizing impervious surfaces and ensuring adequate storm drain capacity. With implementation of these measures, the proposed project would not result in new significant impacts, nor would it increase the severity of any previously identified impacts approved TZC related to hydrology or water quality.

## Mineral Resources

There are no mineral extraction activities occurring in the City. While oil fields and drilling operations occur in some nearby jurisdiction, the City is not known to lie above an oil or gas field (Santa Ana 1998). Similar to the approved TZC, the currently proposed project would have no impact to mineral resources.

## Population and Housing

As described in Section 2.5, the proposed project includes 220 residential units and 12,350-square feet of retail. The approved TZC designates the project site as Downtown (DT).

Using the household size ratio from the 2010 FEIR of 3.0 persons per household, 588 people would live at the proposed project. This is within the 12,225 residents projected in the 2010 FEIR. Similarly, the 2010 FEIR projected an increase of 4,025 dwelling units, and the proposed project's 196 units also fall within buildout projections for the approved TZC.

Based on Table 4.9-11 of the 2010 FEIR, the approved TZC also included buildout of 242,000 square feet of commercial/retail/civic use. The 12,350 square feet of retail included under the proposed project would be within the projections of the approved TZC. Because the entirety of the uses proposed in the proposed project are within the buildout projections for the approved TZC, no new impacts would result. Thus, similar to the approved TZC, there would be less than significant impacts to population and housing under the proposed project. The proposed project would not result in new significant impacts, nor would it increase the severity of any previously identified impacts approved TZC with respect to population and housing.

## Public Services and Recreation

### *Fire Services*

Similar to the approved TZC, the proposed project would increase the need for fire protection at the project site. The proposed project would be required to comply with the California Fire Code, UBC, and Santa Ana Fire Department (SAFD) standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. The 2010 FEIR notes the SAFD has a response time average of five minutes or less for fire suppression and emergency medical responses. With continued implementation of existing practices of the City, including compliance with the California Fire Code and the UBC and payment of development fees, the proposed project would not significantly affect community fire protection services and would not result in the need for construction of fire protection facilities. Additionally, 2010 FEIR Mitigation Measure 4.10-1 would apply to the proposed project, which would require 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. Therefore, the proposed project would not result in new significant impacts to fire protection services, nor would it increase the severity of any previously identified impacts approved TZC-related to fire services.

### *Police Services*

The Santa Ana Police Department (SAPD) has an estimated ratio of 1.0 officers per 1,000 residents (SAPD 2016; DOF 2018); which is greater than the ratio at the time of the 2010 FEIR, which was determined to be acceptable. The proposed project would include new residents and commercial services in the City; however, the proposed project would not cause a substantial delay in police response times, degraded service ratios, or necessitate construction of new facilities, due to the site's location in an already developed and well-served area. Similar to the approved TZC, impacts to public services and recreation under the Modified Project would be less than significant. Additionally, 2010 FEIR Mitigation Measures 4.10-2 and 4.10-3 would also apply to the proposed project, which would require that the applicant submit site-specific security plans to the SAPD for



review prior to issuance of a building permit, and prohibits the utilization of a frequency of 800 MHz, which is reserved for emergency services.

*Schools*

As concluded in 2010 FEIR, development facilitated by the approved TZC could potentially result in the generation of 437 elementary school, 226 middle school, and 205 high school students. Some Santa Ana Unified School District (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 considered a potentially significant impact. However, with incorporation of mitigation measure 4.10-4, this impact would be reduced to less than significant.

As shown in Table 3.9-1, the proposed project would develop 220 new residential units and 12,350 sf of retail space, which would generate fewer than five K-12 students. Therefore, the proposed project would not substantially increase the number of students at local schools, as compared to the approved TZC. Consistent with the 2010 FEIR Mitigation Measure 4.10-4, the proposed project would be required to pay a school impact fee, which would further reduce impacts to schools.

**Table 3.9-1 Proposed Project Student Generation**

<b>Land Use</b>	<b>Elementary Students (Grades K-5)</b>	<b>Middle Students (Grades 6-8)</b>	<b>High Students (Grades 9-12)</b>	<b>Total Students</b>
Multi-Family Residential (220 dwelling units)	2.2	0.55	0.88	3.63

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Generation Rates based on Table 4.10-2 of the 2010 FEIR

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*Libraries*

The proposed project would result in an incremental increase in the demand for library services. Local libraries are funded through the City’s general fund, which taxes from the proposed project would contribute to. Thus, potential impacts to libraries would be offset by taxes paid by the proposed project and this impact would be less than significant, like the approved TZC.

*Recreational Facilities*

The proposed project would incrementally increase the demand for recreational facilities in the project area. However, the proposed project would provide its own recreational facilities, including a roof terrace and private courtyard with pool, spa, fitness center, including yoga/stretch room, and community clubhouse. In addition, the proposed project would comply with 2010 FEIR Mitigation Measure 4.10-5, which requires new development to pay development impact fees that fund City park maintenance and improvements. Therefore, the proposed project would not result in new significant impacts, nor would it increase the severity of any previously identified impacts as compared to the approved TZC. Similar to the approved TZC, there would be less than significant recreation impacts under the proposed project.

## Utilities and Service Systems

### *Water and Water Quality*

As concluded in the 2010 FEIR, long-term cumulative development pursuant to the approved TZC 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. The proposed uses allowed under the approved TZC would result in a net increase of 131 afy. Citywide water supply for year 2030 is anticipated to be 46,809 afy, while citywide total water demand for year 2030 is projected to be 43,993 afy. Therefore, the City would have a surplus of approximately 2,816 sfy of water by year 2030. The overall approved TZC demand represents approximately five percent of anticipated water surplus of 2,816 afy for year 2030.

The proposed project would develop 220 multi-family residential units and 12,350 sf of retail space on the project site. As shown in Table 3.9-2, the proposed project would demand approximately 38.4 afy of water. This would represent approximately 30 percent of the projected 131 afy water demand for the approved TZC, and approximately one percent of the anticipated water surplus of 2,816 afy that is projected for the City by year 2030. Therefore, like the approved TZC, development of the proposed project would not require water supplies in excess of existing entitlements and resources or result in the need for new or expanded entitlements. For these reasons, the proposed project would not result in new significant impacts related to water demand, nor would it increase the severity of any previously identified impacts as compared to the approved TZC.

**Table 3.9-2 Proposed Project Water Demand**

Land Use	Amount/Unit	Demand Rate <sup>1</sup>	Water Demand (AFY)
Multi-Family Residential	220	150 gpd/unit	37.0
Retail	12,350	0.10 gpd/sf <sup>2</sup>	1.4
Total Demand			38.4

gpd = Gallons Per Day; sf = Square Feet; AFY = Acre Feet Per Year  
<sup>1</sup> Rates based on Table 4.12-5 of the 2010 FEIR

As noted above under *Hydrology and Water Quality*, the Preliminary WQMP (Appendix I), prepared in compliance with 2010 FEIR Mitigation Measure 4.6-1, make sure water quality and waste discharge requirements are not adversely affected by construction and operation of the proposed project. Therefore, the proposed project would not result in new significant impacts related to water quality, nor would it increase the severity of any previously identified impacts as compared to the approved TZC.

### *Wastewater*

As analyzed in the 2010 FEIR, the net increase in demand for wastewater conveyance and disposal under the approved TZC would be 284,018 gallons per day (gpd). Wastewater from the City's system and Orange County Sanitation District (OCS D) is treated by the OCS D at Reclamation Plant No. 1 in the City of Fountain Valley. The OCS D Treatment Plant No. 1 currently maintains a design capacity of 218 million gallons per day (mgd) and treats on average a flow of 120 mgd. The treatment plant serving the City is operating below their design capacity by 98 mgd. Therefore, development

facilitated by the approved TZC would represent less than one percent of the available capacity of wastewater treatment Reclamation Plant No. 1. As such, the approved TZC 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.

In addition, as discussed in the 2010 FEIR, OCSD maintains certain trunk sewer lines that may require expansion on an as-needed basis due to incremental increases in sewage generation as a result of a new development. The City would also maintain local sewer lines and upgrades as part of individual projects. Implementation of the mitigation measure 4.12-2 would ensure that any new development within the Transit Zoning Code (SD 84A and SD 84B) area does not result in an exceedance of an existing sewer conveyance capacity for City and OCSD facilities and impacts under the approved would be less than significant.

As shown in Table 3.9-3, the proposed project would generate 29,100 gpd of wastewater. Therefore, development of the proposed project would represent less than one percent of the available capacity of wastewater treatment of Reclamation Plant No. 1. For these reasons, the proposed project would not result in new significant impacts related to wastewater generation and conveyance, nor would it increase the severity of any previously identified impacts as compared to the approved TZC.

**Table 3.9-3 Proposed Project Wastewater Generation**

Land Use	Amount/Unit	Demand Rate <sup>1</sup>	Wastewater Generation (gpd)
Multi-Family Residential	220	127.5 gpd/unit	28,050
Retail	12,350	0.085 gpd/sf	1,050
<b>Total Demand</b>			<b>29,100</b>

gpd = Gallons Per Day; sf = Square Feet  
<sup>1</sup> Rates based on Table 4.12-7 of the 2010 FEIR

The project site is currently connected to the City’s municipal wastewater conveyance system. The Sewer Analysis Report prepared by Fuscoe Engineering (Appendix J) determined that the project site currently contributes 0.0517 cubic feet per second (cfs) in average wastewater flows and 0.1215 cfs in peak wastewater flows to the City’s system. The proposed project would generate 0.0652 cfs in average wastewater flows and 0.1956 cfs in peak wastewater flows. The City’s wastewater conveyance pipelines have the capacity to accept increased flows from the project site under the proposed project (Appendix J). The Sewer Analysis Report was prepared in compliance with 2010 FEIR Mitigation Measure 4.12-1. The proposed project would not require any sewer system improvements and would not create any new or increased severity impacts not identified in the 2010 FEIR.

*Solid Waste*

As discussed in the 2010 FEIR, solid waste generated by development within the TZC area would be hauled to either the Frank R. Bowerman Landfill or Olinda Alpha Landfill. The Frank R. Bowerman Landfill has a permitted daily disposal capacity of 11,500 tons per day (tpd) and receives 6,865 tpd. The Olinda Alpha Landfill has a permitted daily disposal capacity of 8,000 tpd and receives 6,891 tpd (County of Los Angeles 2017). Therefore, together the landfills servicing the TZC area have a remaining daily capacity of 5,744 tpd.

Development facilitated by the approved TZC would result in a net increase of approximately 11,812 lbs per day of solid waste (5.906 tons per day). This would be equivalent to less than one percent of the existing maximum permitted capacity of the combined remaining daily capacity of 5,744 tpd at the Frank R. Bowerman Landfill and Olinda Alpha Landfill. Compliance with the City’s recycling program would further reduce long-term solid waste disposal service impacts. As concluded in the 2010 FEIR, the approved TZC would have a less than significant impact on the landfill capacity.

As shown in Table 3.9-4, the proposed project would generate 954 pounds of solid waste per day (0.43 tons per day). Similar to the approved TZC, this would also represent less than one percent of the existing combined maximum permitted capacity of 5,744 tpd at the Frank R. Bowerman Landfill and Olinda Alpha Landfill. Therefore, solid waste generated by the proposed project be within the envelope of solid waste generated by the approved TZC. In addition, the proposed project would comply with the City’s recycling program and, consistent with the 2010 FEIR, solid waste impacts would be less than significant. For these reasons, the proposed project would not result in new significant impacts related to solid waste generation, nor would it increase the severity of any previously identified impacts as compared to the approved TZC.

**Table 3.9-4 Proposed Project Solid Waste Generation**

Land Use	Amount/Unit	Demand Rate <sup>1</sup>	Solid Waste Generation (lbs/day)
Multi-Family Residential	220	4 lbs/unit/day	880
Retail	12,350	0.006 lbs/sf/day	74
<b>Total Demand</b>			<b>954</b>

lbs = Pounds; sf = Square Feet

<sup>1</sup> Rates based on Table 4.12-9 of the 2010 FEIR

## Wildfire

As stated in Section 4.5 of the 2010 FEIR, the TZC area is located in a dense urban environment and surrounded by existing development. There are no wildland areas or wildland interfaces areas in the vicinity, and the nearest Very High Fire Hazard Severity Zone is located over five miles from the project site. Similar to the approved TZC, no wildland fires or wildfire would affect or be affected by the proposed project, as the project site is located in the TZC area analyzed in the 2010 FEIR. The proposed project would not result in new significant impacts, nor would it increase the severity of any previously identified impacts as compared to the approved TZC.

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## 4.2 List of Preparers

This EIR Addendum was prepared by the City of Santa Ana, with the assistance of Rincon Consultants, Inc. Consultant staff involved in the preparation of the EIR Addendum are listed below.

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