
Appendix A Notice of Preparation (NOP), Initial
Study (IS), and Comments on the
IS/NOP

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**NOTICE OF PREPARATION
 ENVIRONMENTAL IMPACT REPORT**

In compliance with the State guidelines for implementation of the California Environmental Quality Act (CEQA), CEQA Guidelines, and City of Santa Ana CEQA Guidelines, this Notice of Preparation (NOP) is hereby sent to you to inform you that the City is preparing an Environmental Impact Report (EIR) for the proposed Santa Ana Renaissance Specific Plan project.

The probable effects of the proposed project and the scope of the EIR are presented on the attached initial study. The initial study indicates that the EIR for the project would evaluate aesthetics, air quality, cultural resources, hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, traffic, and utilities. The proposed project was determined to have no potential environmental effects with respect to four areas (agricultural resources, biological resources and geology and soils, and mineral resources). As such, these areas will not be analyzed further in the EIR.

As Lead Agency, the City of Santa Ana needs to know the views of individuals and agency as to the scope and content of the environmental information. Agency comments should focus on information that is germane to its statutory responsibilities in connection with the proposed project. Written comments may be submitted via mail to City of Santa Ana, Planning and Building Agency M-20, 20 Civic Center Plaza, Santa Ana, CA 92702. Attn: Lucy Linnaus, or FAX your comments to (714) 973-1461. Please indicate a contact person in your response. Additionally, the City will be hosting a Scoping meeting on Thursday August 10, 2006 at the Train Depot in Santa Ana at 1000 East Santa Ana Boulevard, fifth floor at 6:00 p.m.

Due to time limits mandated by State Law, responses on the NOP must be sent at the earliest possible date, but no later than 30 days after receipt of this notice dated July 20, 2006. The public review period for the NOP will close August 22, 2006.

For any additional information, please call Lucy Linnaus at (714) 667-2745.

**ATTACHMENT A
 SANTA ANA RENAISSANCE SPECIFIC PLAN**

PROJECT LOCATION/SETTING

The proposed Renaissance Specific Plan area is located within the City of Santa Ana, Orange County, California (Exhibit 1). As shown on Exhibit 2, the project site consists of 440 acres and is generally bounded by Flower Street on the west, Civic Center Boulevard on the north, the Santa Ana Freeway to the northeast, Grand Avenue on the east and First Street to the south.

The project site is currently urban and developed with a wide range of civic, commercial, industrial and residential land uses. Surrounding land uses vary, and include civic, commercial, industrial and residential uses.

There are several principal streets as well as primary and secondary arterial within the project area as identified in the Circulation Element of the City's General Plan. In addition, the project site is dissected north-south by the Loran Railroad corridor and contains the train depot for the City.

Presently, the area includes most designations listed in the City's General Plan except for LMR-11. The existing zoning in the area also varies widely, and includes GC, O, C1, C2, C3, C3-A, C4, C5, P, R1, R2, R3, M1, M2, SD19, SD21, SD30, SD37, SD71, and SP-1

PROJECT DESCRIPTION

The specific plan area consists of approximately 100 individual blocks within the central area of the city. These blocks are within existing neighborhoods or districts and are described below:

Civic Center

This district is the western most area in the plan and is characterized by super blocks that aggregated the historic street grid and have been developed over the past 50 years with primarily large, federal, state and local government buildings. The proposed plan seeks to repair the street grid through potential reconfigurations and realignments of certain streets that result in a more balanced pedestrian environment and additional open space. Vacant land is limited in terms of actual lots. However, new building sites are created by treating the vast open spaces between the existing buildings as a series of quads to receive additional buildings that form the quads. New buildings proposed in this area are no more intense than those already present.

Downtown

The district connects the civic center to the Lacy and French Park neighborhoods to the east and consists of approximately 30 individual blocks. 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. The proposed plan seeks to repair the street grid through limited re-establishment of street rights-of-way and the re-establishment of two-way streets and on-street parking throughout the district to appropriately recognize the commercial and pedestrian nature of the district. Vacant

SANTA ANA RENAISSANCE SPECIFIC PLAN



Regional Map
Exhibit 1

land in the area is limited with redevelopment or rehabilitation of sites and/or existing buildings the primary opportunity for new activity. New buildings in this area are up to 5 stories, mixed-use with housing and/or office above.

Lacy Neighborhood

The neighborhood connects with downtown to the west and an industrial area to the east and is characterized by a variety of historic and relatively intense, post WWII multi-family development up to 4 stories. Two super blocks exist and disrupt the physical connections between the neighborhood and nearby areas. The proposed plan seeks to repair the street grid through limited re-establishment of street rights-of-way to improve access and the pedestrian environment along with new open space. Vacant land in the area is limited with redevelopment or rehabilitation of sites and/or existing buildings the primary opportunity for new activity. New buildings in this area are up to 3 stories, primarily residential with some mixed use and corridor development along First Street.

Logan Neighborhood

The neighborhood represents the northern most area in the plan and is characterized by a variety of large and small industrial operations interspersed with equally established residential uses and neighborhood-serving commercial. The proposed plan seeks to address community-wide traffic that uses the neighborhood as an alternate route to major streets through certain realignments of intersections to maintain access while discouraging longer distance commuting patterns from the neighborhood. In addition, the proposed plan seeks to improve the compatibility between the residential and industrial by enabling industrial activity that is in physical scale to the small scale residential in the area. Larger industrial activities are proposed for peripheral areas in the plan. New buildings in this area are up to 2 stories.

Industrial Area west of the Rail Line

The area is the east end of the lands west of the rail line between First Street and the Rail Station to the north. The area is characterized by industrial sheds, outdoor storage and activity with some recent, tilt-up single-story industrial buildings. The block structure is relatively intact with some super blocks. The proposed plan seeks to redevelop the area into an intense, residentially-oriented neighborhood strategically positioned near the rail station, with a variety of multi-family building types ranging from 2 to 4.5 stories.

Rail Station

The district represents the eastern most area in the plan reaching Grand Avenue in one area and generally east of Santiago to approximately 4 blocks east of the rail line between First Street and Interstate 5. The area is characterized by vacant land, industrial sheds and outdoor storage/activity. The proposed plan seeks to address the opportunity that the Santa Ana Rail Station presents for these adjacent lands. The area west of the rail line currently used for at-grade parking is subdivided into new blocks that enable intensification of the station site with mixed use buildings up to 5 stories. The area east of the rail line (north and south of Santa Ana Boulevard) is redeveloped as well into a series of new blocks and open space that enable the most intense development in the plan area. Buildings are primarily residential ranging from 2-4 stories with mixed use towers up to 20 stories.



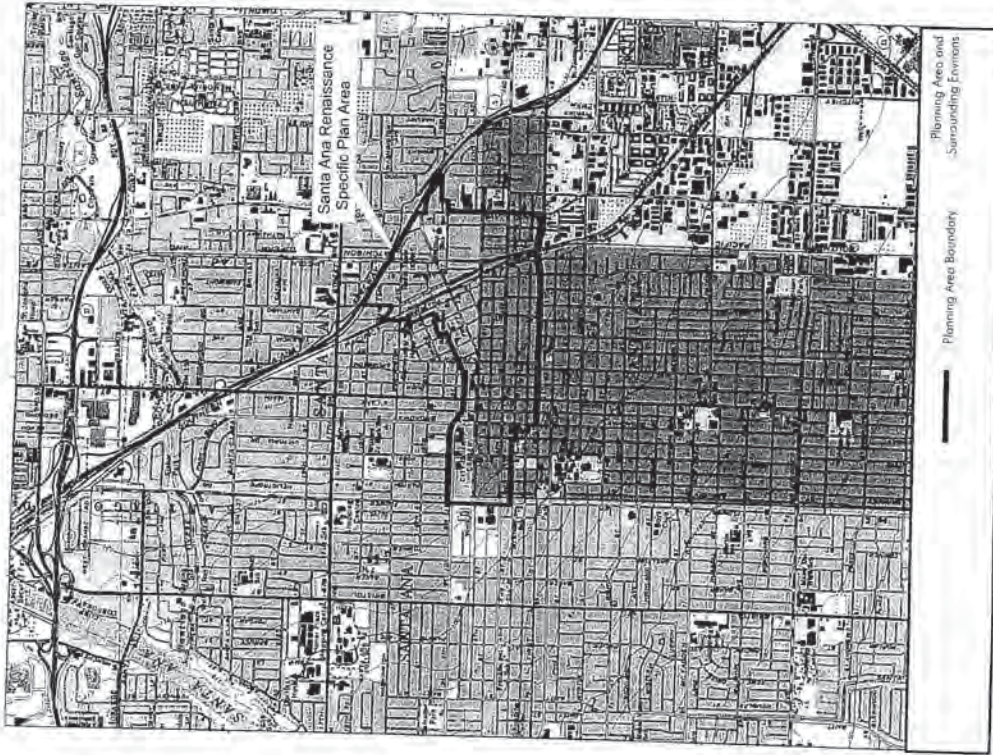
Environmental Checklist

CEQA Compliance

PLANNING DIVISION

- I. Project Title: Santa Ana Renaissance Specific Plan
- II. Project Numbers: AA-2005-9 SP and ER 2006-12
- III. Lead Agency Name and Address: City of Santa Ana
Planning Division (M-20)
P.O. Box 1988, Santa Ana, CA 92702
- IV. Contact and Phone Number: Lucy Linnaus (714) 667-2745
- V. Project Location: East of Flower Street, South of Civic Center Boulevard, East of Santiago Street, Southwest of the Santa Ana Freeway, West of Grand Avenue, and North of First Street
- VI. Project Sponsor's Name and Address: City of Santa Ana, Planning Division (M-20), P.O. Box 1988, Santa Ana, CA 92702
- VII. General Plan Designation: Various (LR-7, MR-15, R/I-15, GC, IND, INS, OS, DC, PAO (all except LMR-11))
- VIII. Zoning: GC, O, C1, C2, C3, C3-A, C4, C5, P, R1, R2, R3, M1, M2, SD19, SD21, SD30, SD37, SD71, and SP-1
- IX. Description of Project: The project is the creation of a specific plan to facilitate the infill and re-development of the project area to improve the pedestrian streetscape, reduce blight and encourage transit development opportunities. Specifically, the project seeks to reestablish the City's traditional street grid pattern through reconfigurations and realignment of certain streets. The plan also modifies the traffic flow to create two-way streets and re-establish on-street parking. The plan introduces mixed uses throughout the project area, as well as eliminates heavy industrial uses while introduces residential uses by the Santa Ana train depot area. The intensity of development will be similar to that currently existing with 2 to 6 story buildings, except for the area around the Depot, where the highest intensity of development is anticipated with buildings up to 20 stories high. Finally, the project includes improvements to the public realm, such as street landscape and new parks. See attachment A for complete description.
- X. Surrounding Land Uses and Setting: The project is located in the central urban core of Santa Ana and comprises over 100 blocks and 440 acres. The plan area includes the Civic Center, downtown, the Logan and Lucy neighborhoods, and the industrial parks surrounding the train depot. The surrounding land uses include residential, professional, commercial, industrial, and civic uses and their environs. See attachment A for complete description.
- XI. Other agencies whose approval is required: City of Santa Ana Redevelopment Agency
Airport Land Use Commission
Components of the project may require approval from County of Orange, Caltrans, SCAQMD, Santa Ana RWQCB, OCTA, and Metrolink.

SANTA ANA RENAISSANCE SPECIFIC PLAN



Vicinity Map
Exhibit 2



Environmental Checklist

CEQA Compliance

Environmental Factors Potentially Affected:

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

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation, I find that:

- A. The proposed project **COULD NOT** have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared.
- B. Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- C. The proposed project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** is required.
- D. Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR (EIR No. -) pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the project, nothing further is required.
- E. Pursuant to Section 15164 of the CEQA Guidelines, an EIR (EIR No. -) has been prepared earlier and only minor technical changes or additions are necessary to make the previous EIR adequate and these changes do not raise important new issues about the significant effects on the environment. An **ADDENDUM** to the EIR shall be prepared.
- F. Pursuant to Section 15162 of the CEQA Guidelines, an EIR (EIR No. -) has been prepared earlier; however, subsequent proposed changes in the project and/or new information of substantial importance will cause one or more significant effects not previously discussed. A **SUBSEQUENT EIR** shall be prepared.

Signature 

July 20, 2006
Date

Nicole S. Carter, Consultant to the City
Printed Name



Environmental Checklist

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Evaluation of Environmental Impacts:

- I. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- II. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- III. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- IV. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

Issues & Supporting Information Sources

I. Aesthetics - Would the project:

- | | | | | |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| A. Have a substantial adverse effect on a scenic vista? | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
| B. Damage scenic resources, including but not limited to, trees, rock outpourings and historic buildings within a state highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| C. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



Environmental Checklist

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Potentially Significant Unless Mitigation Incorporated

Potentially Significant Impact

Potentially Significant Impact

Potentially Significant Impact

Potentially Significant Impact

Issues & Supporting Information Sources

E. Create objectionable odors affecting a substantial number of people?

IV. Biological Resources – Would the project:

- A. Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?
- B. Have a substantial adverse impact on any riparian habitat or natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- C. Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling hydrological interruption, or other means?
- D. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

V. Cultural Resources – Would the project:

- A. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?
- B. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to define Section 15064.5?
- C. Directly or indirectly disturb or destroy a unique paleontological resource or site?



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Potentially Significant Unless Mitigation Incorporated

Potentially Significant Impact

Potentially Significant Impact

Potentially Significant Impact

Potentially Significant Impact

Issues & Supporting Information Sources

II. **Agricultural Resources** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Siles Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. Would the project:

- A. Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland) to non-agricultural use? (The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintains detailed maps of these and other categories of farmland.)
- B. Conflict with existing zoning for agricultural use or a Williamson Contract?
- C. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?

III. **Air Quality** – Where available, the significant criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:

- A. Conflict with or obstruct implementation of applicable Air Quality Attainment Plan or Congestion Management Plan?
- B. Violate any stationary source air quality standard or contribute to an existing or proposed air quality violation?
- C. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceeds quantitative thresholds for ozone precursors)?
- D. Expose sensitive receptors to substantial pollutant concentrations?



Environmental Checklist

CEQA Compliance

Issues & Supporting Information Sources

VII. Hazardous and Hazardous Materials – Would the project:

- | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| A. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance or waste within one-quarter mile of an existing or proposed school? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Be located on a site which is located on a list of hazardous materials sites compiled pursuant to Government Code Section 659662.5 and, as a result, would it create a significant hazard to the public or the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles where of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

VIII. Hydrology and Water Quality – Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| A. Violate Regional Water Quality Control Board water quality standards or waste discharge requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



Environmental Checklist

CEQA Compliance

Issues & Supporting Information Sources

VI. Geology and Soils – Would the project:

- | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| D. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| A. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ol style="list-style-type: none"> 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Prilo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? 2. Strong seismic ground shaking? 3. Seismic-related ground failure, including liquefaction? 4. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| B. Would the project result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| C. Would the project result in the loss of a unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Is the project located on strata or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| E. Where sewers are not available for the disposal of wastewater, is the soil capable of supporting the use of septic tanks or alternative wastewater disposal systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



Environmental Checklist

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Potentially Significant Unless Mitigation Incorporated

Potentially Significant Impact

Less Than Significant Impact

No Impact

Issues & Supporting Information Sources

XI. Noise – Would the project result in:

- A. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Potentially Significant Impact
- B. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Potentially Significant Impact
- C. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact
- D. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact
- E. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? Potentially Significant Impact

XII. Population and Housing – Would the project:

- A. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Potentially Significant Impact
- B. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Potentially Significant Impact
- C. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Potentially Significant Impact



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Potentially Significant Unless Mitigation Incorporated

Potentially Significant Impact

Less Than Significant Impact

No Impact

Issues & Supporting Information Sources

- D. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off? Potentially Significant Impact
- E. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Potentially Significant Impact
- F. Place within a 100-year floodplain structures which would impede or redirect flood flows? Potentially Significant Impact
- G. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Potentially Significant Impact

IX. Land Use and Planning – Would the project:

- A. Physically divide an established community? Potentially Significant Impact
- B. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Potentially Significant Impact
- C. Conflict with any applicable habitat conservation plan or natural community conservation plan? Potentially Significant Impact

X. Mineral Resources – Would the project:

- A. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? Potentially Significant Impact



Environmental Checklist CEQA Compliance

Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. Public Services

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

- 1. Fire protection?
- 2. Police protection?
- 3. Schools?
- 4. Parks?
- 5. Other public facilities?

XIV. Recreation

- A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XV. Transportation / Traffic

- A. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?



Environmental Checklist CEQA Compliance

Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- B. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- C. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- D. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- E. Result in inadequate emergency access?
- F. Result in inadequate parking capacity?
- G. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

XVI. Utilities and Service Systems

- A. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- B. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- C. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- D. Are sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?
- E. Result in the determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?



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Issues & Supporting Information Sources	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
F. Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVII. Mandatory Findings of Significance				
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Responses to Environmental Checklist

For CEQA Compliance

I. Aesthetics

- A. The Scenic Corridors Element of the Santa Ana General Plan identifies certain corridors that serve as major views and vantage points to the City of Santa Ana. These corridors consist of existing scenic vistas or views open to the public. The proposed project is not within a scenic corridor and will not obstruct any scenic vista in the City. Impacts would be less than significant.
- B. The Orange Freeway (SR-57), Newport Freeway (SR-55), and Garden Grove Freeway (SR-22) are the three state highways that can be found in the City of Santa Ana. The proposed project will not damage or destroy any scenic resources that are located within the vicinity of these highways. Impacts would be less than significant.
- C. Implementation of the proposed project is projected to significantly alter the visual quality of the site. However, impacts are anticipated to be beneficial, not adverse. The intent of the project is to improve the aesthetics in the planning area. The project includes design guidelines and a form-based code to ensure that visual quality is considered during project implementation. However, in certain locations, the nature of development may change from the current pattern. The potential impacts are therefore considered potentially significant and will be further analyzed in the EIR.
- D. Major sources of light and glare in the planning area include light from street and parking lot lights, illuminated signage, headlights from vehicles, security lighting, and indoor lighting. The proposed project will not introduce substantial new lighting which will be discernable over existing conditions. Impacts would be less than significant.

II. Agricultural Resources

- A. Section 66474.4 of the Subdivision Map Act identifies certain categories of agricultural resources that are significant and, therefore, require special consideration. According to the Santa Ana General Plan, the City of Santa Ana does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project will not adversely affect these categories of farmland.
- B. The Williamson Contract applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. Santa Ana does not contain any parcels of Prime Farmland, nor does it contain any parcel consisting of more than 40 acres of farmland. Therefore, the Williamson Contract is not applicable to the City of Santa Ana.
- C. The proposed project will not disrupt or damage the operation and/or productivity of any farmland in the City of Santa Ana. No impacts would occur.

III. Air Quality

- A. The project will introduce substantial new population and residential, commercial, and civic square footage to the planning area and city. Population growth anticipated under the plan must be compared to projections used in the most recent Clean Air Plan to determine if any inconsistencies arise. Impacts are potentially significant and will be further analyzed in the EIR.



Responses to Environmental Checklist For CEQA Compliance

- B. During the demolition/construction associated with the proposed project, short-term construction-related activities will impact air quality in the local area. Long-term, new development and vehicle trips will result in increased emissions. Impacts are potentially significant and will be further analyzed in the EIR.
- C. The proposed project may result in an increase of criteria pollutants in the City of Santa Ana. This may directly impact the non-attainment status of certain criteria pollutants in the South Coast Air Basin. Impacts are potentially significant and will be further analyzed in the EIR.
- D. Sensitive receptors include land uses such as homes, schools, day care centers, and hospitals. This project may directly expose adjacent sensitive receptors to pollutants. Impacts are considered to be potentially significant. Impacts are potentially significant and will be further analyzed in the EIR.
- E. Construction and implementation of the proposed project could involve materials/uses, such as drycleaners and salons that may create objectionable odors. Mitigation consists of development review for mixed-use projects to consider this issue. Impacts are potentially significant and will be further analyzed in the EIR.

IV. Biological Resources

- A. According to the Natural Diversity Database operated by the California Department of Fish and Game, sensitive species in Santa Ana are limited to a possible occurrence of the San Diego Horned Lizard. The site of the proposed project is not known to be a habitat for the species named above. No impacts would occur.
 - B. Santa Ana is a built-up, urban community. As a result, readily apparent resources, such as natural habitat and wildlife, are limited. The proposed project does not interfere with the sustenance of any riparian habitat or natural community in the City of Santa Ana. No impacts would occur.
 - C. The project site is located in an urbanized area. Due to the presence of this developed environment, and lack of natural water bodies in the area, no wetland habitat exists on the site. No impacts would occur.
 - D. The official City tree is the Jacaranda. The proposed project may temporarily damage or destroy existing Jacarandas as the area is redeveloped. Impacts are, however, considered less than significant given protection ordinances already in place which will apply to the project area.
- ### V. Cultural Resources
- A. According to the Historic Resources Exhibit in the Santa Ana General Plan Revised Draft Land Use Element, the proposed project area includes locations designated as Historic Resources. Although the project includes historic preservation policies, the proposed project may adversely impact the integrity of a historical resource. Impacts are potentially significant and will be further analyzed in the EIR.
 - B. The project area is located within an urbanized area and has been disturbed by previous and existing development. Therefore, it is unlikely that any significant



Responses to Environmental Checklist For CEQA Compliance

- C. The project site is located within an urbanized area and has been disturbed by previous and existing development. Therefore, it is unlikely that any significant paleontological resources exist on-site. Implementation of the proposed project is not anticipated to disturb any known paleontological resources, and less than significant impacts on such resources are expected.
- D. The project site is not known to contain human remains interred inside or outside formal cemeteries. Discovery of human remains is governed by State Law, which requires stop of work and reporting to authorities. Impacts would be less than significant.

VI. Geology and Soils

- A-1 According to the most recent Alquist-Priolo Zoning Map, no known fault traces are located in the City of Santa Ana. No impact would occur.
- A-2 Seismic hazard from ground shaking is typical for large areas of Southern California. However, the implementation of seismic design provisions for structural safety will help to minimize threats to human safety in the event of an earthquake. All structures will be designed in accordance with the seismic design provisions of the Uniform Building Codes to promote maximum safety in the event of an earthquake. Impacts would be less than significant.
- A-3 According to Exhibit 3-8 of the Santa Ana General Plan Draft Environmental Impact Report, the project site is located in an area of very low/low liquefaction hazard. Impacts are therefore considered less than significant.
- A-4 The project area is generally flat and implementation of the proposed project will, therefore, not require slope cuts that could result in landslides. No unstable hills or cliffs are located in the project vicinity. No significant impact is anticipated, and no mitigation measures are required.
- B. Localized erosion of on-site soils may occur as a result of the proposed project. Individual projects which meet certain criteria are required to comply with the Orange County Stormwater Program and Stormwater Permit, and implement best management practices for each site, including post-construction. Given the relatively level slope and urban nature of the planning area, along with existing regulations, the potential for significant erosion such that a geologic hazard would be created is considered low. Impacts are considered less than significant.
- C. The project site has been disturbed in the past and does not contain any unique geological or physical feature. No impact is anticipated.
- D. The proposed project is not located on sensitive or unstable soil. No impacts are anticipated.



Responses to Environmental Checklist For CEQA Compliance

- E. Sewer access is available in the project area.
- VII. Hazards and Hazardous Materials**
- A. Implementation of the proposed project will be associated with the use, storage, or disposal of hazardous substances. Impacts are potentially significant and will be further analyzed in the EIR.
- B. The proposed project is within one-quarter mile of an existing or proposed school. Impacts are potentially significant and will be further analyzed in the EIR.
- C. The proposed project area may include sites located on a Hazardous Material Site List. Impacts are considered potentially significant and will be further analyzed in the EIR.
- D. There are no public airports in the City of Santa Ana; however, John Wayne International Airport is located one-mile southwest of city limits. The proposed project is not located within a two-mile radius of the airport. The plan may propose structures which exceed 200 feet in height and may therefore require Airport Land Use Commission approval, however, since the project area is outside hazard zones, impacts are considered less than significant.
- VIII. Hydrology and Water Quality**
- A. Runoff from the project area could result in ongoing or new violations of water quality or waste discharge standards imposed by the various agencies (RWQCB, Orange County Water District, etc.). Impacts are potentially significant and will be further analyzed in the EIR.
- B. The proposed project, in conjunction with other past, present, and reasonable foreseeable future projects, will contribute to the utilization of public water. The level of development anticipated under the plan necessitates the preparation of an assessment to ensure water supplies are not adversely affected. Impacts are potentially significant and will be further analyzed in the EIR.
- C. The proposed project may create a change in surface drainage patterns or absorption. The project is required to include an assessment of existing infrastructure and to identify necessary improvements. Impacts are potentially significant and will be further analyzed in the EIR.
- D. Surface waters in the region could be degraded by runoff from the proposed project. Impacts are potentially significant and will be further analyzed in the EIR.
- E. The proposed project includes new housing development. According to Exhibit 3-11 of the Santa Ana General Plan Draft Environmental Impact Report, the proposed project is not located within a 100-Year Flood Zone. No impacts would occur.
- F. The project does not consist of the erection of a structure that would impede or redirect flood flows. No impacts would occur.



Responses to Environmental Checklist For CEQA Compliance

- G. The proposed project will be designed in compliance with applicable flood control ordinances and will not expose persons or property to water-related hazards. No impacts would occur.
- IX. Land Use and Planning**
- A. The proposed project area includes existing residential neighborhoods. Based on information regarding the project thus far, the project will not divide existing neighborhoods. Impacts would be less than significant.
- B. The project area is currently developed and does not harbor any significant environmental resources. However, the project includes amendment of the current General Plan and Zoning Code and associated maps. The project will be analyzed for consistency with all applicable planning documents. Impacts are potentially significant and will be further analyzed in the EIR.
- C. The proposed project is located in an urbanized setting and no locally designated species or natural communities are known to exist in the project area. The site is not part of any habitat conservation plan or natural community preservation plan. Therefore, no impacts would occur.
- X. Mineral Resources**
- A. Pursuant to Section 3.8 of the Santa Ana General Plan Draft Environmental Impact Report, there are no areas in the City of Santa Ana designated as Significant Mineral Aggregate Resource Areas (SMARA). No mineral resources are known to exist in the project area; therefore, no impacts would occur.
- XI. Noise**
- A. The proposed project may expose the public to noise levels in excess of the standards set forth in the City of Santa Ana General Plan. Moreover, during the construction phase of the proposed project, there will be an increase in existing noise levels. Adjacent land uses will be affected by construction-related noise. Impacts are potentially significant and will be further analyzed in the EIR.
- B. Construction grading could generate vibrations. Impacts are potentially significant and will be further analyzed in the EIR.
- C. Due to the wide scope of the project, the implementation of the Specific Plan may permanently increase ambient noise levels in the area, particularly through increased traffic volumes. Impacts are potentially significant and will be further analyzed in the EIR.
- D. Refer to XI.A.
- E. There are no public airports in the City of Santa Ana; however, John Wayne International Airport is located one-mile southwest of city limits. The proposed project is not located within a two-mile radius of the airport. According to the Santa Ana General Plan Draft Environmental Impact Report, no area of the City of Santa Ana is within the noise impact area or 65 CNEL of John Wayne International Airport.



Responses to Environmental Checklist For CEQA Compliance

B. The Circulation Element of the City of Santa Ana declares a minimum acceptable Level of Service - D (LOS - D) for major intersections in the City. This is above and beyond what is required by the County's Congestion Management Plan. The implementation of this project may contribute to LOS in excess of LOS - D. Impacts are potentially significant and will be further analyzed in the EIR.

C. Due to its location, the proposed project will not affect air traffic. No impact is anticipated.

D. The proposed project will incorporate all applicable civil engineering standards to ensure that its implementation will not result in hazardous design features for vehicular traffic. However, increased density may result in safety concerns for pedestrians and cyclists. Impacts are potentially significant and will be evaluated in the EIR.

E. Construction of the proposed project is not anticipated to result in inadequate emergency access to the site. Impacts are less than significant; however, impacts will be addressed in the EIR.

F. The project includes a parking program to serve buildout of the Specific Plan. The sufficiency of the parking program will be further analyzed in the EIR.

G. The project and its proposals may impact alternative transportation. Impacts are anticipated to be beneficial - the project is based in part on the City's aim to create a more pedestrian-friendly environment in the planning area.

XVI. Utilities and Service Systems

A. The Orange County Sanitation District (OCS D) regulates wastewater treatment for the City of Santa Ana. The proposed project will not cause any violation of those standards set forth by the OCS D. No adverse impacts are anticipated, and no mitigation measures are required.

B. The project will increase the burden on existing water supply and wastewater facilities. Impacts are potentially significant and will be further analyzed in the EIR.

C. It is anticipated that the proposed project may result in alterations to an existing storm drain system. The Santa Ana Public Works Agency has reviewed the proposed project and has identified a need for new or altered systems to meet the increased demand for water drainage facilities resulting from this project. Impacts are potentially significant and will be further analyzed in the EIR.

D. The proposed project will require modifications to the existing water system. Impacts are potentially significant and will be further analyzed in the EIR.

E. Refer to XVI.B.

F. The project will generate additional solid waste. A preliminary review of landfills currently serving the project area shows significant remaining capacity. www.cwrmb.ca.gov. Santa Ana disposed of a total of 379,259 tons in the year 2000.



Responses to Environmental Checklist For CEQA Compliance

Therefore, people residing or working in the project area will not be exposed to excessive noise levels. No impact is anticipated.

XII. Population and Housing

A. The project includes the development of housing and would result in an increased population in the planning area. The direct and indirect impacts of this growth are potentially significant and will be evaluated in the EIR.

B. The project may temporarily displace existing housing as sites are redeveloped. The project will result in an overall increase in housing stock available in the planning area. Impacts are potentially significant and will be further analyzed in the EIR.

C. The project may temporarily displace the existing population as sites are redeveloped. The project will result in an overall increase in housing in the planning area. Impacts are considered potentially significant and will be further analyzed in the EIR.

XIII. Public Services

A.1 Implementation of the proposed project may result in an increased demand for fire protection and emergency medical services in the local area. Impacts are potentially significant and will be further analyzed in the EIR.

A.2 The proposed project may result in an increased demand for police services. Impacts are potentially significant and will be further analyzed in the EIR.

A.3 The proposed project may generate additional students. Impacts are potentially significant and will be further analyzed in the EIR.

A.4 The project will increase demand for recreational facilities. Impacts are potentially significant and will be further analyzed in the EIR.

A.5 The project may impact other governmental facilities. Impacts are potentially significant and will be further analyzed in the EIR.

XIV. Recreation

A. The proposed project may result in a substantial increase in residents and employees in the area. Therefore, it is anticipated that the proposed project will impact the quality or quantity of existing recreational opportunities. Impacts are potentially significant and will be further analyzed in the EIR.

B. The proposed project entails the construction or expansion of recreational facilities that may adversely impact the environment. Impacts are potentially significant and will be further analyzed in the EIR.

XV. Transportation/Traffic

A. The implementation of the proposed project would increase vehicle trips in the project area. Impacts may be somewhat offset by the plan's proposal to locate new resident populations near the train station to increase the use of alternative transportation modes. Impacts are potentially significant and will be further analyzed in the EIR.



Responses to Environmental Checklist For CEQA Compliance

at a rate of 2 pounds/resident/day and 10.9 pounds/employee/day. A study of the area landfills and their remaining capacity is presented in the following table.

Landfill	Closure Year	Remaining Capacity (million cubic yards)	Santa Ana Contribution (tons 2000)
Arvin	2008	2.2	23.0
Bradley West and West Expansion	2007	4.7	4.0
Collon	2006	0.6	3.0
Frank R. Bowerman	2022	63	290,175
Olinda Alpha	2013	38	74,965
Prima Deshecha	2067	87.4	2,158
Puente Hills #6	2013	62.3	2.0
Simi Valley Landfill and Recycling Center	2034	9.5	33.0
Remaining Capacity in System		267.7	

There is likely sufficient current capacity to accommodate waste generated in the project area. However, impacts will be addressed further in the EIR.

- G. The solid waste disposal needs of the proposed project will be served by Great Western Reclamation, Great Western Reclamation complies with all federal, state, and local statutes and regulations related to solid waste. The City's current diversion rate is 59 percent, more than the 50 percent required by state law. No significant impact is anticipated, and no mitigation measures are required.

XVII. Mandatory Findings of Significance

- A. The project may adversely impact historic resources. Impacts are potentially significant and will be further analyzed in the EIR.
- B. It is anticipated that certain impacts of the project, such as air quality and traffic, would be considered significant when considered cumulatively. Impacts are potentially significant and will be further analyzed in the EIR.
- C. Implementation of the proposed project is expected to have environmental impacts that may cause substantial adverse effects on human beings, either directly or indirectly. Impacts are potentially significant and will be further analyzed in the EIR.

XVIII. References

City of Santa Ana General Plan: General Plan, Adopted September 1962.
 Draft Environmental Impact Report for the Proposed Santa Ana General Plan Draft Land Use Element. Prepared for the City of Santa Ana. Whittier, California: Blodgett/Cunningham and Associates, August 1, 1997.
 Draft Land Use Element. Prepared for the City of Santa Ana. Whittier, California: Blodgett/Cunningham and Associates, August, 1997.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

Notice of Preparation

July 21, 2006

RECEIVED

JUL 28 2006

SANTA ANA PLANNING DEPT

To: Reviewing Agencies

Re: Santa Ana Renaissance Specific Plan
SCH# 2006071100

Attached for your review and comment is the Notice of Preparation (NOP) for the Santa Ana Renaissance Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Lucy Linaeus
City of Santa Ana
20 Civic Center Plaza
Santa Ana, CA 92702

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
for
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2006071100
Project Title Santa Ana Renaissance Specific Plan
Lead Agency Santa Ana, City of

Type NOP Notice of Preparation
Description Facilitate the infill and re-development of the project area to improve pedestrian streetscape, reduce blight and encourage transit oriented development opportunities.

Lead Agency Contact

Name Lucy Linnaus
Agency City of Santa Ana
Phone (714) 667-2745
Address 20 Civic Center Plaza
City Santa Ana State CA Zip 92702

Project Location

County Orange
City Santa Ana
Region Flower Street (W), Civic Center Boulevard(N), Santa Ana Fwy(NE), Grand(E), 1st(S)
Parcel No. venous
Township Range Section Base

Proximity to:

Highways: 55
Airports
Railways Southern Pacific
Waterways Santa Ana River
Schools McMillan, John Milr
Land Use Various-all designatd except LMR-11
Z: GC, O, C1, C2, C3, C4, C5, P, R1, R2, R3, M1, M2, SD19, SD21, SD30, SD37, SD7, ...

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Recreation/Parks; Biological Resources; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Public Services; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Landuse; Archaeologic-Historic

Reviewing Agencies Resources Agency; Department of Conservation; Department of Forestry and Fire Protection; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Department of Health Services; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 12; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

Date Received 07/21/2006 Start of Review 07/21/2006 End of Review 08/21/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

SCH# 2006071100
Regional Water Quality Control Board (RWQCB)

- RWQCB 1 Caliben Hudson North Coast Region (1)
- RWQCB 2 Environmental Document San Francisco Bay Region (2)
- RWQCB 3 Central Coast Region (3)
- RWQCB 4 Los Angeles Region (4)
- RWQCB 5 Central Valley Region (5)
- RWQCB 6 Fresno Branch Office Central Valley Region (5)
- RWQCB 7 Colorado River Basin Region (7)
- RWQCB 8 Colorado River Basin Region (7)
- RWQCB 9 San Diego Region (9)
- RWQCB 10 Other

- County: Orange
- Caltrans, District 8 Dan Kopitsky
 - Caltrans, District 9 Gayle Rosenzder
 - Caltrans, District 10 Tom Durans
 - Caltrans, District 11 Mario Oro
 - Caltrans, District 12 Bob Joseph
 - Air Resources Board
 - Airport Projects Jim Lemar
 - Transportation Projects Ray Ramalingam
 - Industrial Projects Mike Tolstrup
 - California Integrated Waste Management Board
 - State Water Resources Control Board Sue O'Leary
 - State Water Resources Control Board Jim Hockenbery
 - Division of Financial Assistance
 - State Water Resources Control Board
 - California Integrated Waste Management Board
 - Department of Pesticide Regulation
 - Dept. of Toxic Substances Control
 - CEQA Tracking Center
 - Other

NOT DISTRIBUTION LIST

- Resources Agency
- Resouces Agency
- Dept. of Boating & Waterways
- David Johnson
- California Coastal Commission
- Elizabeth A. Fuchs
- Colorado River Board
- Gerald R. Zimmerman
- Dept. of Conservation
- Rosanna Taylor
- California Energy Commission
- Paul Richins
- Dept. of Forestry & Fire Protection
- Alan Robertson
- Office of Historic Preservation
- Wayne Donaldson
- Dept. of Parks & Recreation
- Environmental Stewardship Section
- Reclamation Board
- Debrae Jones
- S.F. Bay Conservation & Development Comm.
- Steve Wickdam
- Dept. of Water Resources
- Resources Agency
- Nadell Gayou
- Fish and Game Region 2
- Donald Koch
- Fish & Game Region 1
- Environmental Services Division
- Scott Flint
- Dept. of Fish & Game
- Fish and Game
- Conservancy
- Conservation
- Dept. of Fish & Game
- Scott Flint
- State Clearinghouse
- Native American Heritage Comm.
- Debbie Tradway
- Fish & Game Region 2
- Banky Curtis



COUNTY OF ORANGE

RESOURCES & DEVELOPMENT MANAGEMENT DEPARTMENT

Bryan Speight, Director
300 N. Flower Street
Santa Ana, CA

P.O. Box 4048
Santa Ana, CA 92702-4048
Telephone: (714) 834-3300
Fax: (714) 834-5188

NCL 06-031

September 14, 2006

Lucy Linnaus
City of Santa Ana
Planning and Building Agency M-20
20 Civic Center Plaza
Santa Ana, CA 92702

SUBJECT: NOP of a DEIR for the Santa Ana Renaissance Specific Plan Project

Dear Ms. Linnaus:

The above referenced item is a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Santa Ana. The project is the creation of a specific plan to facilitate the infill and re-development of the project area to improve the pedestrian streetscape, reduce blight and encourage transit development opportunities.

The County of Orange has reviewed the NOP and offers the following comments:

FLOOD

- The project area appears to be tributary to several Orange County Flood Control District (OCFCD) drainage facilities including but not limited to: 1) Santa Ana Delhi (F01) and 2) Santa Ana - Santa Fe Channel (F10). Potential changes in hydrologic characteristics of the corresponding watersheds due to the proposed development, including increase in impervious areas and/or alteration to existing drainage patterns, including increase in improved local drainage facilities, would result in higher discharges into the drainage system. Since the receiving downstream flood control facilities may be deficient, the developers have to identify the locations of increased discharges within the regional drainage system. For direct connections to OCFCD's facilities or work within OCFCD's right-of-way, consultation with the County will be required. Otherwise, the City needs to ensure that appropriate mitigation measures are included in the plan. Proposed mitigation measures should ensure that the existing drainage conditions within the watershed are not worsened and flooding problems are not shifted elsewhere.

- We recommend that the City, in consultation with the County's Flood Control Division, require developers to construct ultimate flood control improvements for regional flood control facilities that are known to be deficient and are adjacent to or pass through their development project sites in order to protect their properties from potential flooding.

- Since the City of Santa Ana is responsible for land use planning and development within City limits, the City should review and approve all local hydrology and hydraulic analyses for the proposed development. The City should also require developers to submit regional hydrology and hydraulic analyses of proposed developments that would impact OCFCD facilities for review by the County's Flood Control Division.

- For informational purposes, drainage facility basemaps depicting existing local and regional drainage facilities within the County of Orange are available from the Resources and Development Management Department (RDMD) Central Files located on the 2nd floor, Room 210, 300 N. Flower Street in Santa Ana, phone no. (714) 834-3568 or on the RDMD/Flood Control Division website at www.ocflood.com.

WATER QUALITY

- The water quality impacts of the project should be evaluated in accordance with the provisions outlined in Exhibit 7-1 of the 2003 Countywide Drainage Area Management Plan (DAMP). At a minimum, the following information should be provided:
 - A description of project characteristics with respect to water quality issues, such as project site location in a given watershed, site acreage, change in percent impervious surface area, and Best Management Practices to (BMPs) be incorporated into the project design.
 - A review of DAMP Exhibit 7.1 Table 7-1.1, Priority Projects Categories. Projects in the Specific Plan may be considered Priority Projects and will require the development of a Water Quality Management Plan
 - Identification of receiving waters. The DEIR should identify all receiving waters that may receive runoff from the project sites.
 - A description of the sensitivity of the receiving waters. In particular the DEIR should identify water bodies with Total Maximum Daily Loads (TMDLs), 303(d) listed impaired water bodies.
 - A characterization of the potential water quality impacts from the proposed project and identification of the anticipated pollutants to be generated by the project.
 - An identification of hydrologic conditions of concern, such as runoff volume and velocity; reduced infiltration, and increased flow, frequency, duration, and peak of storm runoff.

- An assessment of project impact significance to water quality.

- h. An evaluation of thresholds of significance.
- i. If a proposed project has the potential to create a major new stormwater discharge to a water body with an established TMDL, the DEIR should consider quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters.
- j. A reasonable analysis of the cumulative impacts of the proposed project together with past, present and reasonably anticipated future projects (related projects) that could produce cumulative impacts with the proposed project.
6. Implementation of post-construction BMPs consistent with the WQMP program in Section 7 and Exhibit 7-II of the 2003 Countywide DAMP. This includes describing commitments to installation and maintenance of site design, source control and treatment control BMPs consistent with the DAMP New Development and Significant Redevelopment Program. Under the new Municipal Stormwater National Pollution Discharge Elimination System (NPDES) permit and the 2003 DAMP, projects in the Specific Plan may be considered priority projects and may require appropriately sized treatment control BMPs to be included in the WQMP which should be targeted to address the pollutants of concern and to achieve the highest level of treatment either singly or in combination (see Table 7.2-6).
7. Mitigation for the construction phase of the project should include compliance with the State General Construction Permit and the inclusion of the following as general or specific notes on project plan sheets:
- Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable.
 - Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.
 - Appropriate BMPs for construction-related materials, wastes, spills or residues should be implemented to minimize transport from the site to streets, drainage facilities, or adjoining properties by wind or runoff.
 - Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to reduce or remove sediment and other pollutants.
 - All construction contractor and subcontractor personnel are to be made aware of the required best management practices and good housekeeping measures for the project site and any associated construction staging areas.
 - At the end of each day of construction activity all construction debris and waste

8. Storm Water Discharges Associated with Construction Activity only where they do not cause or contribute to a violation of any water quality standard and are controlled through implementation of appropriate BMPs for elimination or reduction of pollutants. Non-stormwater discharges must be eliminated or reduced to the extent feasible.
- Potential pollutants include but are not limited to: solid or liquid chemical spills; wastes from paints, stains, sealants, solvents, detergents, glues, lime, pesticides, herbicides, fertilizers, wood preservatives, and asbestos fibers, paint flakes or stucco fragments; fuels, oils, lubricants and hydraulic, radiator or battery fluids; concrete and related cutting or curing residues; floatable wastes, wastes from any engine/equipment steam cleaning or chemical degreasing; wastes from street cleaning; and superchlorinated potable water line flushing and testing.
- During construction, disposal of such materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, state and federal requirements.
- h. Discharging contaminated groundwater produced by dewatering groundwater that has infiltrated into construction site is prohibited. Discharging of contaminated soils via surface erosion is also prohibited. Discharging of non-contaminated groundwater produced by dewatering activities requires a NPDES permit from the Santa Ana Regional Water Quality Control Board.
- OPEN SPACE/RECREATION
- Bicycling
8. Santa Ana has a relatively high number of bicyclists compared to other cities within Orange County. Many people use bicycles to travel to work, school, and other destinations. We suggest the DEIR address the bicycling environment as well as the pedestrian environment. This could include:
- Recommending new Class I (paved off-road) and Class II (on-road, striped lanes) bikeway routes.
 - Requiring amenities such as bike racks and bike lockers at destinations such as commercial sites, government buildings, parks, schools, libraries, etc.
 - Assessing the impact of on-street parking on bicyclists (e.g., car doors opening as bicyclists ride by, parked cars forcing bicyclists farther into traffic lanes, etc.) and recommending mitigation measures.

- d Consider special designated on-road "city bike routes" that would provide an alternative to parallel high-volume-traffic streets. For example, Bush Street, which is a relatively quiet 2-lane street parallel to busy Main Street, might be made "bike-friendly" with narrower traffic lanes, wide, striped Class II bike lanes; no on-street parking; traffic signals at busy cross streets; distinctive signage identifying it as a Santa Ana Bike Route, etc. These city bike routes would connect and provide bicyclists with a comprehensive network of safer, quieter routes away from heavy traffic.

Pacific Electric Bikeway

- 9. The Orange County Transportation Authority's (OCTA) "Strategic Plan" for regional bikeways identifies a regional Class I bikeway along one of the former Pacific Electric (aka "Red Car") rail lines through Santa Ana. Class I bikeways may be used by both bicyclists and pedestrians. We suggest the DEIR address ways to connect this bikeway, known as the Pacific Electric Bikeway, to the project site via additional off-road bikeway linkages.

- 10. The Pacific Electric Bikeway begins at the intersection of Chestnut Avenue and Maple Street. It continues south past Warner Avenue, turns southwest next to existing tracks, and then continues straight west at the intersection of Bristol Street and Alton Avenue, eventually connecting to the Santa Ana River Bikeway at MacArthur Boulevard. We understand the City is planning to close two small gaps in this mostly existing bikeway, which would provide bikeway users with a 6-mile connection between central Santa Ana and the Santa Ana River Bikeway—completely off-road.

Golden Loop

- 11. In addition to a potential Pacific Electric Bikeway extension, we suggest the DEIR address the City's concept of the "Golden Loop" bikeway around Santa Ana. This bikeway would incorporate segments of the Santa Ana River, Santiago Creek, and Pacific Electric Bikeways. The goal is to create a continuous, completely off-road bikeway circling central Santa Ana. The Renaissance Specific Plan may provide the opportunity to create an off-road bikeway through the site, which would provide another link in the Golden Loop.

- 12. Related to this, OCTA's "Strategic Plan" identifies a proposed Class I bikeway generally following the route of the Lossan rail corridor between Santa Ana Boulevard and Chestnut Avenue. Unfortunately, over the last decade development has been allowed on former railroad rights-of-way in this area, which may have precluded this bikeway. However, there may be other opportunities for routing the bikeway generally north-south through other parts of the Renaissance Specific Plan area, and connecting it to other segments of the Golden Loop.

Main "Red Car" Route

- 13. OCTA's "Strategic Plan" also identifies a Class I bikeway along a 2-mile portion of the original Los Angeles-to-Santa Ana "Red Car" line. (Note: December 2006 is the 100th anniversary of the Pacific Electric Railway connection to Santa Ana.) The main Red Car line entered Orange County between La Palma and Cypress, and continued through Garden Grove and across the Santa Ana River into downtown Santa Ana. Today, most of the right-of-way still exists (although the eastern-most portion has been developed). In addition, a Pacific Electric trestle still exists over the Santa Ana River, but is currently closed to all use.

- 14. Although the proposed Red Car Bikeway route ends outside the boundaries of the Renaissance Specific Plan, we suggest the DEIR address the City's plans for implementing this bikeway (including potential bikeway use of the historic trestle), and for connecting the bikeway to downtown Santa Ana within the subject Specific Plan area. This bikeway, if implemented and extended eastward, could provide direct off-road connection for commuting and recreational bicyclists between the Santa Ana River Bikeway and the Renaissance Specific Plan area. It would also connect the downtown area to the "Golden Loop".

Summary

- 16. It is becoming increasingly important to encourage alternative modes of transportation—especially in a mixed-use environment where residential areas are located near shops, parks, transportation hubs, and places of employment. Providing improved bicycle circulation can be a mitigation measure to help reduce air pollution, traffic congestion, parking congestion, and noise. Class I bikeways in particular, because they are off-road and suitable for bicyclists and pedestrians with a wide range of ages and abilities, serve to encourage bicycling and walking for both transportation and recreation.

Thank you for the opportunity to respond to the NOP. Please send two complete sets of the DEIR to Charlotte Harryman at the above address when it becomes available. If you have any questions, please contact Ms. Harryman at (714) 834-2522.

Sincerely,



Ronald L. Tappets, *Chief*
Environmental Planning Division



South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

RECEIVED

JUL 31 2006

SANTA ANA PLANNING DEPT

July 27, 2006

Ms. Lucy Limmaus
City of Santa Ana
Planning Division (M-20)
P.O. Box 1988
Santa Ana, CA 92702

Dear Ms. Limmaus:

**Notice of Preparation of a Draft Environmental Impact Report for
Santa Ana Renaissance Specific Plan**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. In addition, please send with the Draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

Consistent with the SCAQMD's environmental justice enhancement L-4, in October 2003, the SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts and localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis

Ms. Lucy Limmaus

-2-

July 27, 2006

by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 - Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/trdts/aguide/aguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/cl/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2059. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

ORC060726-0311
Control Number

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

RECEIVED

AUG 11 2 11 PM

SANTA ANA PLANNING DEPT

August 4, 2006

Ms. Lucy Linnaus
City of Santa Ana
Planning Division (M-20)
P. O. Box 1988, Santa Ana, CA 92702

File: IGR/CEQA
SCH#: 2006071100
Log #: 1756
SR#: 1-5

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

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AUG 15 2006

SANTA ANA PLANNING DEPT

Lucy Linnaus
City of Santa Ana
Planning and Building Agency M-20
20 Civic Center Plaza
Santa Ana, CA 92702

Subject: Southern California Regional Rail Authority (SCRRA) Comments on the Notice of Preparation (NOP) for the Santa Ana Renaissance Specific Plan

Dear Ms. Linnaus:

The SCRRA was directly notified of the comment period and appreciated receiving a copy of the material to review. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system, known as Metrolink, on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

Please continue to keep us informed of this project or any other future developments, which could potentially impact the transportation facilities. If you have any questions or need to contact us, do not hesitate to call Lan Zhou at (949) 756-7827.

Sincerely,

RYAN CHAMBERLAIN
Branch Chief, Local Development/Intergovernmental Review
District 12

cc: Terry Roberts, Office of Planning and Research
Terri Pencovic, Caltrans HQ IGR/Community Planning
Gale McIntyre, Deputy District Director for Planning and Local Assistance
Isaac Alonso Rice, Traffic Operations

"Caltrans improves mobility across California"



Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F. Giverson, Director
5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

August 17, 2006

Ms. Lucy Linnaus
City of Santa Ana
20 Civic Center Plaza
Santa Ana, California 92702

NOTICE OF PREPARATION (NOP) FOR SANTA ANA RENAISSANCE SPECIFIC PLAN (SCH# 2006071100)

Dear Ms. Linnaus:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The proposed project would facilitate infill and re-development of the project area to improve pedestrian streetscape, reduce blight and encourage transit oriented development opportunities."

Based on the review of the submitted document DTSC has comments as follows:

- 1) The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances.
- 2) The document states that the EIR would identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL); A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Envirostor (formerly CalSites); A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).

Ms. Lucy Linnaus
August 17, 2006
Page 2

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.

- 4) Proper investigation, sampling and remedial actions overseen by the appropriate agency, if necessary, should be conducted at the site prior to the new development or any construction.
- 5) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."
- 6) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 7) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 8) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exists, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

- 10) DTSC's records show the following sites or potential sites which may be in the project area:
 - 1- Ace Cleaners at 2525 North Grand Ave.
 - 2- Aztec Cleaners at 1730 E. 17th Street
 - 3- Circuit One at 2101 Grand Ave.
 - 4- Crest Cleaners at 2739 N. Grand Ave.
 - 5- Freeway Auto Wreckers at 1041 E. 6th Street
 - 6- Phil's Custom Plating at 1212 W. 1st Street
 - 7- West Coast Coatings at 2209 South Lyon Street

If you have any questions regarding this letter, please contact Mr. Al Shami, Project Manager, at (714) 484-5472 or at "ashami@DTSC.ca.gov".

Sincerely,



Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

CEQA #1481



City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92613-9575 (949) 724-6700
www.ci.irvine.ca.us

August 21, 2006

Sent via fax to: (714) 973-1461
Hard Copy to Follow

Ms. Lucy Linnaus
Planning Department
City of Santa Ana
P.O. Box 1988, M20
Santa Ana, CA 92762

SUBJECT: Review of Notice of Preparation for a Draft Environmental Impact Report for the Renaissance Specific Plan

Dear Ms. Linnaus:

The City of Irvine has reviewed the notice of preparation for the pertaining to the above referenced project and has the following comments:

1. Section XI (Noise) – Please ensure that construction-related traffic on the City of Irvine streets will be addressed and mitigated in the Draft EIR. The City is requesting that the construction traffic hours on City of Irvine streets be limited between 7:00 a.m. to 7:00 p.m. Mondays through Friday and 9:00 a.m. to 6:00 p.m. on Saturdays. In addition, no construction-related traffic shall be permitted on Sundays and federal holidays.
2. Section XIV (Recreation) – Please ensure that adequate recreational facilities are provided on-site for the proposed residential projects.
3. Section XV (Traffic) – If the traffic analysis area for the EIR expands into the City of Irvine, please have the City of Santa Ana's traffic consultant contact Peter Anderson, Senior Transportation Analyst, at (949) 724-7370 to determine the appropriate version of ITAM 3.01 to utilize for this analysis.
4. Section XV (Traffic) – If impacts are identified on City of Irvine arterials or intersections based on City of Irvine performance criteria, appropriate mitigations should be identified in the findings of the EIR for all of the potentially impacted locations.

Thank you for the opportunity to review and comment on the proposed document. We would appreciate the opportunity to review any further information regarding this project as the planning process proceeds. If you have any questions, please contact me at by phone at (949) 724-7480 or by email at ginguayen@ci.irvine.ca.us.

Ms. Lucy Linnaus
August 21, 2006
Page 2

Sincerely,

DIANE NGUYEN
Associate Planner

C. Barry Curtis, Principal Planner
Sun-Sun Murillo, Senior Transportation Analyst



Community Development Department

City of Tustin

300 Centennial Way
Tustin, CA 92780
714.573.3100

August 22, 2006

Lucy Linnaus
City of Santa Ana
Planning and Building Agency M-20
20 Civic Center Plaza
Santa Ana, CA 92702

SUBJECT: REVIEW OF NOP FOR THE RENAISSANCE SPECIFIC PLAN EIR

Dear Ms. Linnaus:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) and Initial Study (IS) for the Draft Environmental Impact Report (DEIR) for the Renaissance Specific Plan project. The proposed Specific Plan would facilitate the infill and redevelopment of 440 acres in central Santa Ana by introducing mixed uses, eliminating heavy industrial uses, and allowing the development of buildings up to 20 stories high around the Santa Ana train depot. The proposed specific plan area is located east of Flower Street, south of Civic Center Boulevard, east of Santiago Street, southwest of the Santa Ana Freeway, west of Grand Avenue, and north of First Street.

The City of Tustin has identified the following concerns and issues to be addressed in the Draft Environmental Impact Report.

1. The City of Tustin needs the assurance that adequate mitigation for the proposed Project will be required and implemented, regardless of jurisdictional boundaries. We believe that there will be a significant increase in traffic impacts on property within the City of Tustin, so this project must contain conditions of approval to mitigate both Project and cumulative impacts. The City of Tustin opposes the proposed Project unless there are assurances that all impacts affecting the City of Tustin will be fully mitigated and funded.
2. Significant traffic operational issues should be considered in the DEIR, including, but not necessarily limited to the following: potential freeway ramp operation impacts on the arterial roadways related to ramp metering; the spacing of intersections including the freeway interchange intersections; lane utilization related to accessing the freeway; and impacts due to limited east-west and north-south arterials as a result of freeway crossings.
3. Some of the traffic concerns related to this area are highlighted in the recent I-5/SR-55 weaving/merging study by the OCTA. The OCTA Study identifies impacts at the interchange which need to be considered in the analyses.

Ms. Lucy Linnaus
Santa Ana Renaissance SP NOP
August 22, 2006
Page 2

4. The uncertainty associated with extension of Measure M funding places increased reliance on the arterial street system. A conservative evaluation should be provided, whereby all potential impacts without Measure M funding on the City of Tustin are addressed. Realistic assessment of the use of the arterial roadways as a bypass to the freeway system should be considered.
5. There should be a complete and thorough discussion of the traffic model assumptions, such as ramp metering assumptions, TDM credits, and freeway congestion.
6. The DEIR should utilize a select zone model traffic run to identify where the Project-related traffic is assumed to travel on the surrounding roadways, including those roadways in the City of Tustin. This is critical information needed for the City of Tustin to evaluate the potential Project-related traffic impacts.
7. Given the proposed changes in land uses, the analyses should consider the potential "worst case" traffic impacts and required mitigations associated with build out of the Renaissance Specific Plan. Essentially, the ultimate condition needs to be evaluated to assure adequate infrastructure can be provided to support the proposed Project and that the Project provide its "fair share" of the ultimate infrastructure needs.
8. There is a significant amount of new development approved in the Cities of Irvine and Orange that will likely use arterials roadways, including Irvine Boulevard, First Street, Bryan Avenue, Main Street and El Camino Real. These volumes must be considered in the DEIR.
9. The DEIR should clearly identify the methodology used for selection of the study area and traffic analysis locations. There are no preliminary trip generation calculations provided in the NOP, so it is difficult to estimate potential impacts to the City of Tustin. There is a need to evaluate all locations that would experience significant traffic impacts, both cumulative and project related. For locations within the City of Tustin, the traffic analyses must be consistent with the City of Tustin criteria and methodologies. Furthermore, the traffic analyses for the proposed Project are expected to be based on traffic forecasts derived from a traffic model that includes the Tustin Legacy Project. As there are no traffic analyses provided as a part of the NOP, there could be additional comments once these materials are provided for review.
10. The NOP provides descriptions of the Project land uses/sizes and MPAH road system changes. The DEIR will need to detail the effects of the assumed road system changes as well as the effects of the traffic generated by the proposed project.

Ms. Lucy Linnaus
Santa Ana Renaissance SP NOP
August 22, 2006
Page 3

11 From a land use and traffic perspective the definition of the Project is critical and should be clearly defined in the DEIR. The analysis needs to consider the land use changes, the road system changes and what conditions will be considered as a "baseline" condition prior to identification of Project related impacts.

12. Fair share contributions and/or construction of improvements to mitigate project impacts in the City of Tustin need to be required of the project and clearly identified in the DEIR. The needed improvements to mitigate the Project traffic could result from either Project generated traffic and/or cumulative traffic projections.

13. There are different traffic projections dependent on whether a toll or non-toll operation is assumed for the Transportation Corridors. There should be an analysis of the worst case condition that is anticipated to occur in the "with toll" condition.

14. The DEIR should include a full analysis of any potential impacts to the flight paths to John Wayne Airport. It must be assured that the proposed high rise buildings do not impact the flight paths for aircraft, and potentially increase noise impacts for Tustin residents or increase the number of flights over the City of Tustin due to a diversion of flights farther to the east.

I would appreciate receiving a copy of the Draft EIR when it becomes available. If you have any questions regarding the City's comments, please call me at (714) 573-3016 or Terry Lutz, Principal Engineer, at (714) 573-3263.

Sincerely,
Scott Reekstin
Scott Reekstin
Senior Planner

- cc: William A. Huston
- Elizabeth A. Binsack
- Tim Serlet
- Dana Kasdan
- Doug Anderson
- Terry Lutz
- Steve Sasaki



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- Arthur J. Lashly
Chief Executive Officer



August 22, 2006

Lucy Linnaus
City of Santa Ana
20 Civic Center Plaza
Santa Ana, CA 92702

Subject: Notice of Preparation of an Environmental Impact Report for the Proposed Santa Ana Renaissance Specific Plan Project

Dear Ms. Linnaus:

The Orange County Transportation Authority (OCTA) has reviewed the above mentioned document. The following comments are provided for your consideration.

1. Orange County Master Plan of Arterial Highways (MPAH)

Civic Center Drive, Santa Ana Boulevard, 5th Street, and Broadway Avenue are all part of the Orange County Master Plan of Arterial Highways (MPAH). Changes to the capacity or alignment of MPAH facilities must be approved by OCTA prior to a final amendment of the City's General Plan, Consistency of City General Plan Circulation Elements is a condition of eligibility for participation in the Measure M Combined Transportation Funding Program (CTFP).

2. Transit Service

OCTA believes that the proposed plan would impact OCTA bus operations in the area. OCTA currently provides extensive bus service to the Santa Ana Transit Terminal (SATT) which is located at 400 W. Santa Ana Boulevard. Due to its central location and proximity to major local, county, state, and federal agencies, this is the most heavily used transit facility in the county. OCTA recommends that the environmental study consider the effects of the proposed plan on this key facility in consultation with OCTA Transit Division staff. The contact for issues regarding potential impacts to SATT access is Jorge Duran. Mr. Duran can be reached at (714) 560-5765 or via e-mail at JDuran@OCTA.net

3. The Depot at Santa Ana

The Depot at Santa Ana is an integral part of Metrolink operations in the area. OCTA appreciates the interest that the City of Santa Ana has in this facility and

Lucy Linnaus
August 22, 2006
Page 2

believes the Depot supports the high density development planned by the City of Santa Ana. OCTA is currently finishing the construction of a pedestrian overcrossing of the double tracks from the station to the newly installed platform on the east edge of the rail corridor. Please consider the creation of a pedestrian access point that will coincide with the newly created crossing to allow for easy pedestrian movement from the newly proposed developments, east of the rail road corridor, to the Santa Ana Railroad Station.

If you have any questions regarding this transmittal, or need further information, please contact me at (714) 560-5683 or via e-mail at clarwood@octa.net.

Sincerely,



Charles Larwood
Section Manager, Corridor Studies

- c: W. Garcia, OCTA
- G. Campbell, OCTA
- J. Duran, OCTA
- D. Johnson, OCTA



County of Orange
Planning & Development Services Department

BRYAN G. SPEIDLE
DIRECTOR
300 N. FLOWER ST.
SANTA ANA, CALIFORNIA
MAILING ADDRESS:
PLANNING DEPT
SANTA ANA, CA 92701-4018

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AUG 29 2006

SANTA ANA PLANNING DEPT

NCL 06-031

August 31, 2006

Lucy Linnaus
City of Santa Ana
Planning & Building Agency, M-20
20 Civic Center Plaza
Santa Ana, CA 92792

SUBJECT: NOP of a DEIR for the Santa Ana Renaissance Specific Plan Project

Dear Ms. Linnaus:

Thank you for the opportunity to respond to the above referenced item. The County of Orange has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) and has no new comments at this time. However, we would like to be advised of any further developments. Please send a complete set of the DEIR to Charlotte Harryman at the above address when it becomes available.

If you have any questions, please contact Ms. Harryman at (714) 834-2522.

Sincerely,



Ronald L. Tippetts, Chief
Environmental Planning Division

Attachment
Date: 8/23/06

FROM :

FAX NO. : 2102267466

AUG. 22 2006 08:55PM P2



Sandra Pena
910 E. Grant Street
Santa Ana, Ca 92701



August 22, 2006

City of Santa Ana
Planning and Building Agency, M-20
20 Civic Center Plaza
Santa Ana, CA 92702
Attn: Lucy Linnaus

Dear Planning and Building Agency,

I am writing to express my concern for several issues concerning the Santa Ana Renaissance Specific plan. The below issues are diverse and important. It particularly concerns me that so much of the proposed plan is left nebulous - to be "further analyzed" while providing no concrete explanations. Due to this lack of concrete data, the plan appears incomplete. Many questions must be answered and presented to the public at large - both within and outside of the proposed redevelopment area - before being submitted for approval.

The below listed items detail my concerns:

Air Quality - I was born and raised in Santa Ana. Several years I moved to Los Angeles to attend grad school and work, but couldn't tough it out for more than a decade. The air in L.A. is so toxic, literally heavy with a soot-like substance. I began experiencing breathing problems and developed a chronic bronchitis. Moving back to Orange County largely solved these health problems, but when I hear that this plan is going to increase both people and traffic in Santa Ana - I anticipate a worsening air quality. I do not want this plan to move forward as presented.

Cultural Resources - I was surprised to see that culture as defined by your plan only mentions architectural assets and not the cultural flavor of Santa Ana as a city. The current population is largely Latino (Mexican, of Mexican descent, or Latin American). Go to 4th Street and you will see that the population making downtown Santa Ana the thriving commercial center it is today is Latino. The Renaissance project will severely impact this population by displacing them, pricing them out of the housing and retail markets. I want to your plan to detail HOW you will retain the cultural flavor of this region by commemorating and celebrating its historic presence in the city.

FROM :

FAX NO. : 2102267466

AUG. 22 2006 08:55PM P3

Hydrology and Water Quality - An increase in population will certainly affect the water quality of the region. When I asked about how these aspects are addressed in the plan, I was told that outside agencies/resources would deal with creating the proper infrastructure to support the expected drastic increase of people living, working and shopping in Santa Ana. This leaves too much to the unknown. The plan should include concrete remedies to the future crisis in water quality AND the additional strain on our water sources in providing resources for the new population BEFORE the project is approved.

Land Use and Planning - I was surprised to read that your plan states that neighborhoods would not be divided. Given the historical importance of 4th Street in the lives of Orange County Latinos (who until the late 60's/early 70's were unable to even buy property anywhere outside of Santa Ana) the Renaissance Plan would severely impact the cultural flavor and population currently found in the targeted area.

Noise - Both during the construction and after completion of the Renaissance Plan implementation, the noise levels in Santa Ana would severely rise and impact the quality of life in the area. The current plan doesn't detail what would be done to deal with this problem, saying only that it will "further analyze" it. I would like to see what the results of this analysis are BEFORE the project is up for approval.

Population and Housing - It has already been clearly stated, by various members of Moule & Polyzoid and the Planning Division, that a huge portion of the existing population would be displaced by this plan. If everything goes as planned, affordable housing would be replaced by higher-end developments that would essentially price out the working class population currently residing in Santa Ana. The plan needs to address what will be done about this, largely Latino, displacement. All the current plan details is that it will "further analyze" the impact. I would like to see the results of this analysis BEFORE the project is submitted to City Council for approval.

Public Services - The increased residents, workers and shoppers brought in by this plan would require a HUGE increase in the current infrastructure. Who would pay for all the new hires and services? Would current Santa Ana residents face additional taxes? All the plan says is that it will "further analyze" the impact. The results of this analysis should be completed and presented to the public BEFORE the project is submitted to City Council for approval.

Recreation - With the new and larger population drawn into the region as proposed by this plan, increased recreational facilities will be needed. The current plan says is that it will "further analyze" the impact. The results of this analysis should be completed and presented to the public BEFORE the project is submitted to City Council for approval. Residents both within and outside of the proposed plan project should be made aware of any impact to their quality of life and additional costs/taxes needed to finance these projects.

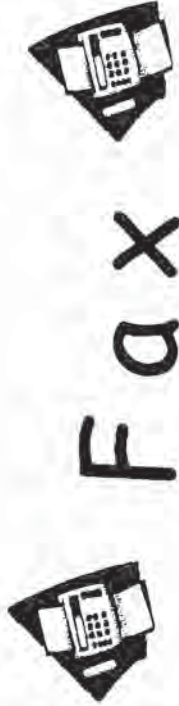
Transportation and Traffic - As mentioned above (see Air Quality section), I know that the current plan will inevitably involve a dramatic rise in traffic and pollution. The current plan says is that it will "further analyze" the impact. The results of this analysis should be completed and presented to the public BEFORE the project is submitted to City Council for approval. Residents both within and outside of the proposed plan project should be made aware of any impact to their quality of life.

I truly hope that the Planning Division will work diligently to assess and answer the many above questions left open by the proposed plan. As it is, to submit this plan for approval "as is" would be premature. The residents of Santa Ana deserve to have answers to this large and complex plan which will severely impact their lives on a day to day basis.

Kind Regards,

Sandra Pena

Sandra Pena
Santa Ana Resident



Subject: Response to NOP for Renaissance Plan
Date: 8/20/06

To: Lucy Linnaus
City Planner
Phone Number: (714) 667-2745
Fax Number: (714) 973-1461

From: ADAM Jennings

Comments: Attached, please find comments to NOP.

Please include the Biological Resources section of the EIR, Santa Ana is a Bird Sanctuary and there are many Birds that are on the endangered Species list. It is important that we address the natural habitat both Plant and animal.

Respectfully submitted,
Adam Jennings

Phone: (714) 730-0501



Fax

To:	Lucy Linnaus	From:	Toni Cobian
From:	(714) 973-1461	Date:	August 22, 2006
Phone:		Project:	
Re:	NOP Response	CC:	FILE

Urgent For Review Please Comment Please Reply Please Recycle

Comments

Today there are many high density projects that are being built very close together, without any consideration of the aesthetics of the projects. Orange County is too quick to jump on the High Density building craze.

I would appreciate it if the DEIR contains extensive review of the aesthetic impacts of potential 2,3 & 4 story development as opposed to single family homes. I would like to see concise numbers both current and proposed buildings.

A "Density Comparison" in a table format would be most helpful.

I believe that the Biological Resources section must be included in order to ensure that we do not eradicate any animals are plant life that are native to California.

Sincerely,

Toni Cobian
(714) 730-0501

Lucy Linnaus
Santa Ana City Planner

NOP Response to Santa Ana Renaissance Specific Plan

I would like to impress upon the City the importance of including the Biological Resources section in the EIR. Santa Ana is a bird sanctuary.

Considering the scope and magnitude of this project, it is irresponsible for the report to ignore the need for a biological resources study.

A large part if not all, of the project is in Area 7 of the Sea & Sage Audubon's yearly: Christmas Bird Count*

For 1 week in December 2005, there were 3,183 sightings of 53 different bird species, such as mourning Dove, yellow rumped Warblers, woodpeckers, cedar Wax. There were 604 exotic Parrot Sightings including the Red Crowned Parrots.

The State of California has introduced the Red Crowned Parrot as a species in the state. The Red Crowned Parrot is on the endangered species list.

Surely, the Proposed high density buildings and tear downs of existing Historical buildings will have a negative impact on both Animals and Plants.

I would appreciate your serious consideration in this very important environmental issue.

Respectfully submitted.

SIMON C. DETER

August 20, 2006

RE: NOP Santa Ana Renaissance Specific Plan

Lucy Linnacus
City Planner

Dear Lucy Linnacus,

I have several issues /concerns with the NOP for the EIR. The Scope of this project is so large the environmental checklist should cover everything.

The Study should thoroughly cover the following

- AIR QUALITY
- TRAFFIC
- NOISE POLLUTION
- AESTHETICS
- LANDSCAPING
- HISTORICAL BUILDINGS
- LIGHT/GLARE
- WATER QUALITY
- WASTEWATER
- PUBLIC SERVICES
- BIOLOGICAL RESOURCES

I feel very strongly that the Biological Resources section be included in the EIR.

Santa Ana is a Bird Sanctuary and the project area is included in the yearly Sea & Sage Audubon Christmas Count. There are species that are on the endangered species list. Any disturbance to their natural habitat is purely criminal. It is the responsibility of the city to ensure that they seek a conclusion about whether the project might yield significant impacts in these various areas. Do not include this creates immediate questions and suspicions.

The study should include a species list for sensitive migrating and threatened species and species of concern and guidelines for identifying and mitigating project impacts to fish, wildlife, and their habitat.

The EIR contain a complete assessment of flora and fauna including consideration of rare plants, wildlife and natural communities and the cumulative impacts that will occur.

A Plant survey to evaluate impacts on Native Flora should be included

RECEIVED

AUG 22 2006

SANTA ANA PLANNING DEPT

8-21-06

To: Santa Ana city officials
From: Bea Tomaselli Tirinilli, 825 E. Clemensen, Santa Ana, 92705; 714-532-2714
Re: Renaissance plan

Dear Santa Ana city planners:

As a nearly lifelong resident of Santa Ana, I have witnessed vast changes in our city these last four decades—some positive, some alarmingly negative. Of course, no one wants to live in a slum, so revitalizing crumbling, abandoned historic buildings is a good thing, and I'm pleased to see vibrancy in sections of Santa Ana which once seemed doomed to condemnation. Sadly, many historic buildings and homes have been demolished over the years in the name of progress, while our city has grown to be California's second densest. Dense cities can be beautiful and pleasant to live in when pains are taken to assure residents have adequate open space, safe places for children to play, wide streets or prolific public transportation to eliminate traffic nightmares, and basic amenities many take for granted, such as clean air and water. Sadly, such aspects that separate well-planned communities from poor ones are largely ignored in Santa Ana's Renaissance Plan.

I have thoroughly reviewed the Environmental Impact Report for the Santa Ana Renaissance Specific Plan. I was shocked to see how many aspects of the plan were listed as having a "potentially significant [negative] impact" on the community, which includes our air and water quality. Our city is infamous for its high density, lack of open space and playgrounds, horrific traffic, and high childhood obesity rate; and the SARSF dooms us to more of the same, and worse. Under this plan, for example, historic areas will be torn down or redesigned in favor of denser development, there is little or no compensation for this density via increased open space; and, in an area in desperate need of neighborhood playgrounds, none are planned where many are needed. As a mother of small children who love and need exercise, I've found the lack of playground space in downtown Santa Ana especially frustrating, and I'm certain it contributes to Santa Ana's childhood obesity rate (statistically among the nation's highest).

I definitely favor some level of redevelopment in downtown Santa Ana. Cosmetic renovations of slum-like buildings, for example, could be a welcome change, as would conversion of vacant lots into community parks and playgrounds. But I'm greatly disappointed by the lack of foresight exhibited by planners in the SARSF. Please reconsider this plan. Having one or two aspects on the EIR checklist marked "potentially significant impact" is cause for wariness; but when the majority of a plan has similar checkmarks, it's time for alarm and reconsideration. Let's work toward a plan that will enhance our community, and an EIR which eliminates all potentially significant impacts on our neighborhoods.

Sincerely,

Bea T. Tirinilli

Park Santiago Neighborhood Association member and volunteer

trix@illgreen@sbcglobal.net

Renaissance Specific Plan

Thursday, August 10, 2006
 Scoping Meeting For Initial Study/Notice of Preparation

SIGN IN SHEET
 Please print neatly

Name	Already on Mailing List		Please add me to Mailing List		Phone Number	Organization
	Yes	No	Mailing Address: Street, City, Zip Code			
Joaquín A. De la	?		11700 E. Telegraph Rd		(927) 992-6759	Property Owner
Toni Cobian		?	1082 E Main St, Suite 207 Tustin, CA 92780		(714) 730-0501	Property Owner
Valleen Finagan		✓	1515 W. 190th St # 499 Gardena, CA 90248			
Bingyan Chuan		✓	3816 Bluff Ave M.C.A. 90066		310 (945-6988)	" "
ERIC FORD		✓	2 Flat Pkcs, Suite 735 Irvine CA 92614		(949) 892-0900	Sepallo Group
Daura Garcia	①	✓	614 E. 380 St		(711) 473-0683	Owner
Joselito			610 E. 3rd St		(711) 315-0283	Owner
Jesus Gutierrez	✓		310 W 5th St S.A		(714) 329-3952	Cultural Center
Ann J. Urva	✓		1541 CHATEAU DR D TUSTIN, CA		(714) 335-1581	CENTRO CULTURAL - DE MEXICO

