CHAPTER 9 Changes to the Draft EIR

9.1 FORMAT OF TEXT CHANGES

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency staff, including changes to the proposed General Plan. Revisions are shown in Section 9.2 (Text Changes) below as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and a double underline beneath inserted text. In order to indicate the location in the Draft EIR where text has been changed, the reader is referred to the page number of the Draft EIR.

9.2 TEXT CHANGES

This section includes revisions to text, by Draft EIR Section, that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the Draft EIR.

Page 1-7, Section 1.4 (Project Description), second, third, and fourth full paragraphs

Within the boundary of the Transit Zoning Code the Agency owns forty-nine parcels comprising approximately seven noncontiguous acres. The Agency/City is pursuing the potential acquisition of twenty ~~sixteen~~ additional properties within the immediate vicinity of the forty-nine parcels mentioned above for the purposes of completing the assemblage of properties on those blocks in which the Agency already has majority ownership, as well as to secure property to provide for additional open space. The acquisition of these additional properties may lead to demolition and/or relocation of existing structures, as well as the potential relocation of any existing residents.

The Agency and the Developer propose to redevelop these properties. The Developer concept for these properties includes the development of a maximum of 155 rental units ~~(including a potential senior housing project)~~ and a maximum of 65 for-sale units—a total of 220 new residential units. A component of this residential development will be affordable pursuant to the County of Orange's criteria for low-to-moderate income housing. ~~The development proposal also includes the addition of approximately 1.5 acres~~ The City/Agency is also pursuing the addition of new public open space that ~~would~~ could include a public park, a public tot lot, and a 10,000 square foot community building. The redevelopment of these properties requires the demolition of ~~fifteen structures, totaling~~ approximately ~~30,000~~ 30,243 square feet of building area, on fifteen Agency-owned properties.

The City of Santa Ana is in the process of preparing the Santa Ana Fixed Guideway Corridor Study in order to apply for future grant funding that would support the construction of a new public transit system. This system would provide for the expansion of transit services originating at the Santa Ana Regional Transportation Center (SARTC) and serving the Lacy Neighborhood, Downtown and Civic Center areas. Future expansion of the system would link to the Pacific Electric Right-of-Way, located on the City's western side, in order to provide service into the City of Garden Grove and beyond. ~~While the zoning standards contained within the Transit Zoning Code would provide a framework for the transit-~~

~~supportive development necessary to generate adequate ridership for the successful development of the Fixed Guideway System, this EIR will not analyze the proposed Santa Ana Fixed Guideway Corridor Study and its potential alignments have not been completed~~. The specifics of that ~~plan~~ study will be analyzed in a separate EIR as part of the Santa Ana Fixed Guideway Corridor Study. However, the Study would be developed in a manner consistent with the Transit Zoning Code, if approved. Therefore, its development has been analyzed to the extent possible in this EIR.

Page 1-8, Section 1.4 (Project Description), delete third, fourth, and fifth full paragraphs

~~The Transit Zoning Code area also includes 48 parcels (6.76 mostly non-contiguous acres) currently owned by the Santa Ana Redevelopment Agency (the "Agency"). The Agency has entered into a Predevelopment Agreement for planning and development purposes with The Related Companies of California, LLC, and a California limited liability company, and Griffin Realty Corporation, a California Corporation (jointly, the "Developer") to redevelop these properties and provide for new community open space, as well as to prepare the Station District Master Plan.~~

~~The redevelopment of these properties will also include the demolition of structures on 11 Agency-owned properties. The Agency is also pursuing the potential acquisition of a limited number of properties within the immediate vicinity of the 48 parcels mentioned above for the purposes of completing the assemblage of properties on those blocks in which the Agency already has majority ownership, as well as to secure property to provide for additional open space.~~

~~The City of Santa Ana is in the process of preparing the Santa Ana Fixed Guideway Corridor Study in order to apply for future grant funding that would support the construction of a new public transit system. This system would provide for the expansion of transit services originating at the SARTC and serving the Downtown and Civic Center areas. Future expansion of the system would link to the Pacific Electric Right-of-Way, located on the City's eastern side, in order to provide service into the City of Garden Grove and beyond. While the zoning standards contained within the Transit Zoning Code would provide a framework for the transit-supportive development necessary to generate adequate ridership for the successful development of the Fixed Guideway System, this EIR will not analyze the proposed Santa Ana Fixed Guideway Corridor Study or its potential alignments. The specifics of that plan will be analyzed in a separate EIR when the Study is completed.~~

Page 1-10, Section 1.7 (Alternatives)

In accordance with Section 15126.6 of the CEQA Guidelines, alternatives to the Transit Zoning Code, as proposed, are analyzed. Detailed information is provided in Section 5.0 of this EIR. A total of ~~three~~ six alternatives were identified and would feasibly attain the most basic project objectives while avoiding or substantially lessening some of the significant effects of the project were analyzed. An environmentally superior alternative is also identified. These alternatives include the following:

- No Project/Development According to General Plan Alternative
- Higher Commercial Component Alternative
- Reduced (Low-Rise) Project
- No Demolition of Agency Properties/Rehabilitate in Place

- No Demolition of Agency Properties/ Relocate to Agency-Owned Infill Sites/ Rehabilitate in Place
- Rehabilitate611 N. Minter Street in Place

Page 1-11, "Air Quality" section

- ~~With adoption of the Transit Zoning Code (SD 84A and SD 84B, and under a long-term build-out scenario, population growth projections in the City would exceed current Southern California Association of Governments (SCAG) projections, which are used in the South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan. Since the AQMP is based on SCAG growth projections, the proposed project would be inconsistent with the 2007 AQMP population growth projections.~~

  …

- Primarily due to the increase in residential uses under the Transit Zoning Code, mobile source (vehicular) emissions associated with the additional development would exceed SCAQMD thresholds of significance for ~~four~~ five criteria pollutants ($PM_{2.5}$, VOC, NO_X, CO, and PM_{10}) for which the air basin is in non-attainment.
- In conjunction with other development projects in the vicinity of the Transit Zoning Code, construction and operation of the proposed project would result in a cumulatively considerable net increase of criteria pollutants ($PM_{2.5}$, VOC, NO_X, CO, and PM_{10}) for which the air basin is in nonattainment.

Page 1-13, Table ES-2

Table ES-2 Summary of Environmental Effects and Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Transit Zoning Code Mitigation Measures*	*Level of Significance After Mitigation*
…			
Impact 4.2-2 Construction of the proposed project would not raise local ambient pollutant concentrations above the significance thresholds with the incorporation of mitigation measures MM4.2-2 through MM4.2-6.	LTS	**MM4.2-2** The construction contractor ~~should~~shall ensure that no more than 5 acres per day are actively graded or developed. **MM4.2-3** The construction contractor ~~should~~shall ensure that all active disturbed surfaces should be watered three times per day throughout the construction period. **MM4.2-4** The construction contractor ~~should~~shall ensure that the mass grading, fine grading, and structure construction are conducted at separate time periods and do not overlap with one another. **MM4.2-5** The construction contractor ~~should~~shall ensure that all haul roads are watered three (3) times per day. **MM4.2-6** The construction contractor ~~should~~shall ensure that all traffic on unpaved roads is reduced to 15 mph or less.	LTS
…			
Impact 4.2-6 Operation of the proposed project would exceed South Coast Air Quality Management District standards for VOC, NO_X, CO, and PM_{10} and would result in a projected air quality violation.	PS	**MM4.2-21** As individual components of the Transit Zoning Code (SD 84A and SD 84B) are implemented, an air quality impact ~~analyses~~ analysis will be completed to determine their independent significance levels. Mitigation is to be incorporated at the individual component level to bring the individual components to less than significant on a site-by-site basis …	SU
…			
Impact 4.5-5 Construction activities associated with the implementation of the Transit Zoning Code could result in a safety hazard for people residing or working in the project area.	PS	**MM4.5-4** For development of structures that exceed 200 feet in height above ground level at a development site, applicants shall file a Notice of Proposed Construction or Alteration with the FAA (FAA Form 7460-1). Following the FAA's ~~nautical~~ aeronautical evaluation of the project, projects must comply with conditions of approval imposed or recommended by the FAA. Subsequent to the FAA findings, the project shall be reviewed by the ALUC for consistency analysis.	LTS
Impact 4.5-6 The Transit Zoning Code could impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan resulting in a significant impact.	PS	**MM4.5-7** The Santa Ana Fire Department, in consultation with other applicable City Departments (e.g., Police), shall update their Emergency Preparedness Plan prior to occupancy of the first project developed under the ~~Renaissance~~ Transit Zoning Code (SD 84A and SD 84B), to address the potential for the accidental release of hazardous materials that may be used, stored, and/or transported in association with operation of project implementation …	LTS

Table ES-2 Summary of Environmental Effects and Mitigation Measures			
Impact(s)	*Level of Significance Prior to Mitigation*	*Transit Zoning Code Mitigation Measures*	*Level of Significance After Mitigation*
…			
Impact 4.11-7 The Transit Zoning Code would not conflict with adopted policies, plans, or programs supporting alternative transportation.	PS	**MM4.11-2** As part of the project, the City of Santa Ana and the project sponsors shall work with the transit providers to implement various transit-related measures to improve and expand bus system service within the Transit Zoning Code (SD 84A and SD 84B) area to increase ridership and/or decrease daily vehicle trips. These measures may include, but are not limited to, the following: ■ Adding bus stops to the Transit Zoning Code (SD 84A and SD 84B) area along existing roadways ■ Changing bus service headways to respond to increased demand ■ Changing bus service destinations to respond to changing demand ■ Adding local shuttle service for employees and patrons of the Transit Zoning Code (SD 84A and SD 84B) area The details of bus service improvements shall be determined in coordination with OCTA. The following ~~recommendations would help~~ options may be used to encourage public transit patronage for project-related trips: ■ *Bus Stop Locations*—Relocation of existing bus stops and the provision of additional bus stops ~~should be considered~~ to accommodate transit users at convenient locations. ■ *Days of Operation*—~~The City should w~~Work with OCTA to consider changes to route times to serve nighttime and weekend project visitors and employees. ■ *Headway*—~~The City should w~~Work with OCTA to review route headways to determine if it would be appropriate to reduce them to accommodate transit riders within the Transit Zoning Code (SD 84A and SD 84B) area.	LTS
Impact 4.11-8 Long-term cumulative development under implementation of the Transit Zoning Code would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.	PS	**MM4.11-3** The City of Santa Ana Public Works Agency shall monitor the traffic signals within the Transit Zoning Code study area once every five years to ensure that traffic signal timing is optimized …	~~SU~~ LTS
…			
Impact 4.12-4 Long-term cumulative pursuant to the Transit Zoning Code (SD 84A and SD 84B) could require the construction of new or expanded wastewater conveyance systems, the construction of which would not cause significant environmental effects.	PS	**MM4.12-~~2~~1** Individual project applicants shall prepare site-specific sewer evaluations, including flow monitoring and modeling, during the project design to determine the adequacy of the existing sewer pipe capacity in the affected project area lines. The evaluation shall be submitted to the City of Santa Ana or OCSD, as appropriate, for review and approval prior to issuance of building permits. Any recommendations made in the site-specific sewer evaluations shall be incorporated into the design of each individual project.	LTS

Table ES-2 Summary of Environmental Effects and Mitigation Measures			
Impact(s)	*Level of Significance Prior to Mitigation*	*Transit Zoning Code Mitigation Measures*	*Level of Significance After Mitigation*
…			
Impact 4.12-8 Long-term cumulative development pursuant to the Transit Zoning Code (SD 84A and SD 84B) could increase the demand for electricity and gas, but would not require or result in the construction of new energy production or transmission facilities.	PS	**MM4.12-~~3~~2** Individual non-residential project applicants are encouraged to apply for Southern California Edison's "Savings By Design" program. The program is aimed at generating an overall reduction in energy use through design methods and incentive programs by maintaining a 15% or greater exceedance of Title 24. **MM4.12-43** Individual development projects within the boundaries of the Transit Zoning Code (SD 84A and SD 84B) shall implement energy conservation measures (such as energy-efficient lighting and microprocessor controlled HVAC equipment) to reduce the demand for electricity and natural gas as part of the project design. The energy conservation measures shall be subject to modification as new technologies are developed, or if current technology becomes obsolete, through replacement and shall be reviewed by the Planning and Building Agency prior to issuance of a building permit.	LTS
…			

Page 3-8, Section 3.2 (Project Objectives)

~~The primary objective of the Transit Zoning Code is to provide zoning for the integration of new infill development into existing neighborhoods, to allow for the reuse of existing structures, to provide for a range of housing options, including affordable housing, and to provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure. The proposed project would preserve and reinforce the historic character and pedestrian nature of the City while encouraging alternative modes of transportation, including the rail system that connects San Diego to Los Angeles.~~

The project objectives of the proposed Transit Zoning Code are to:

- Provide zoning for the integration of new infill development into existing neighborhoods
- Provide for a range of housing options, including affordable housing
- Allow for the reuse of existing structures
- Allow the development of the Agency properties
- Provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure
- Preserve and reinforce the existing character and pedestrian nature of the City by strengthening urban form through improved development and design standards
- Encourage alternative modes of transportation, including the rail system that connects San Diego to Los Angeles

The objectives of the Developer Proposal for the Agency-owned properties are to:

- Redevelop all of the Agency-owned properties
- Provide new affordable housing for families in furtherance of the City's affordable housing goals established in the Housing Element, the Implementation Plan for the Santa Ana Merged Redevelopment Project Area, and the City of Santa Ana Consolidated Plan
- Enhance the streetscape and urban form of the area, particularly along Santa Ana Boulevard, with the construction of new buildings that meet the standards contained in the Transit Zoning Code and that support future transit planning
- Eliminate blight
- Provide additional public open space and facilitate joint use arrangement with SAUSD for a new community center
- Provide an economically viable redevelopment scenario for the Agency-owned properties.

Page 3-13, Section 3.3 (Project Description)

Within the boundary of the Transit Zoning Code the Agency owns forty-nine parcels comprising approximately seven non-contiguous acres (Figure 3-5 [Santa Ana Redevelopment Agency Parcels]). The Agency/City may be considering the potential acquisition of ~~nineteen~~ twenty additional properties within the immediate vicinity of the forty-nine parcels mentioned above for the purposes of completing the assemblage of properties on those blocks in which the Agency already has majority ownership, as well as

to secure property to provide for additional open space. The acquisition of these additional properties may lead to demolition and/or relocation of existing structures, as well as the potential relocation of any existing residents (~~Figure 3-6 [Potential New Santa Ana Redevelopment Agency Acquisitions]~~; Figure 5-2 [Potential New Santa Ana Redevelopment Agency Acquisitions]).

The Agency and the Developer propose to redevelop these properties. The Developer concept for these properties includes the development of a maximum of 155 rental units ~~(including a potential senior housing project)~~ and a maximum of 65 for-sale units—a total of 220 new residential units. A component of this residential development will be affordable pursuant to the County of Orange's criteria for low-to-moderate income housing. ~~The development proposal also includes the addition of approximately 1.5 acres~~ The City/Agency is also pursuing the addition of new public open space that ~~would~~ could include a public park, a public tot lot, and a 10,000 square foot community building (Figure 3-7 [Development Proposal]). The redevelopment of these properties requires the demolition of ~~fifteen structures, totaling~~ approximately ~~30,000~~ 30,243 square feet of building area, on ~~eleven~~ thirteen Agency-owned parcels (~~Figure 3-8 [Demolitions]~~; Figure 5-1 [Demolitions]).

Page 3-13, added fifth paragraph

In addition, it is anticipated that a development called Francis Xavier Residence could be constructed on Agency-owned parcel "11" (as shown in Figures 3-8 and 5-1). The project would be facilitated and funded by the Mercy House organization. The proposed project would be located at 801 E. Santa Ana Boulevard and 707 Garfield Street. The Draft EIR analyzes the impacts of demolition and construction of this project.

Page 3-16, revised first paragraph

The City of Santa Ana is in the process of preparing the Santa Ana Fixed Guideway Corridor Study in order to apply for future grant funding that would support the construction of a new public transit system. This system would provide for the expansion of transit services originating at the Santa Ana Regional Transportation Center (SARTC) and serving the Lacy Neighborhood, Downtown and Civic Center areas. Future expansion of the system would link to the Pacific Electric Right-of-Way, located on the City's western side, in order to provide service into the City of Garden Grove and beyond. ~~While the zoning standards contained within the Transit Zoning Code would provide a framework for the transit supportive development necessary to generate adequate ridership for the successful development of the Fixed Guideway System, this EIR will not analyze the proposed Santa Ana Fixed Guideway Corridor Study and its potential alignments have not been completed.~~ The specifics of ~~that plan~~ the Study will be analyzed in a separate EIR as part of the Santa Ana Fixed Guideway Corridor Study. However, the Study would be developed in a manner consistent with the Transit Zoning Code, if approved. Therefore, its development has been analyzed to the extent possible in this EIR.

Page 3-16, added third and fourth paragraphs

The City has entered into a predevelopment agreement with the Developer in which the Developer will assist the City with future strategic planning within the Station District area of the Transit Zoning Code, which may eventually result in a master plan to guide future planning in the area. Details of this planning

effort are not known at this time. However, the City anticipates that the majority of development within the Station District would be proposed by private developers, and any development proposal that might occur within the Station District would have to comply with the proposed Transit Zoning Code, if adopted. Therefore, this EIR has analyzed potential future development within the Station District at the programmatic level to the extent possible.

The City is also in the very preliminary stages of planning for a Master Plan for the SARTC. This plan would seek to project future transit needs and develop methods for addressing future needs. At the time of this writing, no details are known about this potential future master plan. However, any SARTC Master Plan would be developed in a manner consistent with the Transit Zoning Code, if approved. Therefore, its development has been analyzed at the programmatic level to the extent possible in this EIR.

Page 3-20, under the subheading "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 WW-II multi-family development up to four stories. While the area is predominantly residential, some long-standing industrial development ~~has been established~~ remains in the eastern portions of the neighborhood consistent with the neighborhoods origins as a rail yard. Two super blocks exist and disrupt the physical connections between the neighborhood and nearby areas.

Page 3-28, revised second paragraph

This EIR can be characterized as both a program EIR and a project-EIR. The majority of the analysis is done at the program level and can be characterized either as a program EIR prepared pursuant to CEQA Guidelines Section 15168 or as a first-tier EIR prepared pursuant to CEQA Guidelines Section 15152. These labels are complementary, not mutually exclusive. As a project level EIR, the development proposal to demolish ~~30,000~~ 30,243 square feet of existing structures on ~~eleven~~ thirteen Redevelopment Agency-owned parcels and to construct 220 affordable residential units is analyzed at a project-level. Additionally, the Mercy House project has been analyzed at a project-level. Since adequate level of details is available for the development proposal, this EIR analyzes the project's specific potential impacts. Regardless of its title, the document is intended to act as an analytical superstructure for subsequent, more detailed analyses associated with individual project applications consistent with the proposed project. One of the City's goals in preparing the current document is to focus new information that would be required in the future at the "project level" of planning and environmental review by dealing as comprehensively as possible in this document with cumulative impacts, regional considerations, and similar big-picture issues. The project-specific analysis of both the development proposal and the Mercy House project is adequate to allow the projects to proceed upon certification of the EIR. The City recognizes that the program-level analysis of the remainder of the project does not include the level of detail necessary to qualify as a project EIR, and anticipates that future projects will require more detailed environmental review at the time they are proposed.

Page 3-32, Section 3.7 (Alternatives)

In accordance with Section 15126.6 of the CEQA Guidelines, alternatives to the Transit Zoning Code, as proposed, are analyzed. Detailed information is provided in Section 5.0 of this EIR. A total of ~~three~~ six alternatives were identified and would feasibly attain the most basic project objectives while avoiding or substantially lessening some of the significant effects of the project were analyzed. An environmentally superior alternative is also identified. These alternatives include the following:

- No Project/Development According to General Plan Alternative
- Higher Commercial Component Alternative
- Reduced (Low-Rise) Project
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- No Demolition of Agency Properties/ Relocate to Agency-Owned Infill Sites/ Rehabilitate in Place
- Rehabilitate611 N. Minter Street in Place

Page 3-32-33, Section 3.8 (Cumulative Development Scenario), Table 3-3 (List of related Development Projects)

The cumulative projects indicated below (numbers 38 and 45) actually represent components of the proposed project and, therefore, are not "related" development projects. These projects were analyzed in the Draft EIR and the Traffic Impact Report (Appendix G) as part of the proposed project. Therefore, they are deleted from Table 3-3and were not included in the cumulative analysis of the revised Traffic Impact Report (Vol. II of the Final EIR). The roadway improvements listed below have been added because they were analyzed in the Draft EIR.

Table 3-3 List of Related Development Projects

Project ID	Project Name	Land Use Description	Quantity	Unit
1	**One Broadway Plaza**	Office	508.2	TSF
		Office (Rehab Structures)	9.803	TSF
		Retail [2]	8.525	TSF
		Casual Dining	2.681	TSF
		Formal Dining	15.915	TSF
3	**Santiago Street Lofts**	Proposed Live-work Loft (Apartment)	108	DU
		Existing Manufacture	2.1	TSF
		Existing out-reach Educational (R&D)	19	TSF
4	**West End Lofts**	Shopping Center	2.67	TSF
		Residential Condo/Townhouse	5	DU
5	**City Place**	Residential Condo/Townhouse	185	DU
		Shopping Center	60	TSF
10	**Bowers Museum**	Museum Expansion	33.1	TSF

Table 3-3 List of Related Development Projects

Project ID	Project Name	Land Use Description	Quantity	Unit
11	**Cordoba**	Apartment	45	DU
13	**Santa Ana Industrial**	General Light Industrial	31	TSF
15	**Walgreen's**	Proposed Shopping Center	12.4	TSF
19	**Cobblestone**	Shopping Center	11	TSF
23	**Xerox Tower II**	General Office Building	210	TSF
25	**Shea Homes**	Single Family Detached	36	DU
26	**Metro East Overlay Zone**	High Rise Residential Condo/Townhouse	5,551	DU
27	**1st & Cabrillo Towers**	High Rise Residential Condo/Townhouse	374	DU
		Specialty Retail Center	8.97	TSF
		Health/Fitness Club	-5.5	TSF
29	**Town & Country Manor**	Residential Condo/Townhouse	174	DU
33	**Olen Properties**	Residential Condo/Townhouse	136	DU
		General Office Building	2.5	TSF
34	**River View Villas**	Residential Condo/Townhouse	41	DU
37	**City Place Sky Lofts**	Apartment	355	DU
~~38~~	~~**Future Specific Plan Area**~~	~~Single Family Detached~~	~~41~~	~~DU~~
		~~Multi Family Housing~~	~~234~~	~~DU~~
		~~Retail~~	~~36~~	~~TSF~~
39	**Retail (Tustin)**	Replacement of Commercial Building	15	TSF
44	**Minter Court**	Live/work and Townhouse Project	11	DU
~~45~~	~~**Future Area**~~	~~Residential Development~~	~~30~~	~~DU~~
	Planned Roadway Improvements	Grand Ave Widening; Santiago St Widening; Metrolink Extension	N/A	N/A
	Santa Ana Fixed Guideway Corridor Study	Future construction of fixed-transit between SARTC and the City of Garden Grove	N/A	N/A
	Santa Ana Regional Transportation Center Master Plan	Future plan and policy document	N/A	N/A

SOURCES: KOA Corporation. Transit Zoning Code (SD 84A and SD 84B) Traffic Study. December 2007.
Project ID is consistent with the index on Figure 3-10.
All projects within a 1.5-mile radius of the Renaissance Specific Plan boundaries were included in the list of cumulative projects. All projects outside of a 1.5-mile radius were not included.
DU = dwelling unit, TSF = Total square footage (thousands)

Page 4.1-1, first full paragraph

This section describes the visual setting of the proposed Transit Zoning Code (SD 84A and SD 84B) area and evaluates the potential for changes in visual character due to development under the Transit Zoning Code (SD 84A and SD 84B). This section analyzes the general aesthetic effects of the Transit

Zoning Code (SD 84A and SD 84B) over the 450-acre project area, as well as the Developer Project, including the potential loss of existing visual resources, such as landscaping and mature trees, effects on views, compatibility with visual characteristics of surrounding land uses, and the likelihood that adjacent uses (sensitive receptors) would be disturbed by light and glare generated or reflected by new structures.

Page 4.1-2, second bullet under "Adjacent Land Uses"

Adjacent Land Uses

The Transit Zoning Code (SD 84A and SD 84B) area is located in the eastern portion of the City, surrounded by existing urban development. Adjacent (off-site) uses include the following:

- **North:** Single-family residential, office, and commercial uses, as well as I-5
- **East:** Commercial and residential uses. I-5 is located immediately adjacent to portions of the ~~Specific Plan~~ Transit Zoning Code area
- **South:** Institutional (including educational), commercial, industrial, and residential uses
- **West:** Civic, residential, and commercial uses with open space located further to the west

Page 4.1-20, first full paragraph

The proposed Transit Zoning Code (SD 84A and SD 84B) is divided into nine zones: Transit Village (TV) Zone, Government Center (GCD) District, Downtown (DT) Zone, Urban Center (UC) Zone, Corridor (CDR) Zone, Urban Neighborhood 2 (UN-2) Zone, Urban Neighborhood 1 (UN-1) Zone, ~~Manufacturing~~ Industrial Overlay (~~MO~~ IO) Zone and Open Space (OS) Zone

Page 4.1-20, second paragraph

Presently, existing views of the Transit Zoning Code (SD 84A and SD 84B) area are primarily available from adjacent commercial and office uses, as well as from portions of First, Fourth, and Main Streets, and I-5. Limited views of the Transit Zoning Code (SD 84A and SD 84B) area are available from the residential uses to the north, south, and west. Views of the proposed Developer Project consist of existing residential uses and vacant lands. The Developer Project is not located within an area identified as a scenic resource by the Scenic Corridors Element of the City's General Plan. The existing views of the area could be significantly altered with the introduction of revitalization development. Views of the Transit Zoning Code (SD 84A and SD 84B) area from First, Fourth, and Main Streets and I-5 would be most significantly altered, as the Transit Zoning Code (SD 84A and SD 84B) area as a whole is most visible when traveling along these routes.

Sensitive receptors located in and near the Transit Zoning Code (SD 84A and SD 84B) area includes residential uses within the Downtown, First Street Corridor, Lacy and Logan neighborhoods, and residential neighborhoods bordering the Transit Zoning Code (SD 84A and SD 84B) area to the north, south, and west. Under the Transit Zoning Code (SD 84A and SD 84B), including the Developer Project, development that would occur would reflect the relationship to the adjacent residential uses. Specifically, while the western portion of the Transit Zoning Code (SD 84A and SD 84B), which includes the Developer Project, would remain largely unchanged, except for the addition of streetscapes, the

northern and southern portions of the Transit Zoning Code (SD 84A and SD 84B) area would seek to preserve the historic element that these areas possess. Mixed residential/commercial and live/work uses are also planned for these areas, providing for an ease in transition and buffer from residential, to more retail/commercial uses. New development, such as the residential uses envisioned by the Developer Project, in this area would be designed to provide an appropriate interface with high levels of landscaping and design features that minimize impacts to adjacent residential uses.

Page 4.1-21, last paragraph

Although long-term visual characteristics of the Transit Zoning Code (SD 84A and SD 84B) area would be altered with development under the Transit Zoning Code (SD 84A and SD 84B) standards, it would visually enhance the area and provide the City with a distinctive entryway identity. The proposed project would also contains standards for pedestrian/roadway design that provides standards for contiguous landscaped pedestrian areas throughout the Transit Zoning Code (SD 84A and SD 84B) area in order to promote active street life. The proposed Developer Project would revitalize vacant and deteriorated residential areas with newly developed residential uses that would conform to the design standards adopted by the Transit Zoning Code. Thus, although views of the Transit Zoning Code (SD 84A and SD 84B) area would be modified, the proposed project, including implementation of the Developer Project, would not degrade the existing visual character or quality of the Transit Zoning Code (SD 84A and SD 84B) area and its surroundings. Rather, development under the Transit Zoning Code (SD 84A and SD 84B) would contribute to the image of, and add to the aesthetic quality of the City. As such, development under the proposed project would not degrade the existing visual quality of the area or obstruct key existing views and/or vistas in the vicinity. This impact is considered ***less than significant***.

Page 4.1-23, first paragraph

The Transit Zoning Code (SD 84A and SD 84B) would work to reinforce the existing scale of development, transitioning from the high-rise buildings within the Government Center east, to Downtown, and then on to the low- to mid-rise residential neighborhoods of Lacy Neighborhood, First Street Corridor, and Logan Neighborhood. Development on sites throughout the Transit Zoning Code (SD 84A and SD 84B) area would encourage connections and linkages to other sites in the area and surrounding community amenities, while individual building typologies and unit designs would facilitate pedestrian activity and visual connectivity with surrounding development through active sidewalks. To establish interaction between the properties and reinforce the long-term development of the ~~Specific Plan~~ Transit Zoning Code area as pedestrian friendly, streetscapes utilizing a large variety of trees, as well as open/joint-use space, ~~is~~ are planned. To further establish human scale and interest and a sense of urban variety and liveliness, architectural diversity with regard to unit types, building types, massing, forms and styles would be strongly encouraged.

Page 4.1-23, last paragraph

The incorporation of new landscaping and streetscape within the Transit Zoning Code (SD 84A and SD 84B) area would provide an additional visual improvement to the City. New landscaping would occur as new developments are implemented throughout the Transit Zoning Code (SD 84A and SD 84B) area,

and serve to soften and buffer views of the proposed structures. New landscaping features would include potted plants, mature trees, turf surfaces, outdoor furniture, decorative lighting, and other amenities intended to add variety and contribute to a sense of human scale. Other design guidelines and requirements in the Transit Zoning Code (SD 84A and SD 84B)area will help ensure maximum compatibility of design, minimization of light and glare, promote pedestrian-friendly entries and uses, and promote the use of compatible exterior materials. In general, the new development projects, including the proposed Developer Project, that could be constructed would serve to improve the aesthetic character of the Transit Zoning Code (SD 84A and SD 84B) area given the architectural design and development standards required for the new developments, the use of design elements, such as landscaped view corridors, and walkways; and the new landscape requirements. Additionally, supporting infrastructure, such as telecommunications equipment and utility lines, will be appropriately screened from view or placed underground.

In general, implementation of the proposed Transit Zoning Code (SD 84A and SD 84B), including the proposed Developer Project, would enhance the visual character of the area through the design and development standards described above. Although future development could result in taller buildings in certain neighborhoods compared to existing uses, the overall changes that are proposed would be designed to create visually attractive and compatible uses. Additionally, the proposed Developer Project, and any future development would be required to adhere to policies identified in the City's General Plan Elements, as identified in the Regulatory Framework. Consequently, future development under the Transit Zoning Code (SD 84A and SD 84B) would improve the existing visual character, and this impact would be ***less than significant***.

Page 4.1-28, second paragraph

Because the City is an urban, developed area, it is anticipated that any future projects would generally be consistent with the community design pattern established in the General Plan. In addition, future development will continue to be guided by the General Plan and Zoning Code and would be subject to review, which would consider the types and placement of planned development throughout the City. Consequently, changes in land use that would substantially degrade the visual characteristics of the surrounding area would generally not be permitted to occur under the General Plan or CEQA review, thereby protecting the visual character of these areas. The Transit Zoning Code (SD 84A and SD 84B) ensures that development occurs consistent with its surroundings, in terms of design, massing, and building heights. Additional development within the surrounding area would constitute further intensification of an already urban and largely built-out area and would generally occur through infill development. Therefore, cumulative development would not be expected to result in substantial degradation of the visual quality of the area. As such, because the overall Transit Zoning Code (SD 84A and SD 84B) would not degrade the existing visual quality of the area, the proposed project would not have cumulatively considerable contributions to this impact. Consequently, the cumulative change in the visual character of the areas surrounding the ~~Specific Plan~~ Transit Zoning Code area would be ***less than significant***.

Page 4.1-29, last reference

~~_____. 2007. *Draft – Santa Ana Renaissance Specific Plan*, April 27.~~

Page 4.2-22-23

The threshold for $PM_{2.5}$ was modeled and analyzed for the project. However, it was inadvertently left out of the list of air quality thresholds set forth by SCAQMD.

Construction Emissions Thresholds

The SCAQMD recommends that projects with construction-related emissions that exceed any of the following emissions thresholds should be considered significant:

- 550 pounds per day of CO
- 75 pounds per day of VOC
- 100 pounds per day of NO_X
- 150 pounds per day of SO_X
- 150 pounds per day of PM_{10}
- 55 pounds per day $PM_{2.5}$

Operational Emissions Thresholds

The SCAQMD recommends that projects with operational emissions that exceed any of the following emissions thresholds should be considered significant; these thresholds apply to individual development projects only; they do not apply to cumulative development:

- 550 pounds per day of CO
- 55 pounds per day of VOC
- 55 pounds per day of NO_X
- 150 pounds per day of SO_X
- 150 pounds per day of PM_{10}
- 55 pounds per day $PM_{2.5}$

Page 4.2-25, Impact 4.2-2

MM4.2-2 *The construction contractor ~~should~~ shall ensure that no more than 5 acres per day are actively graded or developed.*

MM4.2-3 *The construction contractor ~~should~~ shall ensure that all active disturbed surfaces should be watered three times per day throughout the construction period.*

MM4.2-4 *The construction contractor ~~should~~ shall ensure that the mass grading, fine grading, and structure construction are conducted at separate time periods and do not overlap with one another.*

MM4.2-5 *The construction contractor ~~should~~ shall ensure that all haul roads are watered three (3) times per day.*

MM4.2-6 *The construction contractor ~~should~~ shall ensure that all traffic on unpaved roads is reduced to 15 mph or less.*

Page 4.2-34, Impact 4.2-6

MM4.2-21 *As individual components of the Transit Zoning Code (SD 84A and SD 84B) are implemented, an air quality impact ~~analyses~~ analysis will be completed to determine their independent significance levels.*

Mitigation is to be incorporated at the individual component level to bring the individual components to less than significant on a site-by-site basis.

Page 4.2-30, Impact 4.4-5, revised third paragraph

Many of the individual projects that could be developed under the proposed project may be small and thus would not generate construction emissions that exceed the SCAQMD's recommended thresholds of significance. To the extent that construction of these individual projects overlaps, then the combined emissions from these small, individual projects could exceed the recommended SCAQMD thresholds, particularly for CO, NOX, ~~and~~ PM_{10}, and $PM_{2.5}$, for which the Basin is currently in nonattainment. …

Page 4.4-22, Impact 4.4-3, revised third and fourth paragraphs

For example, within the boundary of the Transit Zoning Code, the City of Santa Ana Redevelopment Agency owns 49 parcels comprising approximately seven non-contiguous acres (Figure 3-5 [Santa Ana Redevelopment Agency Parcels]). The City is pursuing the potential acquisition of ~~16~~ twenty additional properties within the immediate vicinity of the 49 parcels mentioned above for the purposes of completing the assemblage of properties on those blocks in which the Redevelopment Agency already has majority ownership, as well as to secure property to provide for additional open space. The acquisition of these additional properties may lead to demolition and/or relocation of existing historic-age structures.

An additional example is the redevelopment of specific portions of the project area as outlined by Figure 3-7 (Development Proposal). This proposal requires the demolition of ~~fifteen structures, totaling~~ approximately ~~30,000~~ 30,243 square feet of building area, on ~~fifteen~~ thirteen Agency-owned properties (Figure 3-8 [Demolitions]; Figure 5-1 [Demolitions]). These ~~fifteen~~ structures have generally not been subject to formal significance evaluations; however, preliminarily studies indicate that, although significantly altered, some of the structures may meet some eligibility criteria for historic listing. At this time, none of the ~~fifteen~~ structures are found within a federal, State or locally designated historic district.

Page 4.4-25, Table 4.4-2

The following changes were made to the list of properties to be demolished:

Table 4.4-2 Properties Proposed for Demolition Activities

Address	APN	Property and Research Details	Associated Documents	Significance Finding
611 N. Minter St.	398-311-01	HRG finds the property to be a contributor to the Lacy Neighborhood area, and lists its HRI evaluation as 5D2. A listing of 5D2 indicates that the property may be eligible for local listing as a contributor to a listed or potentially eligible district under local ordinance. At present, this property has not been listed on the SARHP (2009), and is not found within a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
505 N. Minter St.	398-333-09	No information.	N/A	Potentially Significant

Table 4.4-2 Properties Proposed for Demolition Activities

Address	APN	Property and Research Details	Associated Documents	Significance Finding
507 N. Minter St.	398-333-09	HRG finds the property to be a contributor to the Lacy Neighborhood area. The Lacy neighborhood is not currently recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
601–603 E. Fifth St.	398-333-09	HRG finds the property to be a contributor to the Lacy Neighborhood area. The Lacy neighborhood is not currently recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
610–612 E. Fifth St.	398-338-03	HRG finds the property to be a contributor to the Lacy Neighborhood area. The Lacy neighborhood is not currently recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
620 E. Fifth St.	398-338-05	HRG finds the property to be an altered contributor to the Lacy Neighborhood area. The Lacy neighborhood is not currently recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
621 E. Fifth St.	398-333-05	HRG finds the property to be a contributor to the Lacy Neighborhood area. The Lacy neighborhood is not currently recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
508 and 510 N. Porter St.	398-333-05	HRG finds the property to be an altered contributor to the Lacy Neighborhood area. The Lacy neighborhood is not currently recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
712 E. Fifth St.	398-337-03	HRG finds the property to be an altered contributor to the Lacy Neighborhood area. The Lacy neighborhood is not currently recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
720 E. Sixth St.	398-334-05	One-story, Colonial Revival Cottage. HRG finds to be an altered contributor to the Lacy Neighborhood area, and found its evaluation/potential designation to be contributive. Sapphos later performed a preliminary examination where they found the property to exhibit relatively minor alterations. As a result, Sapphos lists the property as potentially eligible for inclusion in the SARHP in the contributive category.	HRG 2006; Sapphos 2007	Potentially Significant
714 E. Sixth St.	398-334-04	One-story, single-family residence built in about 1909. HRG finds the property to be a contributor to the Lacy Neighborhood area. Upon formal evaluation, the property was recommended ineligible for listing in the NRHP, CRHR and the SARHP, and was found to be neither intact nor an exemplary version of its type. (NRHP Status Code 6Z – Not eligible for inclusion in the NRHP, CRHR, or SARHP through survey evaluation). Further, the property is not located within an eligible district.	HRG 2006; Jones & Stokes 2006	Recommended ineligible for the NRHP, CRHR, and the SARHP.
710 E. Sixth St.	398-334-03	No information.	N/A	Potentially Significant

Table 4.4-2 Properties Proposed for Demolition Activities

Address	APN	Property and Research Details	Associated Documents	Significance Finding
623 N. Garfield St.	398-313-04	623-625 N. Garfield Street is a two-story, multi-family property built in about 1923. HRG finds the property to be an altered contributor to the Lacy Neighborhood area, and lists its HRI evaluation as 5D2. Upon formal evaluation, the property was recommended ineligible for listing in the NRHP, CRHR, and the SARHP due to extensive alterations and subsequent loss of integrity (NRHP Status Code 6Z - Not eligible for inclusion in the NRHP, CRHR, or SARHP through survey evaluation). Further, the property is not located within an eligible district.	HRG 2006; Jones & Stokes 2006	Recommended ineligible for the NRHP, CRHR, and the SARHP.
801 E. Santa Ana Blvd.	398-303-04	Primary Number 30-161057 is listed in the HPDF as a structure built in 1915 and given an NRHP Status Code of 5D2. A listing of 5D2 indicates that the property may be eligible for local listing as a contributor to a listed or potentially eligible district under local ordinance. However, the structure is not located within an area recognized as a historic district as defined by the City municipal code.	OHP 2006	Potentially Significant
707 N. Garfield St.	398-303-04	HRG finds the property to be an altered contributor to the Lacy Neighborhood area, and lists its HRI evaluation as 5D2. A listing of 5D2 indicates that the property may be eligible for local listing as a contributor to a listed or potentially eligible district under local ordinance. However, the structure is not located within an area recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant
501 E. Fifth St.	Unknown	501 E. Fifth Street is a one-story residence built in 1903. This residence is built in the Queen Anne (Late Victorian) style, and is known as the Whitson-Powelson House. Science Applications International Corporation (2001) completed an intensive survey update, including this property and lists the NRHP status code as 5S1. A listing of 5S1 indicates that this individual property is recognized as historically significant by a local government. Further, the property is listed in the SARHP as Number 29 in the Key category. The listing of this property in the Key category is based upon because it displays a distinctive architectural style and quality as an example of the Queen Anne (Late Victorian) style (Municipal Code, Section 30-2.2).	SAIC 2001; SARHP	Significant

Table 4.4-2 Properties Proposed for Demolition Activities				
Address	*APN*	*Property and Research Details*	*Associated Documents*	*Significance Finding*
615 E. Fifth St.	398-333-06	615 E. Fifth Street is recorded as 615-617 E. Fifth Street, and is a one and a half-story, single-family residence. This residence was built in a Transitional Arts and Crafts style in about 1904. Upon formal evaluation, the residence was found to appear eligible for inclusion in the CRHR under Criterion 3 as an expressive and intact example of the Transitional Arts and Crafts style. (NRHP Status Code 3CS – Appears eligible for the CRHR as an individual property through survey evaluation). Sapphos later performed a cursory examination where they found the property at 617 E. Fifth Street to be eligible for inclusion in the SARHP at the contributive level.	Jones & Stokes 2006; Sapphos 2007	Significant – Recommended eligible for inclusion in the CRHR.
505 E. Fifth St.	Unknown	HRG finds this property to be an altered contributor to the Lacy Neighborhood area. The Lacy neighborhood is not currently recognized as a historic district as defined by the City municipal code.	HRG 2006	Potentially Significant

Page 4.4-26, Impact 4.4-3, second full paragraph

Implementation of the above mitigation measure would require a qualified professional to conduct site-specific historical resource investigations for future developments within the project area that would demolish or otherwise physically affect buildings or structures ~~45~~ 50 years old or older or affect their historic setting. Nonetheless, development within the project area could result in demolition or removal of significant historical resources, which would result in a significant impact. While implementation of site-specific mitigation measures, such as written and photographic documentation of significant historical resources, would reduce the magnitude of this impact, the impact would remain significant due to the physical demolition of the property. Consequently, impacts on historical resources are considered potentially significant and unavoidable.

Page 4.5-18, Impact 4.5-4

Impact 4.5-4 **The Transit Zoning Code (SD 84A and SD 84B) includes sites which are included on a list of hazardous materials sites and as a result, could create a significant hazard to the public or environment. Implementation of mitigation measures MM4.5-2 and MM4.5-3 would ensure this impact would be reduced to a *less-than-significant* level.**

As shown in the EDR Report (Appendix E), the Transit Zoning Code (SD 84A and SD 84B) area contains sites that have been identified on various regulatory databases as being contaminated from the release of hazardous substances in the soil, including underground storage tanks and small-quantity generators of hazardous waste. Implementation of the proposed project could lead to development of these sites. As discussed under Impact 4.5-3, development of these sites would be required to undergo remediation and cleanup before construction activities can begin. If contamination at any specific project site were to exceed regulatory action levels, the proponent would be required to undertake remediation

procedures prior to grading and development under the supervision of appropriate regulatory oversight agencies (e.g., Santa Ana Fire Department, Orange County Environmental Health Division, Department of Toxic Substances Control, or Regional Water Quality Control Board), depending on the nature of any identified contamination. Thus, implementation of mitigation measures MM4.5-1 and MM4.5-2, above, would ensure that contaminated sites undergo remediation activities prior to development activities. Consequently, if future development under the Transit Zoning Code (SD 84A and SD 84B) is located on a site that is included on a list of hazardous materials sites, remediation would ensure that this impact would be reduced to a ***less-than-significant*** level.

For each of the proposed parcels that are a part of the Developer Project, Phase I Environmental Site Assessments (ESA) were conducted by Converse Consultants in April 2010 in accordance with ASTM Practice E1527-05 standards. The proposed project area was assessed by block; thirteen separate ESAs were prepared. The ESAs were prepared using and extensive record search as well as field reconnaissance surveys, and included the following activities and components:

- Reconnaissance survey of the project site to make visual observations of existing site conditions and activities
- Review of underground storage tank files and industrial waste records maintained by the County of Orange Health Care Agency and Regional Water Quality Control Board
- Review of previous environmental site assessment reports on file with regulatory agencies
- Review of historical USGS topographic maps
- Research of historical Sanborn Fire Insurance maps maintained by EDR, Inc.
- Contract with the South Coast Air Quality Management District to review their files
- Review of Oil Field maps and oil well records maintained by the State of California Division of Oil, Gas, and Geothermal Resources
- Review of the local, state, and federal agency lists and maps of suspect or known contaminated sites
- A review of government records database of suspect or known contaminated sites conducted by EDR, Inc.
- Soil and soil vapor sampling
- Findings and Opinions
- Conclusion and Recommendations

The results of the ESAs are presented below:

Block 1: Including 612, 614, 622, and 626–628 East Santa Ana Boulevard; 604, 606, 614–618, 620, and 622 North Lacy Street; 601–603, 609, 613, and 617 East 6th Street; 709 and 711 East 6th Street; and 609 and 611 North Minter Street

The Property is generally bound by East Santa Ana Boulevard to the north, a residential property, and East 6th Street to the south, North Lacy Street to the east, and North Minter Street to the west, in the City of Santa Ana. The Property is an irregular shaped parcel containing approximately 100,000 square feet. The northwest portion of the Property is developed with four residential buildings, including an office/residential building, and three multi-family residential buildings. Associated paving and

landscaping is located between and around the buildings. The south central portion of the Property is developed with three single-family residences. The remainder of the Property is vacant land, and the Property is surrounded in chain-link fencing.

According to historical records, the western portion of the Property was utilized as the Santa Ana Hotel and residential properties as early as 1888. By 1891, the hotel was converted to regular residential use. The remaining portions of the Property appeared to be developed for residential use by 1938. Demolition of the majority of the on-site residential properties appeared to begin by 1987 and continue through 2007. The structures located at the 611 North Minter parcel (multi-family residential) and at 609, 613, and 617 East 6th Street (single-family residential) are the only remaining structures on site.

No evidence of RECs in connection with the Property was found during the ESA, with the exception of the following:

- The historic use of the adjoining properties to the north and south for a gasoline service station (including Vic's Garage; also apparently mistakenly identified as the Property), furniture repairing (including spray painting), and a laundry.

No further assessment regarding these adjacent properties of concern is warranted at this time due to the length of time passed since these uses, as well as these sites are not reported on regulatory databases suggesting subsurface, off-site contamination.

In order to reduce uncertainty regarding possible soil vapor intrusion and/or the location of historic USTs on site, a soil vapor survey, and/or geophysical survey would need to be completed in the area of 601 East 6th Street. Previous soil sampling at the 612 East Santa Ana Boulevard and 604 and 622 North Lacy Street parcels reported minimal (below State regulations) to no on-site contamination from petroleum hydrocarbons, VOCs, and metals.

Block 2: Including 601, 605–607, 609, and 611 North Lacy Street, and 801 Brown Street

The Property is a square shaped parcel containing approximately 27,000 square feet. The Property is vacant land, and the Property is surrounded in chain-link fencing. The Property fronts onto Brown Street to the south and North Lacy Street to the west. The Property was utilized for residential properties as early as 1906. Demolition of the on-site residential properties appeared to begin by 2006 and continued through 2007. The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Block 3: Including 714 East Santa Ana Boulevard and 618, 622, 624, 626, 628, and 630 North Garfield Street

As early as 1906, two dwellings (at 618 and 630 "E"/Garfield Street) were present at the Property. There was no mapped use for the other Property lots. In the early 1920s, residential dwellings were present at 622–630 North Garfield Street. As observed in the 1936 Sanborn map, nine residential dwellings and one garage were present on the northernmost lots (622–630 "E"/Garfield Street and 514–520 Fruit/East Santa Ana Boulevard). The southernmost lot (618 "E"/Garfield Street) was observed vacant from 1935 to 1956. A dwelling was later developed on this lot by 1957.

No significant changes were observed until 1994, when structures at the northwest lot (714 East Santa Ana Boulevard) had been demolished and the lot cleared. The structures at 630 North Garfield Street were demolished in 1999 and the lot was cleared. The dwellings and outbuildings at Property lots addressed as 622–628 North Garfield Street were demolished and cleared in 2004. The dwelling at 618 North Garfield was demolished in 2006. The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Block 4: Includes 619, 623, and 625 North Garfield Street, and 804 East Santa Ana Boulevard

As early as 1888, the general eastern portion of the Property was noted as "vacant" land. In 1895, a residential dwelling and outbuildings had been built at the northeastern lot, while the remaining area of the Property had no mapped use. By 1901, the north lot was depicted with a dwelling and a barn, while the remaining area of the Property had no mapped use.

From 1935 to 1952, the Property had been subdivided into three lots: the northernmost lot was occupied by a duplex (604–606½ Fruit Street), a store (602 Fruit Street), two single-family dwellings (627/657 and 629 "E"/Garfield Street),and a garage; the middle lot was a duplex (623–625 "E"/Garfield Street), a single-family dwelling (623½/625½ "E"/Garfield Street), and a garage; and the southern lot was occupied by two single-family dwellings (617–617½ "E"/Garfield Street). By 1963, an additional dwelling (615 "E"/Garfield Street) was built on the southern lot of the Property.

Beginning as early as 1981, residential structures and lots at the Property were being demolished and cleared. In 1981, the dwellings at the northwest (604–606½ Fruit/East Santa Ana Boulevard) and southwest (617 North Garfield Street) corners were no longer present. In 2003, the dwelling at 625 North Garfield Street was demolished. In 2006, the City demolished a single-family dwelling with an attached garage and cleared the lot at 619 North Garfield Street.

The Property currently consists of three lots; of which the northern and southern lots were observed as vacant, fenced lots. Debris (tires, paper, toys, sandbags, concrete pieces, and wood) located on the northern vacant lot where it borders the adjacent apartment complex and alley and the northern perimeter. The middle lot was occupied by a two-story duplex (623A and B North Garfield Street) and a two-story single-family residence (623C North Garfield Street). The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Block 5: Including 501, 505, and 511 East 5th Street, and 501½–507 Mortimer Street

The Property is generally bound by a multi-family residential property to the north, East 5th Street to the south, single-family residential properties to the east, and Mortimer Street to the west, in the City of Santa Ana. The Property is a square shaped parcel containing approximately 17,500 square feet. The western portion of the Property is developed with three residential properties. The eastern portion of the Property is vacant land. The Property is surrounded by chain-link fencing on the southern, eastern, and western boundaries. According to historical records, the Property has been utilized for residential purposes as early as 1888. By 1949, a small store was depicted on the south-central portion of the

Property (adjacent to the south of the 505 residential site). The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Block 6: Including 606, 610–612, 616, and 620 East 5th Street

The Property is generally bound by East 5th Street to the north, commercial properties to the south, Porter Street to the east, and multi-family residential properties to the west, in the City of Santa Ana. The Property is a square shaped parcel containing approximately 24,000 square feet. The west-central and eastern portions of the Property are developed with a duplex, a two-story apartment (2 units), and a single-family residence. The east-central and western portions of the Property are vacant land. The Property is surrounded by chain-link fencing.

According to historical records, the Property had been utilized for residential purposes as early as 1895. The 606 East 5th Street parcel appeared to have been utilized for commercial purposes (plumbing/concrete cutting businesses) from 1986 to 2002. No evidence of RECs in connection with the Property was found during the ESA, with the exception of the following:

- The historic uses of the south adjacent property for automotive repair and an electrical business where a fuel UST had been utilized and a closed LUST case is associated. Soil vapors are not routinely required to be addressed during the closure of LUST cases. Due to the removal of the source UST and associated impacted soil, further assessment of possible soil vapor migration is not warranted.
- In order to reduce uncertainty regarding possible soil vapor intrusion from this site, a soil vapor survey would need to be completed.

Block 7: Including 602–604 East 6th Street, 601 East 5th Street, and 505–507 and 511–517 North Minter Street

The Property is located on the east side of North Minter Street and extends between East 5th Street and East 6th Street, in the City of Santa Ana, Orange County, California. The Property is located approximately 0.58 mile southwest of Interstate 5 (Santa Ana Freeway) and 2.67 miles east of the Santa Ana River. As early as 1895, the Property was occupied by three residential dwellings (601 and 603 East 5th Street) and four associated outbuildings. In 1906, the northern lot appeared to be vacant. By 1921, a residence was recorded on the northern lot (602–604 East 6th Street). In 1923, the dwelling at 507 North Minter Street was altered from a single-family residence to apartments.

As of 1935, the Property was depicted with three lots: a residential dwelling on the northern lot (602 East 6th Street), a residential dwelling with detached garage (507 Minter Street) and a four-unit apartment building (601, 601½, 603, and 603½ East 5th Street) on the southwestern lot, and a duplex (607 and 607½ East 5th Street) on the southeastern lot. In 1955, the duplex located at 511–513 and 515–517 North Minter Street was converted into a fourplex. Observed in 1963, the duplex at 607 and 607½ East 5th Street was depicted as a single-family residence.

No significant changes were noted at the Property until 2007, when the fourplex at 511 North Minter Street was demolished. The Property currently consists of three chain-linked fenced contiguous parcels occupied by a fourplex (601–603 East 5th Street), a detached studio apartment, a garage, a two-story duplex (505–507 North Minter Street), and also two vacant (northern and southeastern) lots. There are currently no occupants of the Property. The interior of the Property dwellings were observed with debris

(paper, a mattress, clothes, plastic, wood, and other construction materials) and damage caused by transients. The basement of 601-603 East 5th Street was observed with wood, one-gallon paint containers, an open bag of concrete mix, mattress, metal rods, and plastic. One room of the basement appeared to be an equipment/tool room.

No evidence of RECs in connection with the Property was found during the ESA, with the exception of the following:

- The northeast adjacent property as a registered UST location and possible auto repair facility.

However, the ESA determined that no further assessment regarding this adjacent property is warranted at this time due to the site not being listed on a regulatory database suggesting subsurface, off-site contamination.

Block 8: Includes 615 and 621 East 5th Street and 508–510 North Porter Street

The Property is located at the northwest corner of East 5th Street and Porter Street, in the City of Santa Ana, Orange County, California. The Property is located approximately 0.58 mile southwest of Interstate 5 (Santa Ana Freeway) and 2.67 mile east of the Santa Ana River.

As early as 1895, the Property was depicted as one lot with a dwelling (609 East 5th Street) and four associated outbuildings, two of which (a wood shed and unlabeled shed) that straddled the Property and north adjacent property. By 1906, the Property was depicted with two dwellings (617 and 619 East 5th Street), two outbuildings, and a shed.

From as early as 1919 to 2002, the eastern lot of the Property was occupied by two duplexes (508 and 510 Porter Street and 619 and 621 East 5th Street) with a garage and the western lot of the Property was occupied by a dwelling (617 East 5th Street) and a garage (617½ East 5th Street).

The Property currently consists of two contiguous parcels occupied by two one-story duplexes (508-510 North Porter Street and 621 East 5th Street) and a two-story single-family dwelling which Converse was told had been converted into an illegal triplex (615–617 East 5th Street) and two garages. The interior of the Property dwellings were observed with debris (paper, furniture, clothes, wood, drywall, food, and glass) and damage caused by transients.

No evidence of RECs in connection with the Property was found during the ESA, with the exception of the following:

- The north adjacent property's historical use as a laundry and cleaners.

However, the ESA determined that no further assessment regarding this adjacent property is warranted at this time due to the site not being listed on a regulatory database suggesting subsurface, off-site contamination.

Block 9: Includes 712 East 5th Street

The Property is generally bound by East 5th Street to the north, an alleyway to the south, and residential properties to the east and west, in the City of Santa Ana. The Property is a rectangular shaped parcel containing approximately 6,000 square feet. The Property is developed with a two-story residential

structure and a detached garage. The Property is surrounded by chain-link fencing. According to historical records, the Property had been utilized for residential purposes as early as 1906.

The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Block 10: Includes 609 North Garfield Street, 901 East Brown Street, and 905 East Brown Street

The Property is located at the northeast corner of North Garfield Street and East Brown Street, in the City of Santa Ana, Orange County, California. The Property is located approximately ½ mile southwest of Interstate 5 (Santa Ana Freeway) and 1.85 miles south of the State Route 22 (Garden Grove Freeway).

The Property had no mapped uses as early as 1888 and appeared to be generally undeveloped in 1906 with the exception of one small structure present at the east Property boundary. Dwellings with outbuildings were present at the northern (609 Garfield Street) and southeastern (905–907 Brown Street) parcels as early as 1935. An additional residence was present at the southwestern (901 Brown Street) parcel by 1963. A previous environmental assessment performed in 2002 described a single-family dwelling that had been converted to an office, one-bedroom apartment, and basement at 609 North Garfield. The structures at 609 Garfield Street were demolished in 2003. The structures at 901 Brown Street were demolished in 2006 which was followed by the demolition of structures at 905–907 Brown Street in 2007. The Property is currently a vacant, fenced lot; which appeared to be rough graded and observed with light debris (consisting mostly of paper and plastic).

The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Block 11: Includes 902 Brown Street

The Property is a square shaped parcel containing approximately 4,300 square feet. The Property is vacant land, and the Property is surrounded in chain-link fencing. The Property fronts onto Brown Street to the north and Garfield to the west. The Property was utilized for residential properties as early as 1895. Demolition of the on-site residential structures occurred in 2007.

The Property and adjoining properties were not identified in databases in the EDR report The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Block 12: Includes 710, 714, and 720 East 6th Street

The Property is generally bound by East 6th Street to the north, multi-family residential properties to the south and west, and Lacy Street to the east in the City of Santa Ana. The Property is a square shaped parcel containing approximately 20,000 square feet. The Property is developed with three residential properties. The Property boundaries are surrounded by chain-link fencing. The Property had been utilized for residential purposes as early as 1906. A historic residence at 710½ East 6th Street (eastern portion of the Property) appeared to have been demolished by 1990.

The Property and adjoining properties were not identified in databases in the EDR report The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Block 13: Includes 602 North Garfield Street and 809 and 811 East Brown Street

The Property is located at the northwest corner of North Garfield Street and East Brown Street, in the City of Santa Ana, Orange County, California. The Property is located approximately ½ mile southwest of Interstate 5 (Santa Ana Freeway) and 1.85 miles south of the State Route 22 (Garden Grove Freeway).

The Property had no mapped use as early as 1906. According to the City of Santa Ana Online Property Information, structures were built at the Property in 1913 (602 North Garfield Street) and 1918 (809–811 East Brown Street). As early as 1922, the Property was noted as a double apartment building and garage. From 1935 to as late as 2007, the Property consisted of a single-family dwelling (602 North Garfield Street) with detached garage and a duplex (809 and 811 East Brown Street). By 1969, the garage was observed with an extension and an additional outbuilding. The Property appears to have been vacant since permits to demolish all the structures at the Property, clear the lot, and cap the sewer were issued in September 2007. The Property is currently a vacant, fenced lot; observed with portions of concrete pavement at the northern and southern perimeters and debris (consisting primarily of paper, plastic, and concrete pieces).

The Property and adjoining properties were not identified in databases in the EDR report The ESA revealed no evidence of RECs in connection with the Property. No further assessment is warranted regarding this Property.

Summary

Further soil vapor surveys are recommended for Block 1 and Block 6 due to historic siting of UST's either on the property or adjacent to the property; however, soil contamination is not anticipated at either property. No evidence of hazardous materials or contaminated soils was encountered during the site assessments for Block 2 through Block 5 and Block 7 through Block 12. In accordance with mitigation measure MM4.3-1, the project Applicant would be required to undertake a Phase II ESA soil-sampling plan to ensure that potential impacts remain ***less than significant***.

Page 4.5-19, mitigation measure MM4.5-4

MM4.5-4 *For development of structures that exceed 200 feet in height above ground level at a development site, applicants shall file a Notice of Proposed Construction or Alteration with the FAA (FAA Form 7460-1). Following the FAA's ~~nautical~~ aeronautical evaluation of the project, projects must comply with conditions of approval imposed or recommended by the FAA. Subsequent to the FAA findings, the project shall be reviewed by the ALUC for consistency analysis.*

Page 4.5-21, mitigation measure MM4.5-7

MM4.5-7 *The Santa Ana Fire Department, in consultation with other applicable City Departments (e.g., Police), shall update their Emergency Preparedness Plan prior to occupancy of the first project developed under the ~~Renaissance~~ Transit Zoning Code (SD 84A and SD 84B), to address the*

potential for the accidental release of hazardous materials that may be used, stored, and/or transported in association with operation of project implementation.

Page 4.6-13, first full paragraph

As stated above, the proposed Transit Zoning Code (SD 84A and SD 84B) area is not within the 100-year flood hazard area, and is outside the 0.2 percent annual chance floodplain. As there would be no risk of flooding in the proposed ~~Specific Plan~~ Transit Zoning Code area, there would be ***no impact*** to the placement of structures which would impede or redirect flood flows, and no further analysis is required.

Page 4.6-14, first full paragraph

In summary, there would be ***no impact*** to the exposure of people or structures at the proposed ~~Specific Plan~~ Transit Zoning Code area to a significant risk of loss, injury, or death involving inundation by a seiche, tsunami, or mudflow.

Page 4.6-20, first full paragraph

Impact 4.6-1 discusses applicable regulations that would limit pollutant discharges from future development in the Transit Zoning Code (SD 84A and SD 84B) area. In addition, all development in the ~~Specific Plan~~ Transit Zoning Code area would be subject to the provisions of the City's LIP and Orange County DAMP. These regulations include the implementation of appropriate BMPs including a range of methods that could minimize off-site erosion, including but not limited to hydrodynamic devices, swales/biofilters, basins, and various filters.

Page 4.7-21, last paragraph

Land Use changes are further discussed below for each District. Land use changes are summarized in Table 4.7-1 (Summary of Key ~~Land Use~~ Changes ~~by District in Specific Plan Area~~ in Transit Zoning Code Areas) below.

Page 4.7-22, first full paragraph

… The local plan relevant to the proposed ~~Specific Plan~~ Transit Zoning Code, and for which a consistency analysis is also provided includes the City of Santa Ana General Plan. Consistency of the proposed Transit Zoning Code (SD 84A and SD 84B) with applicable regional and local plans is provided in the following sections below.

Page 4.7-28, first full paragraph

… The Developer Project proposed for the Transit Zoning Code (SD 84A and SD 84B) area ~~would also~~ includes affordable housing, consistent with the goals and policies of the City's Housing Element, in order to serve a spectrum of buyers and household types. In addition, the Transit Zoning Code includes affordable housing development incentives that allow developers of affordable housing to deviate from prescribed design standards. ~~The City would ensure that developers participate in helping the City meet its affordable housing goals by constructing inclusionary units, paying in-lieu fees, or other alternatives.~~

The Developer project proposed for the Agency properties will include a component of affordable housing.

Page 4.7-38, first full paragraph

… Development within the MEMU Overlay Zone, similar to the Transit Zoning Code (SD 84A and SD 84B) area, is expected to occur incrementally overtime and growth would occur as anticipated according to the provisions of the MEMU Overlay Zone, which emphasizes the compatibility of new development with adjacent land uses. Other than the MEMU Overlay Zone and the proposed ~~Specific Plan~~ Transit Zoning Code, this type of wide scale change is not foreseen in any other portion of the City. …

Page 4.8-23, first full paragraph

Mitigation measures MM4.8-1 through 4.8-4 would require that the construction contractor implement measures to reduce potential impacts related to construction noise. Mitigation measure MM4.8-1 would require that all construction activity be conducted in accordance with Section 18-314(e) of the City of Santa Ana Municipal Code. Mitigation measure MM4.8-2 would require that the construction contractor incorporate Best Management Practices (BMPs) that would reduce noise levels at sensitive receptor sites, including Garfield School during construction activities associated with the Developer Project. MM4.8-2 would require the use of noise attenuation measures, including the erection of temporary sound barriers, the use of electric generators and compressors and the staging of construction equipment away from sensitive uses. The use of temporary sound barriers would reduce construction related noise by approximately 10 dBA. The use of such sound barriers as well as the distance of the classrooms from the proposed Developer Project (approximately 200 feet) would result construction related noise levels at Garfield School of approximately 62 dBA L_{eq} (construction noise dissipates by 6 dBA per doubling of distance). Noise levels would be further reduced inside the classrooms due to the attenuation provided by the classrooms (typically 10-15 dBA reduction), Therefore, with the implementation of the identified mitigation measures, construction related noise levels would be reduced to below 55 dBA for the interior of classrooms, and impacts to students would be less than significant. Implementation of mitigation measures MM4.8-1 through MM4.8-4 would ensure that impacts associated with construction-related noise would be minimized. Therefore, this impact would be ***less than significant***.

Page 4.8-31, last two rows of Table 4.8-11

Table 4.8-11 Traffic Noise Impacts for Year 2030

	Noise Levels in dBA CNEL at 50 feet						
Roadway Segment	*Existing Conditions*	*Year 2030 Without Project Traffic Volumes*	*Year 2030 With Project Traffic Volumes*	*Increase with Project over Existing Conditions*	*Project Contribution*	*Significance Threshold[a]*	*Exceeds Significance Threshold?*
…							
Grand Ave—South of I-5 NB Ramps	73.0	73.5	73.8	0.8	0.3	3.0	No

Table 4.8-11 Traffic Noise Impacts for Year 2030

Roadway Segment	Noise Levels in dBA CNEL at 50 feet						
	Existing Conditions	Year 2030 Without Project Traffic Volumes	Year 2030 With Project Traffic Volumes	Increase with Project over Existing Conditions	Project Contribution	Significance Threshold[a]	Exceeds Significance Threshold?
Grand Ave—North of I-5 NB Ramps	72.7	73.2	73.3	0.6	0.1	3.0	No
Lacy St – South of 6th St	55.3	55.8	57.3	2.0	1.5	3.0	No
Brown St – East of Lacy St.	52.3	52.8	52.8	0.5	0.0	3.0	No

SOURCE: PBS&J, 2010 (calculation data and results are provided in Appendix F).

a. Significance Thresholds are set as follows:
5.0 dBA CNEL if the noise increase is below the City of Santa Ana standard of 65 dBA CNEL
3.0 dBA CNEL if the noise increase meets or exceeds the City of Santa Ana standard of 65 dBA CNEL

Page 4.8-35, last two rows of Table 4.8-12

Table 4.8-12 Traffic Noise Impacts for Year 2035

Roadway Segment	Noise Levels in dBA CNEL at 50 feet						
	Existing Conditions	Year 2035 Without Project Traffic Volumes	Year 2035 With Project Traffic Volumes	Increase with Project over Existing Conditions	Project Contribution	Significance Threshold[a]	Exceeds Significance Threshold?
…							
Grand Ave—North of I-5 NB Ramps	72.7	74.1	74.2	1.5	0.1	3.0	No
Lacy St – South of 6th St	55.3	56.4	57.8	2.5	1.4	3.0	No
Brown St – East of Lacy St.	52.3	53.4	55.8	3.5	2.4	3.0	No

SOURCE: PBS&J, 2010 (calculation data and results are provided in Appendix F).

a. Significance Thresholds are set as follows:
5.0 dBA CNEL if the noise increase is below the City of Santa Ana standard of 65 dBA CNEL
3.0 dBA CNEL if the noise increase meets or exceeds the City of Santa Ana standard of 65 dBA CNEL

Page 4.8-36, first full paragraph

As shown in Table 4.8-11 and Table 4.8-12, the future roadway noise levels would remain below 60 dBA CNEL along both Lacy Street and Brown Street in the vicinity of Garfield School, and therefore below the City's 60 dBA CNEL "normally acceptable" standard. Also, as shown in Table 4.8-12, the project's contribution to roadway noise levels is under 3 dBA and therefore less than significant based upon the significance criteria established by the City of Santa Ana as the Lead Agency. As future roadway noise levels in the vicinity of Garfield School would be below 60 dBA CNEL, the Developer Project would not be required to incorporate additional mitigation measures beyond those identified in the Draft EIR.

Page 4.9-1, third paragraph

One comment letter from a community member (dated August 22, 2007) was received in regards to population and housing issues in response to the Notice of Preparation (NOP) for the proposed project. The comment letter notes that existing residents within the ~~Specific Plan~~ Transit Zoning Code area would be displaced, and requests that the EIR discuss what will happen to these residents. Comment letters regarding the NOP are included in Appendix A of this document.

Page 4.9-17, Table 4.9-11

Table 4.9-11 Proposed Transit Zoning Code (SD 84A and SD 84B) Potential Net Growth

Additional Commercial/Retail/Civic Uses[a]	*Industrial Uses*[b]	*Housing Stock Increase*[c]	*Jobs Created*[d]	*Direct Increase in Population*[e]
242,000 sf	-990,000 sf	4,075 dwelling units	-431 employees	12,225 residents

SOURCE: City of Santa Ana, 2007. August 10.

a. Net new commercial/retail/civic uses= proposed new uses (701,000 sf) minus existing uses (495,000 sf).

b. Net decrease in industrial uses = proposed new uses (90,000 sf) minus existing uses (1,080,000 sf).

c. Net new residential uses = proposed new uses (3,997 units) minus existing units (197 units).

d. Commercial jobs based on 434 sf/worker; Retail jobs based on 1,246 sf/worker; Civic jobs based on 809 sf/worker; Industrial jobs based on 2,306 sf/worker. Occupancy/sf ratios were derived from the "Commercial Buildings Energy Consumption Survey" prepared by the Department of Energy in 2003. For additional information, see http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/detailed_tables_2003.html.

e. Residential population based on 3.0 persons per new residential unit within the ~~Specific Plan~~ Transit Zoning Code area.

Page 4.10-7, first full paragraph

The Public Safety Element of the General Plan is designed to preserve the safety and security of the City and to minimize the loss of life and property from natural and/or man made catastrophes. The following policies are related to police services for the ~~Specific Plan~~ Transit Zoning Code area.

Pages 4.10-16 and 4.10-17, Impact 4.10-3

To determine impacts SAUSD uses the student generation rates (SGRs) included in the August 2009 School Facilities Needs Analysis. These rates are based on units built over the past five years, which should be comparable to units to be constructed in the future. Table 4.10-.2 (Student Generation Rates by Housing Type) shows the SGRs used for SAUSD based on housing types and grade levels. Implementation of the Transit Zoning Code (SD 84A and SD 84B) could lead to the development of 326 single-family and 3,749 multi-family dwelling units, an increase of 4,075 residential units in the SAUSD service area. Assuming a potential occupancy level of 3.0 persons per unit (refer to Chapter 2 for further clarification), it is estimated that, were all properties identified as having new development potential to be built out pursuant to the provisions of the Transit Zoning Code (SD 84A and SD 84B), there could be an increase of approximately 12,225 persons within the Transit Zoning Code (SD 84A and SD 84B) area.

Table 4.10-2 Student Generation Rates by Housing Type			
	School Level		
Housing Type	Elementary School (Grades K–5)	Middle School (Grades 6–8)	High School (Grades 9–12)
Single-Family ~~Detached~~ Units	~~0.4863~~0.2405	~~0.1922~~0.0823	~~0.3255~~0.2089
~~Single-Family Attached (Condo And Town Homes)~~	~~0.0124~~	~~0.0034~~	~~0.0045~~
~~Multifamily~~ Average Attached	~~0.0055~~0.0957	~~0.0010~~0.0532	~~0.0020~~0.0366
~~Multifamily Attached~~	~~0.0076~~	~~0.0017~~	~~0.0028~~

SOURCE: Santa Ana Unified School District. 2009. School Facilities Needs Assessment.

Assuming that the majority of units within the Transit Zoning Code (SD 84A and SD 84B) area would be multi-family, average SGRs for the Transit Zoning Code (SD 84A and SD 84B) were chosen (0.01 for elementary schools, 0.0025 for middle schools, and 0.004 for high schools). Based on the proposed number of dwelling units and the SAUSD's these SGRs, approximately ~~115~~ 437 elementary school, 30 226 middle school, and ~~45~~ 205 high school students would be generated by the proposed project. As shown in Table 4.10-1, some SAUSD schools are operating with modest capacity surpluses while others are at an enrollment that exceeds their capacity. However, these schools remain overcrowded from a school site size standard. The addition of new students to these schools as a result of population growth generated by new development would further contribute to the existing overcrowding. This would be considered a potentially significant impact. However, with incorporation of mitigation measure MM4.10-4, this impact would be reduced to ***less than significant***.

Page 4.10-21, first paragraph

… Currently, the City Parks Services Plan has no new park and recreational facilities planned for the immediate future. However, ~~the redevelopment of the Agency properties would include the addition of approximately 1.5 acres of new public open space. As proposed the project would~~ the City/Agency is pursuing the addition of new public open space, contingent on funding, that could include a public park, a public tot lot, and a 10,000-square-foot community building.

Page 4.10-26, first paragraph under Impact 4.10-5

The City's current park ratio per 1,000 population is 0.9 acre, which is well below the City's standard of 2 acres per 1,000 residents. Due to the number of residents anticipated were all properties identified as having new development potential to be built out pursuant to the provisions of the Transit Zoning Code (SD 84A and SD 84B) (approximately 12,225), the number of users of the City's parks and recreational facilities would substantially increase as a result of implementation of the Transit Zoning Code (SD 84A and SD 84B). ~~Based on the parkland dedication requirements provided in the City's Municipal Code (Section 34-204), the proposed project would be required to provide approximately 19.88 acres of~~

~~additional parkland at full build-out.[1] Were all properties identified as having new development potential to be developed at the maximum intensities allowed by the Transit Zoning Code (SD 84A and SD 84B) it would generate approximately 15.6 acres of private open space.~~ Private open space amenities could include courtyards, plazas, tennis courts, swimming pools, spas, permanently equipped gym/exercise rooms, or other permanent amenities. Private open space/recreation areas could include balconies, loggias, terraces, or rooftop decks. ~~However, it is likely that much of the 15.6 acres would qualify as private open space, which, per the City's Municipal Code, can account for only 25 percent of the parkland requirement of the Transit Zoning Code (SD 84A and SD 84B). Therefore, assuming that the 15.6 acres provided would reduce the parkland requirement of the proposed project by 25 percent, full buildout of the Transit Zoning Code (SD 84A and SD 84B)would require an additional 14.91 acres of parkland to be dedicated within the City. A portion of this requirement could be satisfied through the implementation of joint-use facilities, established with SAUSD. However, no agreement between SAUSD and the City has been reached at this time regarding the institution of joint-use facilities.~~

The City of Santa Ana's parkland dedication requirements are contained within Santa Ana Municipal Code (SAMC) Chapter 34, Article VIII. Section 34-201 of this Article states that "As a condition of approval of a final subdivision map for any subdivision containing more than fifty (50) parcels proposed for residential use, the subdivider may be required to dedicate land for park and recreational purposes …" The adoption of the Transit Zoning Code will not result in the subdivision of land and, as such, is not subject to the provisions of SAMC Chapter 34, Article VIII.

However, all projects, including the Developer project, would be required to comply with mitigation measure MM4.10-5, which requires compliance with the Santa Ana Municipal Code Chapter 35, Article IV, which requires payment into the Park Acquisition and Development Fund. Over and above the requirement for new development to pay into the Park Acquisition and Development Fund, the Redevelopment Agency is pursuing the acquisition and construction of a range of potential open space amenities within the Transit Zoning Code area, which could include a public park, new community center and a tot lot. Finally, the standards for private open space contained within the Transit Zoning Code are designed to ensure that new development provide open space and outdoor amenities on-site as part of the project design.

Page 4.10-26, last paragraph

A portion of the additional parkland requirement ~~will~~ could be met by the ~~approximately 1.5 acres of~~ public open space that ~~will be constructed~~ the City/Agency is pursuing as part of the redevelopment of the Agency properties.

~~[1] Assumes that of the 4,075 residential units to be developed, 326 would be single-family housing and 3,749 would be multi-family housing (KOA Corporation 2007). This will need to be updated – I made a stab at the numbers. Using the Municipal Code's "Land to be dedicated per dwelling unit" generation factors, approximately 2.35 acres and 17.53 acres would be required for the single-family and multi-family housing anticipated under the Specific Plan. This calculation also assumes that a 25 percent credit would be given for the 15.6 acres of additional private open space.~~

Page 4.11-7, third paragraph added

The Santa Ana fixed guideway system would be part of Orange County Transportation Authority's Go Local program which is designed to improve connectivity between the region's commuter rail system (Metrolink) and local destinations and important employment centers. In 2008, $5.9 million was allocated for future planning and engineering of the project. At this time final project alignments have not been determined and are in the preliminary conceptual stages of planning. The specific details of the fixed guideway system and its potential alignments will be analyzed in a separate EIR/EIS.

Page 4.11-26, Table 4.11-3

Table 4.11-3 Existing Peak Hour Intersection Conditions (HCM Method)

Intersection	AM Peak Hour		PM Peak Hour	
	Average/Worst Case Delay	Level of Service	Average/Worst Case Delay	Level of Service
Unsignalized Intersections				
Ross St. at Fourth St.	10.7	A	11.8	B
Sycamore St. at Santa Ana Blvd.	18.3	C	17.0	C
Sycamore St. at Fifth St.	14.3	B	12.8	B
Sycamore St. at Fourth St.	7.5	A	8.3	A
Bush St. at Fourth St.	8.6	A	12.5	B
Spurgeon St. at First St.	10.0	A	12.8	B
French St. at Santa Ana Blvd.	17.1	C	15.6	C
Lacy St. at Civic Center Dr.	15.8	C	16.8	C
Lacy St. at Santa Ana Blvd.	25.3	D	33.4	D
Lacy St. at Sixth St.	7.1	A	7.7	A
Lacy St. at First St.	16.6	C	23.2	C
Santiago St. at Washington Ave.	12.7	B	18.1	C
Santiago St. at Civic Center Dr.	14.5	B	17.4	C
Mortimer St. at Fifth St	8.7	A	15.5	C
Mortimer St. at Santa Ana Blvd.	17.5	C	15.0	B
Signalized Intersections (Caltrans, Using HCM)				
Penn Way at I-5 SB	18.7	B	21.6	C
Santa Ana Blvd. at I-5 SB	~~26.6~~ 26.7	C	~~27.3~~ 27.4	C
Seventeenth St. at I-5 NB	~~31.1~~ 31.3	C	~~31.9~~ 32.3	C
Grand Ave at I-5 NB	~~20.0~~ 19.8	C	~~59.9~~ 62.3	E

SOURCE: KOA Corporation 2007

Page 4.11-29, new first full paragraph;

Improvements are required for locations that operate at acceptable level of service without the project, but which operate at an unacceptable level of service with the project. For locations that are forecast to operate worse than the acceptable level even without the project, the traffic study must include improvements to achieve acceptable levels of service per the City of Santa Ana's criteria. Those mitigation measures/ improvements will be described as well as graphically illustrated as per the City of Santa Ana General Guidelines for the preparation of traffic studies.

Caltrans endeavors to maintain a target Level of Service (LOS) at the transition between LOS C and LOS D on State highway facilities. Any degradation of the level of service past this threshold should be mitigated to bring the facility back to the baseline/existing condition based on standard measures of effectiveness (MOE's), such as delay, v/c, and LOS.

For the purposes of this study, the Orange County CMP guidelines which define changes in operating conditions based on a change in volume/capacity ratio (v/c) have been applied to the freeway system to define the freeway ramp impacts when level of service falls below the minimum LOS D standard. Changes in v/c have been used as the measure of effectiveness in evaluating potential mitigation measures in these cases.

Page 4.11-47, Table 4.11-8

Table 4.11-8 2030 Without Project Peak Hour Intersection Conditions (ICU Method)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	Level of Service	ICU	Level of Service
Signalized Intersections (Using ICU Method)				
Flower St. at Civic Center Dr.	0.683	B	0.734	C
Flower St. at Santa Ana Blvd.	0.572	A	0.587	A
Parton St. at Santa Ana Blvd.	~~0.391~~ 0.278	A	~~0.534~~ 0.372	A
Ross St. at Civic Center Dr.	0.517	A	0.474	A
Ross St. at Santa Ana Blvd.	0.475	A	0.395	A
Broadway at Civic Center Dr.	0.614	B	0.643	A
Broadway at Santa Ana Blvd.	0.468	A	0.522	A
Broadway at Fifth St.	0.349	A	0.462	A
Broadway at Fourth St.	0.298	A	0.409	A
Broadway at Third St.	0.336	A	0.613	B
Broadway at First St.	0.651	B	0.729	C
Sycamore St. at Civic Center Dr.	0.420	A	0.495	A
Main St. at Civic Center Dr.	0.751	C	0.750	C
Main St. at Santa Ana Blvd.	0.654	B	0.693	B
Main St. at Fifth St.	0.499	A	0.633	B

Table 4.11-8 2030 Without Project Peak Hour Intersection Conditions (ICU Method)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	Level of Service	ICU	Level of Service
Main St. at Fourth St.	0.508	A	0.654	B
Main St. at Third St.	0.464	A	0.603	B
Main St. at First St.	0.773	C	0.872	D
Bush St. at Santa Ana Blvd.	0.295	A	0.403	A
Bush St. at Fifth St.	0.242	A	0.442	A
Bush St. at Fourth St.	0.270	A	0.464	A
French St. at Fourth St.	0.291	A	0.462	A
Lacy St. at Fourth St.	0.407	A	0.567	A
Santiago St. at Santa Ana Blvd.	0.541	A	0.677	B
Standard St. at First St.	0.808	D	0.833	D
Grand Ave. at Santa Ana Blvd.	0.807	D	0.902	E
Grand Ave. at Fourth St.	0.646	B	0.728	C
Grand Ave. at First St.	0.700	C	0.777	D

SOURCE: KOA Corporation 2010

Table 4.11-9 2030 Without Project Peak Hour Intersection Conditions (HCM Method)

Intersection	AM Peak Hour		PM Peak Hour	
	Average/Worst Case Delay	LOS	Average/Worst Case Delay	LOS
Unsignalized Intersections				
Ross St. at Fourth St.	10.8	B	12.3	B
Sycamore St. at Santa Ana Blvd.	21.8	C	20.8	C
Sycamore St. at Fifth St.	15.7	C	13.7	B
Sycamore St. at Fourth St.	7.9	A	9.1	A
Spurgeon St. at First St.	10.5	B	14.6	B
French St. at Santa Ana Blvd.	19.7	C	17.7	C
Lacy St. at Civic Center Dr.	20.3	C	33.2	D
Lacy St. at Santa Ana Blvd.	34.2	D	51.6	F
Lacy St. at Sixth St.	7.2	A	7.9	A
Lacy St. at First St.	23.3	C	57.2	F
Santiago St. at Washington Ave.	17.1	B	26.9	D
Santiago St. at Civic Center Dr.	26.2	D	26.3	D
Mortimer St. at Fifth St.	20.3	C	17.8	C
Mortimer St. at Santa Ana Blvd	9.0	A	21.4	C
Signalized Intersections (Caltrans, Using HCM)				
Penn Way at I-5 SB	~~0.462~~ 22.2	C	~~0.458~~ 23.5	C
Santa Ana Blvd at I-5 SB	~~0.499~~ 27.2	C	~~0.520~~ 28.3	C
Seventeenth St. at I-5 NB	~~0.782~~ 33.3	C	~~0.958~~ 40.7	D
Grand Ave at I-5 NB	~~0.648~~ 21.2	C	~~1.042~~ 50.2	D

SOURCE: KOA Corporation 2010

Page 4.11-68

As indicated in Table 4.11-17, the final net project is anticipated to consist of a total of ~~294~~ 383 dwelling units of single-family housing, ~~3,104~~ 3,290 dwelling units of multi-family housing, 402 high-rise residential units, and ~~351,000~~ 387,000 square feet (sf) of retail uses. The project will also remove ~~990,000~~ 938,000 sf of industrial uses, 124,000 sf of commercial uses, and 21,000 sf of civic uses. The land use data reflects the net growth of the potential development, subtracting the existing land uses to be displaced.

Long-term cumulative development under implementation of the Transit Zoning Code (SD 84A and SD 84B) is anticipated to generate approximately ~~22,246~~ 26,255 ADT with ~~529~~ 640 additional trips during the AM peak hour and ~~1,726~~ 1,986 trips during the PM peak hour.

Page 4.11-68, new first full paragraph

The Transit Zoning Code trip generation calculations account for Transit-Oriented Developments (TOD's) and internal trip capture. Transit-Oriented Developments have been shown to have lower vehicle trip-generation rates than non-transit-oriented developments. Typically such developments can be expected to have vehicle trip rates up to 20-25% less than other developments. Research conducted by KOA Corporation and based on information available from the Transportation Cooperative Research Program (TCRP, sponsored by the Federal Transit Administration), the Institute of Transportation Engineers (ITE), Caltrans, the Association of Bay Area Governments (ABAG) and other sources showed that TOD reductions for Southern California can be up to 20% - 25% depending on available transit options.[2]

The Transit Zoning Code traffic study accounts for the lower trip generating characteristics of these developments by applying reduction factors to the trip generation for each respective land use category. The net trip generation includes an allowance for these trip-reduction factors. Net trip generation for the Transit Zoning Code traffic study is only reduced by 5% to account for transit-oriented development, which is conservative by TCRP and ITE standards. The 5% TOD reduction is also consistent with the Regional Transportation Center Metrolink Extension Study.[3]

As indicated in Table 4.11-17, the 5% mode choice reduction has been applied for the final trips. This is based on the previous discussion of the circulation changes in the City of Santa Ana and the review of the Regional Transportation Center Metrolink Extension Study. The project team agreed that the Transit Zoning Code (SD84 A and SD 84B) will benefit from the transit improvement plans for the long-range conditions. The 5% reduction considers both local and regional transit modal split credit.

In addition, due to the mixed-use nature of the project, internal capture credit has been applied to the project trip generation. Internal trip captures are trips generated by a multi-use development that are attracted to other uses in the same development. For the purposes of computing internal trip capture, all of the Transit Zoning Code project zones are considered part of one multi-use development. Daily internal trip capture reductions of 20% were applied to the residential trip generation component of the project. Peak hour internal capture rates vary somewhat from daily rates. These rates are derived from ITE guidelines published in the ITE Trip Generation Handbook, 8th Edition. KOA considers 20% as a reasonable internal capture rate for residential trips based on our past experience with other studies and the size of this study area.[4] The rates used for this project were applied by KOA Corporation in

[2] "Vehicle Trip Reduction Impacts of Transit-Oriented Housing", *Journal of Public Transportation,* Vol. 11, No. 3, 2008; "Transit Cooperative Research Program, TCRP Report 102, Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects", Transit Research Board, 2004; "Transit-Oriented Development and Joint Development in the United States: A Literature Review". *Research Results Digest*, October 2002 - Number 52;, *Memorandum: Review of Literature on TOD Trip Generation Relevant to Hacienda Business Park*, Fehr & Peers Transportation Consultants August 6, 2004; *Trip Generation Handbook*, ITE March 2001; "Trip Generation Rates for Urban Infill Land Uses in California, Phase 1: Data Collection Methodology And Pilot Application, Final Report", ABAG, Kimley-Horn and Associates, Inc., *Economic & Planning Systems,* April 24, 2008.

[3] "Santa Ana Regional Transportation Center Metrolink Extension Study, Transit Master Plan", (City of Santa Ana/Parsons Brinckerhoff, October 2006).

[4] *Trip Generation Handbook*, ITE. Table 7.1 and Table 7.2.

consultation with the City of Santa Ana. Table 4.11-17 includes the 20% internal capture reduction for the residential trips.

Page 4.11-68, after first full paragraph:

Table 4.11-17 Project Trip Generation

Land Use	Quantity	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Single Family Housing	~~294~~ 383	210	DU	~~2,814~~ 3,665	~~221~~ 287	~~56~~ 73	~~165~~ 214	~~297~~ 387	~~188~~ 245	~~109~~ 142
Multi Family Housing	~~3,104~~ 3,290	230	DU	~~19,800~~ 19,115	~~1,366~~ 1,448	~~217~~ 230	~~1,148~~ 1,217	~~1,614~~ 1,711	~~1,086~~ 1,152	~~528~~ 559
High Rise Tower	402	222	DU	1,688	~~125~~ 121	32	~~92~~ 88	141	84	56
Residential Subtotal	*~~3,800~~ 4,075*			*~~24,302~~ 24,469*	*~~1,711~~ 1,855*	*~~305~~ 335*	*~~1,406~~ 1,520*	*~~2,052~~ 2,238*	*~~1,359~~ 1,481*	*~~693~~ 757*
Retail	~~351~~387	820	TSF	~~15,072~~ 16,618	~~362~~ 387	~~221~~ 236	~~140~~ 151	~~1,316~~ 1,444	~~632~~ 708	~~684~~ 735
Industrial	~~-990~~ -938	110	TSF	~~-6,900~~ -6,538	~~-910~~ -863	~~-802~~ -760	~~-109~~ -103	~~-970~~ -910	~~-119~~ -113	~~-851~~ -797
Commercial	-124	710	TSF	-1,365	~~-124~~ -192	~~-109~~ -169	~~-15~~ -24	~~-124~~ -185	~~-21~~ -31	~~-103~~ -154
Civic	-21	730	TSF	-1,448	-123	-104	-20	-25	-8	-17
All TAZ Project Total				***~~29,661~~ 31,736***	***~~914~~ 1,064***	***~~488~~ -461***	***~~1,402~~ 1,525***	***~~2,248~~ 2,562***	***~~1,843~~ 2,038***	***~~405~~ -524***
5 percent mode choice deduction for all trips				**~~-1,483~~ -1,587**	**~~-46~~ -53**	**~~-24~~ -23**	**~~-70~~ -76**	**~~-112~~ -128**	**~~-92~~ -102**	**~~-20~~ -26**
20 percent residential internal capture*				**~~-5,932~~ -4,894**	**~~-342~~ -371**	**~~-61~~ -67**	**~~-281~~ -304**	**~~-410~~ -448**	**~~-272~~ -296**	**~~-139~~ 151**
Final Net Project Trips				***~~22,246~~ 25,255***	***~~526~~ 640***	***~~574~~ -505***	***~~1,051~~ 1,144***	***~~1,726~~ 1,986***	***~~1,479~~ 1,640***	***~~247~~ 347***

SOURCE: KOA Corporation 2010

* Due to the nature of the project, internal capture credit has been applied to the project trip generation. Specifically, the trip generation includes 20 percent internal capture reduction for the residential trips, which is considered a reasonable internal capture rate for residential trips as it is based on previous studies performed in the area (including the MacArthur Place EIR) and the size of this study area.

Page 4.11-84, Table 4.11-18

Table 4.11-18 2030 With Project Peak Hour Intersection Conditions (ICU Method)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Signalized Intersections (Using ICU Method)				
Flower St. at Civic Center Dr.	~~0.678~~ 0.679	B	~~0.758~~ 0.761	C
Flower St. at Santa Ana Blvd.	~~0.587~~ 0.589	A	~~0.596~~ 0.598	A
Parton St. at Santa Ana Blvd.	~~0.388~~ 0.275	A	~~0.539~~ 0.378	A
Ross St. at Civic Center Dr.	~~0.538~~ 0.541	A	~~0.504~~ 0.508	A
Ross St. at Santa Ana Blvd.	0.476	A	~~0.429~~ 0.432	A
Broadway at Civic Center Dr.	~~0.634~~ 0.637	B	~~0.654~~ 0.657	B
Broadway at Santa Ana Blvd.	~~0.491~~ 0.492	A	~~0.534~~ 0.535	A
Broadway at Fifth St.	~~0.354~~ 0.355	A	~~0.486~~ 0.488	A
Broadway at Fourth St.	~~0.354~~ 0.334	A	0.437	A
Broadway at Third St.	0.338	A	0.643	B
Broadway at First St.	~~0.654~~ 0.655	B	~~0.753~~ 0.755	C
Sycamore St. at Civic Center Dr.	~~0.439~~ 0.442	A	~~0.525~~ 0.529	A
Main St. at Civic Center Dr.	~~0.774~~ 0.781	C	~~0.804~~ 0.818	D
Main St. at Santa Ana Blvd.	~~0.666~~ 0.672	B	~~0.726~~ 0.737	C
Main St. at Fifth St.	~~0.511~~ 0.518	A	~~0.664~~ 0.673	B
Main St. at Fourth St.	~~0.555~~ 0.571	A	~~0.726~~ 0.760	C
Main St. at Third St.	0.490	A	0.641	B
Main St. at First St.	0.771 0.776	C	0.956 0.960	E
Bush St. at Santa Ana Blvd.	0.305	A	0.409	A
Bush St. at Fifth St.	0.242	A	0.458	A
Bush St. at Fourth St.	~~0.280~~ 0.293	A	~~0.490~~ 0.504	A

Table 4.11-18 2030 With Project Peak Hour Intersection Conditions (ICU Method)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
French St. at Fourth St.	~~0.308~~ 0.316	A	~~0.488~~ 0.499	A
Lacy St. at Fourth St.	0.398	A	~~0.632~~ 0.634	B
Santiago St. at Santa Ana Blvd.	~~0.544~~ 0.545	A	~~0.960~~ 0.694	B
Standard St. at First St.	~~0.825~~ 0.932	D	~~0.851~~ 0.858	D
Grand Ave. at Santa Ana Blvd.	~~0.877~~ 0.794	D	~~0.987~~ 0.991	E
Grand Ave. at Fourth St.	~~0.664~~ 0.665	B	~~0.767~~ 0.768	C
Grand Ave. at First St.	~~0.724~~ 0.729	C	~~0.816~~ 0.822	D

SOURCE: KOA Corporation 2010

Page 4.11-85, Table 4.11-19

Table 4.11-19 2030 with Project Peak Hour Intersection Conditions (HCM Method)

Intersection	AM Peak Hour Average/Worst Case Delay	AM Peak Hour LOS	PM Peak Hour Average/Worst Case Delay	PM Peak Hour LOS
Unsignalized Intersections				
Ross St. at Fourth St.	10.9	B	12.4	B
Sycamore St. at Santa Ana Blvd.	~~24.0~~ 24.2	C	~~22.9~~ 23.1	C
Sycamore St. at Fifth St.	16.0	C	~~15.4~~ 15.5	C
Sycamore St. at Fourth St.	8.1	A	9.7	A
Spurgeon St. at First St.	~~10.5~~ 10.9	B	~~15.4~~ 17.1	C
French St. at Santa Ana Blvd.	~~19.3~~ 19.9	C	~~20.2~~ 20.8	C
Lacy St. at Civic Center Dr.	25.4	D	44.8	E
Lacy St. at Santa Ana Blvd.	~~31.1~~ 31.9	D	~~375.3~~ 412.6	F
Lacy St. at Sixth St.	7.3	A	8.3	A
Lacy St. at First St.	~~32.5~~ 33.6	D	Overflow	F
Santiago St. at Washington Ave.	16.3	C	34.5	D
Santiago St. at Civic Center Dr.	23.5	C	42.6	E
Santiago St. at Brown St.	12.1	B	13.9	B
Santiago St. at Sixth St.	11.3	B	13.0	B
Santiago St. at Fourth St.	Overflow	F	Overflow	F
Mortimer St. at Fifth St.	~~9.0~~ 9.1	A	~~40.2~~ 44.1	E
Mortimer St. at Santa Ana Blvd.	~~21.8~~ 22.2	C	~~23.5~~ 25.1	C
U2-4 at Santa Ana Blvd.	~~45.7~~ 46.3	E	~~51.2~~ 52.8	F
Signalized Intersections (Caltrans, Using HCM)				
Penn Way at I-5 SB	22.7	C	23.8	C
Santa Ana Blvd. at I-5 SB	28.7	C	~~31.4~~ 31.5	C
Seventeenth St. at I-5 NB	33.2	C	40.9	C
Grand Ave at I-5 NB	20.6	C	50.5	D

SOURCE: KOA Corporation 2010
Level of service for unsignalized intersections is for the worst-case approach.

Page 4.11-86, second paragraph

The roadway segment ADT analysis for the 2030 With Project scenario is presented in Table 4.11-20 (2030 With Project Roadway Segment Daily Traffic Conditions). As indicated, a majority of the arterial roadways are operating at acceptable levels. The daily V/C ratio screening analysis indicates that the following locations are potentially experiencing capacity deficiencies under 2030 With Project conditions:

- Civic Center Drive between Lacy Street and Lincoln Avenue (represents two discreet segments in Table 4.11-20)

- Main Street between 1st Street and Washington Avenue (represents six discreet segments in Table 4.11-20)
- Santa Ana Boulevard between French Street and Lacy Street
- Santa Ana Boulevard west of I-5 SB Ramps
- Civic Center Drive between Santiago Street and Lincoln Avenue
- Grand Avenue South of I-5 NB Ramps

Page 4.11-87-88, Table 4.11-20

Table 4.11-20 2030 With Project Roadway Segment Daily Traffic Conditions

Road	Segment	2030 WP ADT	Number of Lanes*	LOS E Capacity	LOS	LOS E OK**
Flower St.	Santa Ana Blvd to Civic Center Dr.	20,656	4D	37,500	A	
Flower St.	Seventeenth St. to Civic Center	~~19,784~~ 19,840	4D	37,500	A	
Civic Center Dr.	West of Flower St.	~~21,075~~ 21,297	4D	37,500	A	
Civic Center Dr.	Flower St. to Ross St.	~~20,429~~ 20,707	4D	37,500	A	
Flower St.	Santa Ana Blvd. to First St.	20,983	4D	37,500	A	
Santa Ana Blvd.	West of Flower St.	~~12,272~~ 12,438	4D	37,500	A	
Santa Ana Blvd.	Parton St. to Flower St.	~~15,193~~ 15,359	4D	37,500	A	
Santa Ana Blvd.	Parton St. to Ross St.	~~15,193~~ 15,359	4D	37,500	A	
Civic Center Dr.	Ross St. to Broadway	~~18,870~~ 19,148	4D	37,500	A	
Broadway	Civic Center Dr. to Santa Ana Blvd.	21,422	4D	37,500	A	
Broadway	Civic Center Dr. to Washington Ave.	27,818	4D	37,500	C	
Civic Center Dr.	Broadway to Sycamore St.	~~18,484~~ 18,762	4D	37,500	A	
Broadway	Santa Ana Blvd. to Fourth St.	~~18,631~~ 18,467	4U	25,000	C	
Santa Ana Blvd.	Broadway to Sycamore St.	~~12,455~~ 12,538	3D	28,150	A	
Broadway	Fifth St. to Fourth St.	18,547	4D	37,500	A	
Fifth St.	Broadway to Ross St.	~~9,834~~ 9,917	3D	28,150	A	
Fifth St.	Broadway to Main St.	~~9,756~~ 9,839	3D	28,150	A	
Broadway	Third St. to Fourth St.	18,409	4U	25,000	C	
Broadway	Third St. to First St.	18,671	4U	25,000	C	
Broadway	South of First St.	13,880	4U	25,000	A	
First St.	Broadway to Ross St.	~~46,088~~ 46,366	6D	56,300	D	
Civic Center Dr.	Sycamore St. to Main St.	~~17,546~~ 17,824	4D	37,500	A	
Santa Ana Blvd.	Sycamore St. to Main St.	~~12,125~~ 12,208	3D	28,150	A	
Fifth St.	Sycamore St. to Main St.	~~10,012~~ 10,095	3D	28,150	A	
Main St.	Civic Center Dr. to Santa Ana Blvd.	~~37,084~~ 37,556	4D	37,500	E	E ok
Main St.	Civic Center Dr. to Washington Ave.	~~37,826~~ 38,556	4D	37,500	~~E~~ F	E ok
Civic Center Dr.	Main St. to Bush St.	13,976	4D	37,500	A	
Main St.	Santa Ana Blvd. To Fifth St.	~~38,872~~ 39,427	4D	37,500	F	

Table 4.11-20 2030 With Project Roadway Segment Daily Traffic Conditions						
Road	*Segment*	*2030 WP ADT*	*Number of Lanes**	*LOS E Capacity*	*LOS*	*LOS E OK***
Santa Ana Blvd.	Main St. to Bush St.	12,022	3D	28,150	A	
Main St.	Fifth St. to Fourth St.	~~38,907~~ 39,546	4U	25,000	F	
Fifth St.	Main St. to Bush St.	7,373	3D	28,150	A	
Main St.	Third St. to Fourth St.	35,539	4U	25,000	F	
Main St.	First St. to Third St.	35,506	4U	25,000	F	
First St.	Main St. to Broadway	47,962	6D	56,300	D	
Santa Ana Blvd.	Bush St. to Spurgeon St.	11,816	3D	28,150	A	
Fifth St.	Bush St. to French St.	7,232	3D	28,150	A	
First St.	Spurgeon St. to Main St.	~~44,886~~ 45,304	6D	56,300	C	
Santa Ana Blvd.	Lacy St. to Standard Ave.	16,213	4D	37,500	A	
Civic Center Dr.	French St to Lacy St.	15,137	4D	37,500	A	
Santa Ana Blvd.	Lacy St. to French St.	~~18,215~~ 18,493	2D	18,750	E	
Santa Ana Blvd.	Lacy St. to Santiago St.	19,431	4D	37,500	A	
Fourth St.	Lacy St. to French St.	~~13,486~~ 13,570	2D	18,750	C	
First St.	Lacy St. to Spurgeon St.	~~44,892~~ 45,504	6D	56,300	~~C~~ D	
First St.	Lacy St. to Standard Ave.	~~44,892~~ 45,504	6D	56,300	~~C~~ D	
Santiago St.	Washington Ave. to Civic Center Dr.	13,005	4D	37,500	A	
Santiago St.	Washington Ave. to Seventeenth St.	12,193	4D	37,500	A	
Santiago St.	Santa Ana Blvd to Civic Center Dr.	12,970	4D	37,500	A	
Civic Center Dr.	Santiago St. to Lacy St.	14,041	2U	12,500	F	
Civic Center Dr.	Lincoln Ave to Santiago St.	13,418	2U	12,500	F	
Santiago St.	Santa Ana Blvd. to Brown St.	9,774	4D	37,500	A	
Santa Ana Blvd.	Santiago St. to Lacy St.	~~19,431~~ 19,709	4D	37,500	A	
Santa Ana Blvd.	Santiago St. to U2-4	~~24,363~~ 24,641	6D	56,300	A	
Fourth St.	Santiago St. to Lacy St.	~~19,855~~ 19,939	4D	37,500	A	
Grand Ave.	Santa Ana Blvd to Seventeenth St.	~~40,394~~ 42,417	6D	56,300	C	
Santa Ana Blvd.	East of Grand Ave.	8,998	4D	37,500	A	
Grand Ave.	First St. to Fourth St.	37,502	6D	56,300	B	
Grand Ave.	Fourth St. to Santa Ana Blvd.	42,417	6D	56,300	C	
Fourth St.	Grand Ave to Santiago St.	~~22,231~~ 22,315	4D	37,500	B	
Fourth St.	East of Grand Ave.	~~23,792~~ 23,867	4D	37,500	B	
Grand Ave.	South of First St.	~~47,852~~ 48,406	6D	56,300	D	
Grand Ave.	Third St to First St.	37,110	6D	56,300	B	
First St.	Standard Ave to Grand Ave.	~~46,427~~ 47,039	6D	56,300	D	
First St.	East of Grand Ave.	~~41,245~~ 41,663	6D	56,300	C	

Table 4.11-20 2030 With Project Roadway Segment Daily Traffic Conditions

Road	Segment	2030 WP ADT	Number of Lanes*	LOS E Capacity	LOS	LOS E OK**
Penn Way	South of I 5 SB Ramps	10,651	2D	18,750	A	
Penn Way	North of I 5 SB Ramps	16,619	4D	37,500	A	
Santa Ana Blvd.	West of I 5 SB Ramps	~~46,866~~ 47,144	4D	37,500	F	
Santa Ana Blvd.	East of I 5 SB Ramps	~~30,762~~ 31,012	4D	37,500	D	
Seventeenth St.	West of I 5 NB Ramps	48,939	6D	56,300	D	
Seventeenth St.	East of I 5 NB Ramps	38,865	6D	56,300	C	
Grand Ave.	South of I 5 NB Ramps	~~54,445~~ 54,695	6D	56,300	E	E ok
Grand Ave.	North of I 5 NB Ramps	~~48,570~~ 48,792	6D	56,300	D	

SOURCE: KOA Corporation 2007

* D corresponds to a divided roadway. U corresponds to an undivided roadway.

** LOS E is considered acceptable within major development areas.

Page 4.11-100, Table 4.11-22

Table 4.11-22 2035 With Project Peak Hour Intersection Conditions (ICU Method)

Intersection	AM Peak Hour		PM Peak Hour	
	Average/Worst Case Delay	LOS	Average/Worst Case Delay	LOS
Signalized Intersections (Using ICU Method)				
Flower St. at Civic Center Dr.	0.784	C	1.146	F
Flower St. at Santa Ana Blvd.	~~0.695~~ 0.689	B	~~0.703~~ 0.704	C
Parton St. at Santa Ana Blvd.	0.313	A	~~0.434~~ 0.435	A
Ross St. at Civic Center Dr.	~~0.652~~ 0.655	B	~~0.594~~ 0.598	A
Ross St. at Santa Ana Blvd.	0.582	A	~~0.693~~ 0.695	B
Broadway at Civic Center Dr.	~~0.740~~ 0.743	C	~~0.754~~ 0.757	C
Broadway at Santa Ana Blvd.	~~0.618~~ 0.619	B	~~0.624~~ 0.626	B
Broadway at Fifth St.	0.404	A	~~0.645~~ 0.646	B
Broadway at Fourth St.	0.477	A	0.659	B
Broadway at Third St.	0.409	A	0.833	D
Broadway at First St.	~~0.778~~ 0.779	C	~~0.868~~ 0.870	D
Sycamore St. at Civic Center Dr.	~~0.502~~ 0.505	A	~~0.603~~ 0.607	B
Main St. at Civic Center Dr.	~~0.899~~ 0.906	D	~~0.938~~ 0.952	E
Main St. at Santa Ana Blvd.	~~0.810~~ 0.816	D	~~0.869~~ 0.879	D
Main St. at Fifth St.	~~0.623~~ 0.630	B	~~0.843~~ 0.852	D
Main St. at Fourth St.	~~0.654~~ 0.671	B	~~0.847~~ 0.880	D
Main St. at Third St.	0.559	A	0.730	C
Main St. at First St.	~~0.927~~ 0.931	E	~~1.097~~ 1.101	F
Bush St. at Santa Ana Blvd.	0.346	A	0.467	A
Bush St. at Fifth St.	0.296	A	0.577	A
Bush St. at Fourth St.	~~0.357~~ 0.370	A	0.602	B
French St. at Fourth St.	~~0.359~~ 0.367	A	~~0.568~~ 0.580	A
Lacy St. at Fourth St.	0.465	A	~~0.814~~ 0.815	D
Santiago St. at Santa Ana Blvd.	0.865	D	~~1.011~~ 0.925	~~F~~ E
Standard St. at First St.	~~0.957~~ 0.964	E	~~0.988~~ 0.995	E
Grand Ave. at Santa Ana Blvd.	~~1.188~~ 0.977	~~F~~ E	~~1.314~~ 1.246	F
Grand Ave. at Fourth St.	~~0.754~~ 0.755	C	~~0.875~~ 0.876	D
Grand Ave. at First St.	~~0.918~~ 0.923	E	~~0.998~~ 1.005	~~E~~ F

SOURCE: KOA Corporation 2010

Level of service for unsignalized intersections is for the worst-case approach.

Page 4.11-101, Table 4.11-23

Table 4.11-23 2035 With Project Peak Hour Intersection Conditions (HCM Method)

Intersection	AM Peak Hour		PM Peak Hour	
	Average/Worst Case Delay	LOS	Average/Worst Case Delay	LOS
Unsignalized Intersections				
Ross St. at Fourth St.	11.9	B	13.8	B
Sycamore St. at Santa Ana Blvd.	~~32.4~~ 32.7	D	~~34.5~~ 35.0	D
Sycamore St. at Fifth St.	19.7	C	~~18.1~~ 18.2	C
Sycamore St. at Fourth St.	8.6	A	10.5	B
Spurgeon St. at First St.	~~11.3~~ 11.7	B	~~20.0~~ 23.6	C
French St. at Santa Ana Blvd.	~~26.1~~ 27.2	D	~~29.6~~ 31.0	D
Lacy St. at Civic Center Dr.	37.9	E	113.5	F
Lacy St. at Santa Ana Blvd.	~~55.7~~ 57.8	F	Overflow	F
Lacy St. at Sixth St.	7.4	A	8.6	A
Lacy St. at First St.	~~97.4~~ 104.6	F	Overflow	F
Santiago St. at Washington Ave.	112.3	F	164.9	F
Santiago St. at Civic Center Dr.	263.9	F	266.2	F
Santiago St. at Brown St.	16.7	C	~~19.7~~ 17.9	C
Santiago St. at Sixth St.	13.7	B	~~20.9~~ 19.1	C
Santiago St. at Fourth St.	Overflow	F	Overflow	F
Mortimer St. at Fifth St.	~~9.5~~ 9.6	A	~~64.4~~ 69.7	F
Mortimer St. at Santa Ana Blvd.	~~324.2~~ 25.3	~~F~~ D	~~35.8~~ 39.8	E
U2-4 at Santa Ana Blvd.	~~79.4~~ 80.8	F	~~130.8~~ 136.5	F
Signalized Intersections (Caltrans, Using HCM)				
Penn Way at I-5 SB	25.0	C	29.0	C
Santa Ana Blvd. at I-5 SB	~~30.5~~ 30.6	C	~~33.8~~ 33.9	C
Seventeenth St. at I-5 NB	39.7	D	73.3	E
Grand Ave at I-5 NB	~~79.9~~ 80.5	~~E~~ F	~~182.8~~ 183.9	F

SOURCE: KOA Corporation 2010
Level of service for unsignalized intersections is for the worst-case approach.

Page 4.11-105, Table 4.11-24

Table 4.11-24 2035 With Project Roadway Segment Daily Traffic Condition

Road	Segment	2035 WP ADT	Number of Lanes*	LOS E Capacity	LOS	LOS E OK**
Flower St.	Santa Ana Blvd to Civic Center Dr.	23,949	4D	37,500	B	
Flower St.	Seventeenth St to Civic Center Dr.	~~22,834~~ 22,890	4D	37,500	B	

Table 4.11-24 2035 With Project Roadway Segment Daily Traffic Condition

Road	Segment	2035 WP ADT	Number of Lanes*	LOS E Capacity	LOS	LOS E OK**
Civic Center Dr.	West of Flower St.	~~23875~~ 24,097	4D	37,500	B	
Civic Center Dr.	Flower St. to Ross St.	~~23,064~~ 23,342	4D	37,500	B	
Flower St.	Santa Ana Blvd. to First St.	26,046	4D	37,500	C	
Santa Ana Blvd.	West of Flower St.	~~14,268~~ 14,343	6D	56,300	A	
Santa Ana Blvd.	Parton St. to Flower St.	~~17,312~~ 17,478	6D	56,300	A	
Santa Ana Blvd.	Parton St. to Ross St.	~~19,406~~ 19,572	6D	56,300	A	
Civic Center Dr.	Ross St. to Broadway	~~21,259~~ 21,537	4D	37,500	A	
Broadway	Civic Center Dr. to Santa Ana Blvd.	23,962	4D	37,500	B	
Broadway	Civic Center Dr. to Washington Ave.	30,429	4D	37,500	D	
Civic Center Dr.	Broadway to Sycamore St.	~~21,337~~ 21,615	4D	37,500	A	
Broadway	Santa Ana Blvd. To Fourth St.	20,854	4D	37,500	A	
Santa Ana Blvd.	Broadway to Sycamore St.	~~14,508~~ 14,591	3D	28,150	A	
Broadway	Fifth St. to Fourth St.	21,002	4D	37,500	A	
Fifth St	Broadway to Ross St.	~~11,241~~ 11,324	3D	28,150	A	
Fifth St	Broadway to Sycamore St.	~~14,583~~ 14,666	3D	28,150	A	
Broadway	Third St. to Fourth St.	20,983	4D	37,500	A	
Broadway	Third St. to First St.	26,728	4D	37,500	C	
Broadway	South of First St.	14,429	4D	37,500	A	
First St.	Broadway to Ross St.	~~50,535~~ 50,813	6D	56,300	D	
First St.	Broadway to Main St.	~~50,187~~ 50,465	6D	56,300	D	
Civic Center Dr.	Sycamore St. to Main St.	~~20,043~~ 20,321	4D	37,500	A	
Santa Ana Blvd.	Sycamore St. to Main St.	~~13,618~~ 13,701	3D	28,150	A	
Fifth St.	Sycamore St to Broadway	~~11,163~~ 11,246	3D	28,150	A	
Fifth St	Sycamore St. to Main St.	~~11,207~~ 11,290	3D	28,150	A	
Main St.	Civic Center Dr. to Santa Ana Blvd.	~~41,909~~ 42,381	4D	37,500	F	
Main St.	Civic Center Dr. to Washington Ave.	~~42,761~~ 42,955	4D	37,500	F	
Civic Center Dr.	Main St. to Bush St.	15,878	4D	37,500	A	
Main St.	Santa Ana Blvd. to Fifth St.	~~43,981~~ 44,536	4U	25,000	F	
Santa Ana Blvd.	Main St. to Bush St.	14,503	3D	28,150	A	
Fifth St.	Main St. to Bush St.	10,266	3D	28,150	A	
Main St.	~~Third~~ Fifth St. to Fourth St.	~~39,921~~ 44,680	4D	37,500	F	
Main St.	Fourth St. to Third St.	39,921	4D	37,500	F	
Main St.	First St. to Third St.	39,888	4D	37,500	F	

Table 4.11-24 2035 With Project Roadway Segment Daily Traffic Condition

Road	Segment	2035 WP ADT	Number of Lanes*	LOS E Capacity	LOS	LOS E OK**
Santa Ana Blvd.	Bush St. to Spurgeon St.	13,579	3D	28,150	A	
Fifth St.	Bush St. to French St.	8,201	3D	28,150	A	
First St.	Spurgeon St. to Main St.	~~51,695~~ 52,113	6D	56,300	E	
Civic Center Dr.	French St to Lacy St.	16,469	4D	37,500	A	
Santa Ana Blvd.	Lacy St. to French St.	~~20,814~~ 21,092	4D	37,500	A	
Fourth St.	Lacy St. to French St.	~~15,600~~ 15,684	4D	37,500	A	
Fourth St.	Lacy St. to Santiago St.	~~22,966~~ 23,050	4D	37,500	B	
First St.	Lacy St. to Spurgeon St.	~~51,789~~ 52,401	6D	56,300	E	
First St.	Lacy St. to Standard Ave.	51,789	6D	56,300	E	
Santiago St.	Washington Ave. to Seventeenth St.	18,366	4D	37,500	A	
Santiago St.	Santa Ana Blvd to Civic Center Dr.	22,615	4D	37,500	B	
Santiago St.	Washington Ave to Civic Center Dr.	21,381	4D	37,500	A	
Civic Center Dr.	Santiago St. to Lacy St.	16,027	2U	12,500	F	
Civic Center Dr.	Lincoln Ave to Santiago St.	14,756	2U	12,500	F	
Santiago St.	Santa Ana Blvd. to Brown St.	10,966	4D	37,500	A	
Santa Ana Blvd.	Santiago St. to Lacy St.	~~27,854~~ 28,132	4D	37,500	C	
Santa Ana Blvd.	Santiago St. to U-24	~~30,916~~ 31,194	6D	56,300	A	
Grand Ave.	Fourth St. to Santa Ana Blvd.	49,112	6D	56,300	D	
Grand Ave.	Santa Ana Blvd to Seventeenth St.	51,315	6D	56,300	E	
Santa Ana Blvd.	East of Grand Ave.	9,869	4D	37,500	A	
Grand Ave.	First St. to Fourth St.	42,283	6D	56,300	C	
Fourth St.	Grand Ave to Santiago St.	~~24,962~~ 25,046	4D	37,500	B	
Fourth St.	East of Grand Ave.	~~26,560~~ 26,644	4D	37,500	C	
Grand Ave.	South of First St.	~~55,519~~ 55,713	6D	56,300	E	
First St.	Standard Ave to Grand Ave	~~53,605~~ 54,217	6D	56,300	E	
First St.	East of Grand Ave.	~~47,625~~ 48,043	6D	56,300	D	
Penn Way	South of I-5 SB Ramps	~~16,671~~ 16,670	2D	18,750	D	
Penn Way	North of I-5 SB Ramps	19,038	4D	37,500	A	
Santa Ana Blvd.	West of I-5 SB Ramps	~~53,014~~ 53,292	6D	56,300	E	
Santa Ana Blvd.	East of I-5 SB Ramps	~~34,964~~ 35,214	4D	37,500	E	
Seventeenth St.	West of I-5 NB Ramps	56,794	6D	56,300	F	
Seventeenth St.	East of I-5 NB Ramps	45,103	6D	56,300	D	
Grand Ave.	South of I-5 NB Ramps	~~62,250~~ 65,500	6D	56,300	F	

Table 4.11-24 2035 With Project Roadway Segment Daily Traffic Condition

Road	Segment	2035 WP ADT	Number of Lanes*	LOS E Capacity	LOS	LOS E OK**
Grand Ave.	North of I-5 NB Ramps	~~59,734~~ 59,956	6D	56,300	F	

SOURCE: KOA Corporation 2007

* D corresponds to a divided roadway. U corresponds to an undivided roadway.

** LOS E is considered acceptable within major development areas.

Page 4.11-113, Table 4.11-26

Table 4.11-26 Parking Requirement Comparison

Anticipated Use	Amount Anticipated	Transit Zoning Code		Zoning Code		Difference (Transit Zoning Code—Zoning Code)
		Number of Spaces Required*	Spaces to be Provided	Number of Spaces Required**	Spaces to be Provided	
Single-family residential	~~294~~ 383 units	2.15 spaces per unit	~~632~~ 824	4 spaces per unit	~~1,176~~ 1,532	~~-544~~ -708
Multi-family residential (includes multi-family and high-rise)	~~3,781~~ 3,290 units	2.15 spaces per unit	~~8,129~~ 7,074	2.78 spaces per unit	~~10,511~~ 9,146	~~-2,382~~ -2,072
Retail	387,000 sf	2.5 spaces per 1,000 sf	968	5 spaces per 1,000 sf	1,755	-787

SOURCE: City of Santa Ana Municipal Code. Article XV.

* The number of spaces to be provided is an average of the data shown in Table 3-2 because the actual number of spaces to be provided would vary depending on the zone in which a use would be located. 2.15 was assumed to be the average number of spaces required for the purposes of this analysis.

** The assumptions used to determine the number of spaces required are based on the level/type of development anticipated under the proposed Transit Zoning Code. For multi-family uses, it was assumed that the average number of spaces required for the proposed project would be 2.78. This was derived from current parking requirements under the Zoning Code for approximately 3.25 spaces per unit in all areas but the Downtown District, which requires 1.0 space per unit for live/work units (the only currently permitted residential units within Downtown).

As shown above, the City's current Zoning Code would provide approximately ~~3,713~~ 3,567 more parking spaces than the proposed Transit Zoning Code. Sixty-five percent of the difference in parking requirements between the Transit Zoning Code (SD 84A and SD 84B) and the Zoning Code within the Transit Zoning Code (SD 84A and SD 84B) area can be attributed to residential uses.

Page 4.11-112, under Impact 4.11-7

With the implementation of mitigation measure MM4.11-2, ~~As~~ the proposed Transit Zoning Code (SD 84A and SD 84B) would be consistent with the City's goals and policies pertaining to expanding alternative transportation, and because the proposed project is designed to facilitate alternative transportation, this impact would be ***less than significant***.

Page 4.11-114, Table 4.11-27

Table 4.11-27 Anticipated Parking Demand Versus Provided

Anticipated Use	Amount Anticipated	Transit Zoning Code (SD 84A and SD 84B)		ULI Shared Parking	Difference (Transit Zoning Code—ULI Shared Parking Demand)
		Number of Spaces Required*	Spaces to be Provided	Number of Spaces Required	
Single-family residential	~~294~~ 383 units	2.15 spaces per unit	~~632~~ 824	~~615~~ 801**	~~17~~ 23
Multi-family residential (includes multi-family and high-rise)	~~3,781~~ 3,290 units	2.15 spaces per unit	~~8129~~ 7,074	~~7,902~~ 6,876 **	~~227~~ 198
Retail	387,000 sf	2.5 spaces per 1,000 sf	968	843***	124

SOURCE: ULI, *Shared Parking, Second Edition*, 2005; KOA Corporation, 2008.

* The number of spaces to be provided is an average of the data shown in Table 3-2 because the actual number of spaces to be provided would vary depending on the zone in which a use would be located. 2.15 was assumed to be the average number of spaces required for the purposes of this analysis.

** The residential component assumes a split of 10 percent residents and 90 percent guests.

*** The commercial component assumes a split of 20 percent employees and 80 percent patrons.

Pages 4.11-111 to 4.11-112

~~After analyzing p~~Public transit within two miles of the Transit Zoning Code (SD 84A and SD 84B) needs to be analyzed to determine how alternative transportation measures can be encouraged and improved. Based on the results of this analysis, the following facilities and/or programs ~~could~~ would be incorporated into the project to help encourage public transit patronage for program-related trips. Note that the implementation responsibility for some of these facilities and programs would fall on agencies other than Santa Ana, the lead agency for this project. Thus, coordination between the City of Santa Ana, local and regional transit providers, and the project developer would be required on several of these items. The following mitigation measure shall be implemented, as required by applicable local, state, or federal laws or regulations:

MM4.11-2 *As part of the project, the City of Santa Ana and the project sponsors shall work with the transit providers to implement various transit-related measures to improve and expand bus system service within the Transit Zoning Code (SD 84A and SD 84B) area to increase ridership and/or decrease daily vehicle trips. These measures may include, but are not limited to, the following:*

- *Adding bus stops to the Transit Zoning Code (SD 84A and SD 84B) area along existing roadways*
- *Changing bus service headways to respond to increased demand*
- *Changing bus service destinations to respond to changing demand*
- *Adding local shuttle service for employees and patrons of the Transit Zoning Code (SD 84A and SD 84B) area*

The details of bus service improvements shall be determined in coordination with OCTA. The following ~~recommendations would help~~ options may be used to encourage public transit patronage for project-related trips:

- *Bus Stop Locations—Relocation of existing bus stops and the provision of additional bus stops ~~should be considered~~ to accommodate transit users at convenient locations.*

- *Days of Operation—~~The City should w~~Work with OCTA to consider changes to route times to serve nighttime and weekend project visitors and employees.*
- *Headway—~~The City should w~~Work with OCTA to review route headways if it would be appropriate to reduce them to accommodate transit riders within the Transit Zoning Code (SD 84A and SD 84B) area.*

Page 4.11-115, last paragraph

Implementation of mitigation measure MM4.11-2 would require the City, as well as individual project applicants (including the applicant of the Developer Project) to coordinate with OCTA to ensure that projects developed under the proposed Transit Zoning Code encourage public transit patronage for program-related trips. Further, ~~A~~as the proposed Transit Zoning Code (SD 84A and SD 84B) would be consistent with the City's goals and policies pertaining to expanding alternative transportation, and because the proposed project is designed to facilitate alternative transportation, this impact would be ***less than significant***.

Page 4.11-118, Table 4.11-28

Table 4.11-28 LOS Analysis/Determination of Impacts for 2030 Peak Hour (ICU)

Intersection	AM Peak Hour				PM Peak Hour			
	2030 NP (ICU/LOS)	2030 WP (ICU/LOS)	Increase/ Decrease	Significant Impact?	2030 NP (ICU/LOS)	2030 WP (ICU/LOS)	Increase/ Decrease	Significant Impact?
Signalized Intersections (Using ICU Method)								
Flower St. at Civic Center Dr.	0.683 / B	~~0.678~~ 0.679 / B	~~-0.005~~ 0.004	No	0.734 / C	~~0.758~~ 0.761 / C	~~0.024~~ 0.027	No
Flower St. at Santa Ana Blvd.	0.572 / A	~~0.587~~ 0.589 / A	~~0.015~~ 0.017	No	0.587 / A	~~0.596~~ 0.598 / A	~~0.009~~ 0.011	No
Parton St. at Santa Ana Blvd.	0.278 / A	~~0.274~~ 0.275/ A	~~-0.004~~ -0.003	No	0.372 / A	~~0.377~~ 0.378 / A	~~0.005~~ 0.006	No
Ross St. at Civic Center Dr.	0.517 / A	~~0.538~~ 0.541 / A	~~0.021~~ 0.024	No	0.474 / A	~~0.504~~ 0.508 / A	~~0.030~~ 0.034	No
Ross St. at Santa Ana Blvd.	0.475 / A	0.476 / A	0.001	No	0.395 / A	~~0.429~~ 0.432 / A	~~0.034~~ 0.037	No
Broadway at Civic Center Dr.	0.614 / B	~~0.634~~ 0.637 / B	~~0.020~~ 0.023	No	0.643 / B	~~0.654~~ 0.657 / B	~~0.011~~ 0.014	No
Broadway at Santa Ana Blvd.	0.468 / A	~~0.491~~ 0.492/ A	~~0.023~~ 0.024	No	0.522 / A	~~0.534~~ 0.535 / A	~~0.012~~ 0.013	No
Broadway at 5th St.	0.349 / A	~~0.354~~ 0.355 / A	~~0.005~~ 0.006	No	0.462 / A	~~0.486~~ 0.488 / A	~~0.024~~ 0.026	No
Broadway at 4th St.	0.298 / A	~~0.354~~ 0.334 / A	~~0.056~~ 0.036	No	0.409 / A	0.437 / A	0.028	No
Broadway at 3rd St.	0.336 / A	0.338 / A	0.002	No	0.613 / B	0.643 / B	0.030	No
Broadway at 1st St.	0.651 / B	~~0.654~~ 0.655 / B	~~0.003~~ 0.004	No	0.729 / C	~~0.753~~ 0.755/ C	~~0.024~~ 0.026	No

Table 4.11-28 LOS Analysis/Determination of Impacts for 2030 Peak Hour (ICU)

	AM Peak Hour				PM Peak Hour			
Intersection	*2030 NP (ICU/LOS)*	*2030 WP (ICU/LOS)*	*Increase/ Decrease*	*Significant Impact?*	*2030 NP (ICU/LOS)*	*2030 WP (ICU/LOS)*	*Increase/ Decrease*	*Significant Impact?*
Sycamore St. at Civic Center Dr.	0.420 / A	~~0.439~~ 0.442 / A	~~0.019~~ 0.022	No	0.495 / A	~~0.525~~ 0.529 / A	~~0.030~~ 0.034	No
Main St. at Civic Center Dr.	0.751 / C	~~0.774~~ 0.781/ C	~~0.023~~ 0.030	No	0.750 / C	~~0.804~~ 0.818 / D	~~0.054~~ 0.068	No
Main St. at Santa Ana Blvd.	0.654 / B	~~0.666~~ 0.672/ B	~~0.012~~ 0.018	No	0.693 / B	~~0.726~~ 0.737/ C	~~0.033~~ 0.044	No
Main St. at 5th St.	0.499 / A	~~0.511~~ 0.518 / A	~~0.012~~ 0.019	No	0.633 / B	~~0.664~~ 0.673/ B	~~0.031~~ 0.040	No
Main St. at 4th St.	0.508 / A	~~0.555~~ 0.571 / A	~~0.047~~ 0.063	No	0.654 / B	~~0.726~~ 0.760/ C	~~0.072~~ 0.106	No
Main St. at 3rd St.	0.464 / A	0.490 / A	0.026	No	0.603 / B	0.641 / B	0.038	No
Main St. at 1st St.	0.773 / C	~~0.771~~ 0.776 / C	~~-0.002~~ 0.003	No	0.872 / D	~~0.956~~ 0.960/ E	~~0.084~~ 0.088	No
Bush St. at Santa Ana Blvd.	0.295 / A	0.305 / A	0.010	No	0.403 / A	0.409 / A	0.006	No
Bush St. at 5th St.	0.242 / A	0.242 / A	0.000	No	0.442 / A	0.458 / A	0.016	No
Bush St. at 4th St.	0.270 / A	~~0.280~~ 0.293 / A	~~0.010~~ 0.023	No	0.464 / A	~~0.490~~ 0.504/ A	~~0.026~~ 0.040	No
French St. at 4th St.	0.291 / A	0.308 0.316 / A	0.017 0.025	No	0.462 / A	~~0.488~~ 0.499 / A	~~0.026~~ 0.037	No
Lacy St. at 4th St.	0.407 / A	0.398 / A	-0.009	No	0.567 / A	~~0.632~~ 0.634 / B	~~0.065~~ 0.067	No
Signalized Intersections (Using ICU Method)								
Santiago St. at Santa Ana Blvd.	0.541 / A	~~0.544~~ 0.545/ A	~~0.003~~ 0.004	No	0.677 / B	~~0.690~~ 0.694 / B	~~0.283~~ 0.017	No
Standard St. at 1st St.	0.808 / D	~~0.825~~ 0.832/ D	~~0.017~~ 0.024	No	0.833 / D	~~0.851~~ 0.858 / D	~~0.018~~ 0.025	No
Grand Ave. at Santa Ana Blvd.	0.866 / D	~~0.877~~ 0.794 / ~~D~~ C	~~0.011~~ -1.013	No	~~0.972~~ 0.902 / E	~~0.987~~ 0.991 / E	~~0.015~~ 0.089	**Yes**
Grand Ave. at 4th St.	0.646 / B	~~0.664~~ 0.665 / B	~~0.018~~ 0.019	No	0.728 / C	~~0.767~~ 0.768 / C	~~0.039~~ 0.040	No
Grand Ave. at 1st St.	0.700 / C	~~0.724~~ 0.729/ C	~~0.024~~ 0.029	No	0.777 / C	~~0.816~~ 0.822/ D	~~0.039~~ 0.045	No

ICU = Intersection capacity utilization

Page 4.11-119, Table 4.11-29

Table 4.11-29 Determination of Impacts for 2030 Peak Hour (HCM)

Intersection	AM Peak Hour			PM Peak Hour		
	2030 NP (Average/Worst Case Delay)/LOS	2030 WP (Average/Worst Case Delay)/LOS	Significant Impact?	2030 NP (Average/Worst Case Delay)/LOS	2030 WP (Average/Worst Case Delay)/LOS	Significant Impact?
Unsignalized Intersections						
Ross St. at 4th St.	10.8 / B	10.9 / B	No	12.3 / B	12.4 / B	No
Sycamore St. at Santa Ana Blvd.	21.8 / C	~~24.0~~ 24.2 / C	No	20.8 / B	~~22.9~~ 23.1/ C	No
Sycamore St. at 5th St.	15.7 / C	16.0 / C	No	13.7 / B	~~15.4~~ 15.5 / C	No
Sycamore St. at 4th St.	7.9 / A	8.1 / A	No	9.1 / A	9.7 / A	No
Spurgeon St. at 1st St.	10.5 / B	~~10.5~~ 10.9/ B	No	14.6 / B	~~15.4~~ 17.1/ C	No
French St. at Santa Ana Blvd.	19.7 / C	~~19.3~~ 19.9 / C	No	17.7 / C	~~20.2~~ 20.8 / C	No
Lacy St. at Civic Center Dr.	20.3 / C	25.4 / D	No	33.2 / D	44.8 / E	Need eval
Lacy St. at Santa Ana Blvd.	34.2 / D	~~31.1~~ 31.9 / D	No	51.6 / F	~~375.3~~ 412.6 / F	Need eval
Lacy St. at 6th St.	7.2 / A	7.3 / A	No	7.9 / A	8.3 / A	No
Lacy St. at 1st St.	23.3 / C	~~32.5~~ 33.6 / D	No	57.2 / F	OVRFL / F	Need eval
Santiago St. at Washington Ave.	17.1 / B	16.3 / C	No	26.9 / D	34.5 / D	No
Santiago St. at Civic Center Dr.	26.2 / D	23.5 / C	No	26.3 / D	42.6 / E	Need eval
Santiago St. at Brown St.	N/A	12.1 / B	No	N/A	13.9 / B	No
Santiago St. at 6th St.	N/A	11.3 / B	No	N/A	13.0 / B	No
Santiago St. at 4th St.	N/A	OVRFL / F	Need eval	N/A	OVRFL / F	Need eval
Mortimer St. at 5th St	20.3 / C	~~9.0~~ 9.1 / A	No	17.8 / C	~~40.2~~ 44.1 / E	Need eval
Mortimer St. at Santa Ana Blvd.	9.0 / A	~~21.8~~ 22.2 / C	No	21.4 / C	~~23.5~~ 25.1 / C	No
U2-4 at Santa Ana Blvd.	N/A	~~45.7~~ 46.3 / E	Need eval	N/A	51.2 / F	Need eval
Signalized Intersections (Caltrans, Using HCM)						
Penn Way at I-5 SB	0.462 / C	0.439 / C	No	0.458 / C	0.473 / C	No
Santa Ana Blvd. at I-5 SB	0.499 / C	~~0.524~~ 0.527 / C	No	0.520 / C	~~0.685~~ 0.690 / C	No
17th St. at I-5 NB	0.782 / C	0.780 / C	No	0.958 / D	0.960 / D	No
Grand Ave at I-5 NB	0.648 / C	~~0.625~~ 0.626 / C	No	1.042 / D	~~1.050~~ 1.052 / D	No

Delay = Seconds per vehicle average, poorest movement

LOS = Level of service

Need Eval = Need evaluation to see if the intersection warrants a traffic signal

Page 4.11-120, Table 4.11-30

Table 4.11-30 Determination of Impacts for 2035 Peak Hour (ICU)

Intersection	AM Peak Hour				PM Peak Hour			
	2035 NP (ICU/LOS)	2035 WP (ICU/LOS)	Increase/ Decrease	Significant Impact?	2035 NP (ICU/LOS)	2035 WP (ICU/LOS)	Increase/ Decrease	Significant Impact?
Signalized Intersections (Using ICU Method)								
Flower St. at Civic Center Dr.	0.789 / C	0.784 / C	-0.005	No	1.138 / F	1.146 / F	0.008	No
Flower St. at Santa Ana Blvd.	0.685 / B	~~0.695~~ 0.689 / B	~~0.010~~ 0.004	No	0.694 / B	~~0.703~~ 0.704 / C	~~0.009~~ 0.010	No
Parton St. at Santa Ana Blvd.	0.316 / A	0.313 / A	-0.003	No	0.428 / A	0.434 0.435 / A	~~0.006~~ 0.007	No
Ross St. at Civic Center Dr.	0.634 / B	~~0.652~~ 0.655 / B	0.018 0.021	No	0.564 / A	~~0.594~~ 0.598 / A	~~0.030~~ 0.034	No
Ross St. at Santa Ana Blvd.	0.581 / A	0.582 / A	0.001	No	0.668 / B	~~0.693~~ 0.695 / B	~~0.025~~ 0.027	No
Broadway at Civic Center Dr.	0.721 / C	~~0.740~~ 0.743 / C	~~0.019~~ 0.022	No	0.743 / C	~~0.754~~ 0.757 / C	~~0.011~~ 0.014	No
Broadway at Santa Ana Blvd.	0.595 / A	~~0.618~~ 0.619/ B	~~0.023~~ 0.024	No	0.612 / B	~~0.624~~ 0.626 / B	~~0.012~~ 0.114	No
Broadway at 5th St.	0.399 / A	0.404 / A	0.005	No	0.620 / B	~~0.645~~ 0.646 / B	~~0.025~~ 0.026	No
Broadway at 4th St.	0.449 / A	0.477 / A	0.028	No	0.610 / B	0.659 / B	0.049	No
Broadway at 3rd St.	0.406 / A	0.409 / A	0.003	No	0.803 / D	0.833 / D	0.030	No
Broadway at 1st St.	0.779 / C	~~0.778~~ 0.779 / C	~~-0.001~~ 0.000	No	0.844 / D	~~0.868~~ 0.870 / D	~~0.024~~ 0.026	No
Sycamore St. at Civic Center Dr.	0.484 / A	~~0.502~~ 0.505 / A	~~0.018~~ 0.021	No	0.573 / A	~~0.603~~ 0.607 / B	~~0.030~~ 0.034	No
Main St. at Civic Center Dr.	0.875 / D	~~0.899~~ 0.906 / ~~D~~ E	0.024 0.031	No	0.883 / D	~~0.938~~ 0.952 / E	0.055 0.069	No
Main St. at Santa Ana Blvd.	0.799 / C	~~0.81~~ 0.816 / D	~~0.011~~ 0.017	No	0.836 / D	~~0.869~~ 0.879 / D	~~0.033~~ 0.043	No
Main St. at 5th St.	0.611 / B	~~0.623~~ 0.630 / B	~~0.012~~ 0.019	No	0.812 / D	~~0.843~~ 0.852 / D	~~0.031~~ 0.040	No
Main St. at 4th St.	0.613 / B	~~0.654~~ 0.671 / B	~~0.041~~ 0.058	No	0.776 / C	~~0.847~~ 0.880 / D	~~0.071~~ 0.104	No
Main St. at 3rd St.	0.533 / A	0.559 / A	0.026	No	0.694 / B	0.730 / C	0.036	No
Main St. at 1st St.	0.918 / E	~~0.927~~ 0.931 / E	~~0.009~~ 0.013	No	1.013 / F	~~1.097~~ 1.101 / F	~~0.084~~ 0.088	**Yes**
Bush St. at Santa Ana Blvd.	0.335 / A	0.346 / A	0.011	No	0.462 / A	0.467 / A	0.005	No
Bush St. at 5th St.	0.297 / A	0.296 / A	-0.001	No	0.560 / A	0.577 / A	0.017	No
Bush St. at 4th St.	0.347 / A	~~0.357~~ 0.370 / A	~~0.010~~ 0.023	No	0.576 / A	~~0.602~~ 0.616 / B	~~0.026~~ 0.040	No

Table 4.11-30 Determination of Impacts for 2035 Peak Hour (ICU)

Intersection	AM Peak Hour				PM Peak Hour			
	2035 NP (ICU/LOS)	2035 WP (ICU/LOS)	Increase/ Decrease	Significant Impact?	2035 NP (ICU/LOS)	2035 WP (ICU/LOS)	Increase/ Decrease	Significant Impact?
French St. at 4th St.	0.342 / A	~~0.359~~ 0.367/ A	~~0.017~~ 0.025	No	0.543 / A	~~0.568~~ 0.580/ A	~~0.025~~ 0.037	No
Lacy St. at 4th St.	0.508 / A	0.465 / A	-0.043	No	0.751 / C	~~0.814~~ 0.815/ D	~~0.063~~ 0.064	No
Signalized Intersections (Using ICU Method)								
Santiago St. at Santa Ana Blvd.	0.904 / E	0.865 / D	-0.039	No	0.993 / E	~~1.011~~ 0.925/ F	~~0.018~~ -0.068	~~**Yes**~~ No
Standard St. at 1st St.	0.940 / E	~~0.957~~ /0.964 E	~~0.017~~ 0.024	**Yes**	0.970 / E	~~0.988~~ 0.955/ E	~~0.018~~ 0.025	**Yes**
Grand Ave. at Santa Ana Blvd.	1.178 / F	~~1.188~~ 0.977/ F	~~0.010~~ 0.011	**Yes**	1.312 / F	~~1.314~~ 1.246/ F	~~0.002~~ 0.074	~~No~~ **Yes**
Grand Ave. at 4th St.	0.747 / C	~~0.754~~ 0.755/ C	~~0.007~~ 0.008	No	0.841 / D	~~0.875~~ 0.876/ D	~~0.034~~ 0.035	No
Grand Ave. at 1st St.	0.894 / D	~~0.918~~ 0.923/ E	~~0.024~~ 0.029	**Yes**	0.960 / E	~~0.998~~ 1.005/ E	~~0.038~~ 0.045	**Yes**

ICU = Intersection capacity utilization

Page 4.11-122, Table 4.11-31

Table 4.11-31 Determination of Impacts for 2035 Peak Hour (HCM)

Intersection	AM Peak Hour			PM Peak Hour		
	2035 NP (Average/Worst Case Delay)/LOS	2035 WP (Average/Worst Case Delay)/LOS	Significant Impact?	2035 NP (Average/Worst Case Delay)/LOS	2035 WP (Average/Worst Case Delay)/LOS	Significant Impact?
Unsignalized Intersections						
Ross St. at 4th St.	11.7 / B	11.9 / B	No	13.6 / B	13.8 / B	No
Sycamore St. at Santa Ana Blvd.	28.7 / D	~~32.4~~ 32.7/ D	No	29.8 / D	~~34.5~~ 35.0/ D	No
Sycamore St. at 5th St.	19.2 / C	19.7 / C	No	15.7 / C	~~18.1~~ 18.2/ C	No
Sycamore St. at 4th St.	8.4 / A	8.6 / A	No	9.8 / A	10.5 / B	No
Spurgeon St. at 1st St.	11.3 / B	~~11.3~~ 11.7/ B	No	18.7 / C	~~20.0~~ 23.6/ C	No
French St. at Santa Ana Blvd.	24.5 / C	~~26.1~~ 27.1/ D	No	24.0 / C	~~29.6~~ 31.0/ D	No
Lacy St. at Civic Center Dr.	28.6 / D	37.9 / E	Need eval	69.9 / F	113.5 / F	Need eval
Lacy St. at Santa Ana Blvd.	122.1 / F	~~55.7~~ 57.8/ F	Need eval	179.1 / F	OVRFL / F	Need eval
Lacy St. at 6th St.	7.3 / A	7.4 / A	No	8.1 / A	8.6 / A	No
Lacy St. at 1st St.	45.3 / E	~~97.4~~ 104.6/ F	Need eval	410.8 / F	OVRFL / F	Need eval

Table 4.11-31 Determination of Impacts for 2035 Peak Hour (HCM)

Intersection	AM Peak Hour			PM Peak Hour		
	2035 NP (Average/Worst Case Delay)/LOS	2035 WP (Average/Worst Case Delay)/LOS	Significant Impact?	2035 NP (Average/Worst Case Delay)/LOS	2035 WP (Average/Worst Case Delay)/LOS	Significant Impact?
Santiago St. at Washington Ave.	126.8 / F	112.3 / F	Need eval	143.1 / F	164.9 / F	Need eval
Santiago St. at Civic Center Dr.	280.0 / F	263.9 / F	Need eval	221.7 / F	266.2 / F	Need eval
Santiago St. at Brown St.	N/A	16.7 / C	No	N/A	~~19.7~~ 17.9/ C	No
Santiago St. at 6th St.	N/A	13.7 / B	No	N/A	~~20.9~~ 19.1/ C	No
Santiago St. at 4th St.	N/A	OVRFL / F	Need eval	N/A	OVRFL / F	Need eval
Mortimer St. at 5th St	9.5 / A	~~9.5~~ 9.6/ A	No	33.5 / D	~~64.4~~ 69.7/ F	Need eval
Mortimer St. at Santa Ana Blvd.	23.1 / A	~~324.2~~ 25.3/ ~~F~~ D	~~Need eval~~ No	23.0 / C	~~35.8~~ 39.8/ E	Need eval
U2-4 at Santa Ana Blvd.	N/A	~~79.4~~ 80.8/ F	Need eval	N/A	~~130.8~~ 136.5/ F	Need eval
Signalized Intersections (Caltrans, Using HCM)						
Penn Way at I 5 SB	0.569 / C	0.546 / C	No	0.658 / C	0.672 / C	No
Santa Ana Blvd. at I 5 SB	0.643 / C	~~0.668~~ 0.671/ C	No	0.615 / C	~~0.780~~ 0.786/ C	No
17t St. at I 5 NB	0.903 / D	0.901 / D	No	1.108 / E	1.110 / E	**Yes**
Grand Ave at I 5 NB	0.934 / C	~~1.143~~ 1.145/ E	**Yes**	1.316 / F	~~1.669~~ 1.673/ F	**Yes**

Delay = Seconds per vehicle average, poorest movement
LOS = Level of service
Need Eval = Need evaluation to see if the intersection warrants a traffic signal

Page 4.11-126, Table 4.11-32 and Table 4.11-33

Table 4.11-32 Level of Service Analysis of Mitigation for 2030 AM Peak Hour Conditions

Intersection	Existing ICU (Delay)/LOS	2030 Without Project ICU (Delay)/LOS	2030 With Project ICU (Delay)/LOS	Mitigation With Project ICU (Delay)/LOS	Significant Impact?
~~Main Street at 1st Street~~	~~0.693/B~~	~~0.773/C~~	~~0.771/C~~	~~0.782/C~~	~~No~~
Grand Avenue at Santa Ana Boulevard	0.792/C	0.807/D	~~0.793~~ 0.794/C	~~0.832~~ 0.625/~~D~~ B	No

Delay shown in seconds (") for unsignalized intersections and Caltrans' intersections

Table 4.11-33 Level of Service Analysis of Mitigation for 2030 PM Peak Hour Conditions

Intersection	Existing ICU (Delay)/LOS	2030 Without Project ICU (Delay)/LOS	2030 With Project ICU (Delay)/LOS	Mitigation With Project ICU (Delay)/LOS	Significant Impact?
~~Main Street at 1st Street~~	~~0.765/C~~	~~0.872/D~~	~~0.956/E~~	~~0.886/D~~	~~No~~
Grand Avenue at Santa Ana Boulevard	0.888/D	0.902/E	~~0.987~~ 0.991/E	~~0.887~~ 0.773/~~D~~ C	No

Delay shown in seconds (") for unsignalized intersections and Caltrans' intersections

Page 4.11-127, Table 4.11-34 and Table 4.11-35

Table 4.11-34 Level of Service Analysis of Mitigation for 2035 AM Peak Hour Conditions

Intersection	*Existing ICU (Delay)/LOS*	*2035 Without Project ICU (Delay)/LOS*	*2035 With Project ICU (Delay)/LOS*	*Mitigation With Project ICU (Delay)/LOS*	*Significant Impact?*
Main Street at 1st Street	0.693 / B	0.918 / E	~~0.927~~0.931 / E	~~0.856~~0.860 / D	No
~~Santiago Street at Santa Ana Boulevard~~	~~0.481 / A~~	~~0.904 / E~~	~~0.865 / D~~	~~0.831 / D~~	~~No~~
Grand Avenue at Santa Ana Boulevard	0.792 / C	0.966 / E	0.977 / E	0.785 / C	No
Grand Avenue at 1st Street	0.764 / C	0.894 / D	~~0.918~~0.923 / E	~~0.851~~0.843 / D	No
Standard Street (Santiago Street) at 1st Street	0.723 / C	0.940 / E	~~0.957~~0.964 / E	~~0.764~~0.768 / C	No
Grand Avenue at I-5 NB Ramps	(19.8) / B	(30.2) / C	(~~79.9~~80.5) / E	(~~27.1~~25.5) / C	No
Unsignalized Intersections, to be Signalized					
Santiago Street at Washington Avenue	(12.7) / B	(126.8) / F	(112.3) / F	~~0.813~~0.705 / ~~D~~C	No
Santiago Street at Civic Center Drive	(14.5) / B	(280.0) / F	(263.9) / F	~~0.820~~0.788 / ~~D~~C	No
Santiago St at 4th St	N/A	N/A	OVRFL / F	0.538 / A	No
Lacy Street at Santa Ana Boulevard	(25.3) / D	(122.1) / F	(~~55.7~~ 57.8) / F	0.753 / C	No
Lacy St at 1st St	(16.6) / C	(45.3) / E	(~~97.4~~ 104.6) / F	~~0.482~~0.483 / A	No

Delay shown in seconds (") for unsignalized intersections and Caltrans' intersections

Table 4.11-35 Level of Service Analysis of Mitigation for 2035 PM Peak Hour Conditions

Intersection	*Existing ICU (Delay)/LOS*	*2035 Without Project ICU (Delay)/LOS*	*2035 With Project ICU (Delay)/LOS*	*Mitigation With Project ICU (Delay)/LOS*	*Significant Impact?*
Grand Avenue at Santa Ana Boulevard	0.888/D	1.172/F	1.246/F	1.015 / F	No
Main Street at 1st Street	0.765/C	1.013/F	1.097/F	0.977 / E	No
Santiago Street at Santa Ana Boulevard	0.579/A	0.993/E	1.011/F	~~0.867~~ 0.979 / ~~D~~ E	No
Grand Avenue at 1st Street	0.808/D	0.960/E	~~0.998~~ 1.005/~~E~~ F	~~0.866~~ 0.842 / D	No
Standard Street (Santiago Street) at 1st St	0.719/C	0.970/E	~~0.988~~ 0.995/E	~~0.818~~ 0.823 / D	No
Grand Avenue at I-5 NB Ramps	(62.3)/E	(119.9)/F	(~~182.8~~ 183.9)/F	(~~35.7~~ 35.0) / ~~D~~ C	No
Unsignalized Intersections, to be Signalized					
Santiago Street at Washington Avenue	(18.1)/C	(143.1)/F	(164.9)/F	~~0.843~~ 0.763 / ~~D~~ C	No
Santiago Street at Civic Center Drive	(17.4)/C	(221.7)/F	(266.2)/F	~~0.835~~ 0.798 / ~~D~~ C	No
Santiago St at 4th St	N/A	N/A	Overflow/F	~~0.662~~ 0.663 / B	No
Lacy Street at Santa Ana Boulevard	(33.4)/D	(179.1)/F	Overflow/F	~~0.706~~ 0.694 / ~~C~~ B	No
Lacy St at 1st St	(23.2)/C	(410.8)/F	Overflow/F	~~0.647~~ 0.653 / B	No

Delay shown in seconds (") for unsignalized intersections

Page 4.11-125, new first full paragraph

Impact 4.11-8b **Short-term construction that would occur as a result of the implementation of the Developer Project and Transit Zoning Code could cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Implementation of mitigation measures and compliance with existing regulations would reduce this impact to a *less-than-significant* level.**

Demolition, solid waste removal, grading, trenching and utility construction, building construction, painting, and paving activities within the proposed Transit Zoning Code area could result in an increase of traffic on local roadways resulting from worker trips, transport and staging of construction equipment, transport of construction materials to the construction site, and hauling excavated, borrowed, or demolished materials to and from the site. Additionally, construction activities from the Developer Project are expected to occur between August 2010 and September 2011. Future subsequent projects for the Transit Zoning Code are unknown at the time of this writing. Short-term construction-related effects on local roadways include the following:

- Increased roadway network usage by workers, construction related hauling, and materials deliveries
- Temporary roadway lane closures or lane narrowing
- The potential use of detours
- Loss of parking
- Temporary sidewalk and bicycle path[5] closures
- Slow construction vehicles mixing with general-purpose traffic in the area

Project construction would be expected to result in temporary lane closures on area roadways for utility tie-in work, curb cutting, etc. Detours around the construction site as a result of lane closures would not be necessary as these activities can be conducted in the space of half-lane width. These temporary lane closures would reduce traffic speed and potentially eliminate on-street parking. Trucks would generally access and depart the project site from Interstate 5 along Santa Ana Boulevard and Lacy Streets. Truck traffic and lane closures would potentially disrupt traffic flow along adjoining streets and student pick-up and drop-off at Garfield School located at Lacy and Brown Streets.

It is anticipated that construction workers (as required in the traffic work plan; see below) would arrive and depart the site during off-peak hours and that construction related traffic would be largely freeway oriented. For the proposed Developer Project, a peak total of 15 to 45 maximum construction workers would be on site simultaneously and this would occur for approximately four months, based upon information obtained from the project architect. Vehicle occupancy was assumed to be 1.15 construction workers per vehicle. According to a study published by the Southern California Association of Governments (SCAG), the average vehicle occupancy on several regional roadways in the region ranged from approximately 1.15 to 1.30.[6] This would result in a peak total of 13 to 39 construction worker

[5] There is a proposed Class II bike lane along Santa Ana. At the time of this writing, the land has not be constructed. However, if in the future said lane is constructed on the south side of Santa Ana Boulevard, construction of the Developer Project could impact said bike lane.
[6] Southern California Association of Governments, Regional High-Occupancy Vehicle lane System Performance Study, November 4, 2004.

vehicles using the conservative estimate of 1.15 occupants per vehicle. Construction workers would arrive and depart via nearby on- and off-ramps serving the Interstate 5 Freeway at Santa Ana Boulevard. It is not expected that the number of construction workers would cause any increase in traffic that would result in a degradation of LOS on local roadways.

The delivery and hauling of construction related materials could have an impact as trucks are backing up, driving slow, and parking on local roadways. In addition, utility work in local right-of-ways could cause lane closures and/or lane narrowing.

In accordance with the Santa Ana Noise Ordinance, construction activities would be limited to the hours of 7:00 A.M. and 8:00 P.M. Monday through Saturday, and would be prohibited on Sundays and federal holidays. In addition, any work that proposes to excavate, improve, or otherwise occur in a public street, sidewalk, or any other public place will be required to obtain a permit from the Public Works Department. One of the requirements to obtain a permit as outlined in Section 33-32(a)(7) of the Municipal Code is the preparation of a construction work plan that is approved by the City Traffic Engineer. This includes identifying lane closures, their duration, the means for traffic safety control, the types and number of traffic delineators, schedule, hours of operation, etc. Compliance with the City's Noise Ordinance and the Municipal Code will prevent any significant impacts to local roadways or on the nearby school.

To ensure that impacts from construction activities remain less than significant, the following mitigation measures from Section 4.2 of the Draft EIR shall apply:

MM4.2-14 The developer shall require by contract specifications that construction parking be configured to minimize traffic interference during the construction period and, therefore, reduce idling of traffic. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana.

MM4.2-15 The developer shall require by contract specifications that temporary traffic controls are provided, such as a flag person, during all phases of construction to maintain smooth traffic flow. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana.

MM4.2-16 The developer shall require by contract specifications that construction activities that affect traffic flow on the arterial system by scheduled to off-peak hours (9:00 A.M. to 3:00 P.M.). Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Santa Ana.

As the proposed Developer Project and the Transit Zoning Code (SD 84A and SD 84B) would be required to comply with the Noise Ordinance, Municipal Code, and the above-listed mitigation measures, this impact would be ***less than significant***.

Page 4.11-125 and 4.11-126 under Cumulative Impacts

As identified in Impact 4.11-~~8~~9, because implementation of the proposed project would contribute to significant impacts at the study area intersections, and because implementation of the potential

improvement measures cannot be guaranteed, the long-term cumulative development pursuant to the Transit Zoning Code would have a considerable contribution to cumulative impacts.

Page 4.12-26, last paragraph

As discussed previously, the majority of solid waste generated within the Transit Zoning Code (SD 84A and SD 84B) area is hauled to the Frank R. Bowerman Landfill located in Irvine and the Olinda Alpha Landfill located in Brea. The net increase in solid waste generation anticipated from buildout of the Transit Zoning Code (SD 84A and SD 84B) will be ~~1,790~~ 11,812 pounds/day (~~0.895~~ 5.906 tons/day), as shown in Table 4.12-9 (Net Increase in Solid Waste Generation). This is an increase of approximately 6.5 percent over existing conditions.

Page 4.12-21. Impact 4.12-4

MM4.12-~~2~~1 *Individual project applicants shall prepare site-specific sewer evaluations, including flow monitoring and modeling, during the project design to determine the adequacy of the existing sewer pipe capacity in the affected project area lines. The evaluation shall be submitted to the City of Santa Ana or OCSD, as appropriate, for review and approval prior to issuance of building permits. Any recommendations made in the site-specific sewer evaluations shall be incorporated into the design of each individual project.*

Page 4.12-33 Impact 4.12-8

MM4.12-~~3~~2 *Individual non-residential project applicants are encouraged to apply for Southern California Edison's "Savings By Design" program. The program is aimed at generating an overall reduction in energy use through design methods and incentive programs by maintaining a 15% or greater exceedance of Title 24.*

Page 4.12-34 Impact 4.12-8

MM4.12-~~4~~3 *Individual development projects within the boundaries of the Transit Zoning Code (SD 84A and SD 84B) shall implement energy conservation measures (such as energy-efficient lighting and microprocessor controlled HVAC equipment) to reduce the demand for electricity and natural gas as part of the project design. The energy conservation measures shall be subject to modification as new technologies are developed, or if current technology becomes obsolete, through replacement and shall be reviewed by the Planning and Building Agency prior to issuance of a building permit.*

Page 4.12-34, last paragraph

The proposed project is not anticipated to result in significant impacts with regard to the consumption or increase in demand for electricity or natural gas. While, impacts are anticipated to be less than significant, the ~~I~~ implementation of the mitigation measure MM4.12-3 and MM4.12-4 would foster efficient energy use and ensure that a ***less than significant*** impact remains with respect to energy.

Chapter 5 Alternatives (Recirculated), fifth full paragraph of page 5-5

Alternative 5 – Relocate and Rehabilitate on Agency-Owned Infill Sites: This alternative would reduce the demolition of properties owned by the Redevelopment Agency. Under this alternative the properties identified in Figure 3-5 (Santa Ana Redevelopment Agency Parcels) and Figure 5-2 (Potential New Santa Ana Redevelopment Agency Acquisitions), which includes the properties that are proposed for demolition shown in Figure 5-1 (Demolitions), would be rehabilitated in place, or moved to vacant lots and rehabilitated~~, or demolished~~. Further the property located at 611 N. Minter Street would be demolished. Following a comprehensive historic survey of the properties, the City's Historic Resources Commission would evaluate all of the structures to determine their eligibility for listing on the City's Register of Historical Properties and would make recommendations regarding the selection of houses to be moved and onto which sites they should be moved. This Alternative would result in 138 rental units and 22 ownership residential units.

Chapter 5 Alternatives (Recirculated), second full paragraph of page 5-41

This alternative would reduce the demolition of properties owned by the City of Santa Ana Redevelopment Agency. Under this alternative the properties identified in Figure 3-5 (Santa Ana Redevelopment Agency Parcels) and Figure 5-2 (potential New Santa Ana Redevelopment Agency Acquisitions), which includes the properties that are proposed for demolition shown in Figure 5-1 (Demolitions), would be rehabilitated in place, or moved to vacant lots and rehabilitated~~, or demolished~~. Further, the property located at 611 N. Minter Street would be demolished. Following a comprehensive historic survey of the properties, the City's Historic Resources Commission would evaluate all of the structures to determine their eligibility for listing on the City's Register of Historical Properties and would make recommendations regarding the selection of houses to be moved and onto which sites they should be moved. This Alternative would result in a total of 138 rental units and 22 for sale units. This alternative affects only the Developer Project component of the overall proposed project (analysis of the Transit Zoning Code). All remaining aspects of the project description remain unchanged.

Chapter 5 Alternatives (Recirculated), page 5-51

Alternative 1 (No Project/Reasonably Foreseeable Development [Continuation of Existing General Plan]) does reduce two of the proposed project's significant impacts to a less-than-significant level, but it does not lessen the severity of many of the impacts, as noted in Table 5-3 (Summary Comparison of Alternatives). Alternative 2 would reduce the potential impacts of the currently proposed Transit Zoning Code (SD 84A and SD 84B), although not to the degree of reducing a significant and unavoidable impact to a less~~-~~than~~-~~significant level~~ and therefore not to the degree of Alternative 1~~. Alternative 3 would reduce one of the proposed project's significant and unavoidable impacts to Aesthetics to a less-than-significant~~-~~ level~~ but the other five impacts of the proposed project that are considered significant and unavoidable would remain~~. Alternative 3 would also lessen impacts to air quality, global climate change, and transportation, although not to a less-than-significant level. ~~Alternative 4 would slightly reduce impacts to historic resources, but not to a less-than-significant level. All other impacts remain unchanged. Alternative 5 would slightly reduce impacts to historic resources, but not to a less-than-significant level. All other impacts remain unchanged.~~

~~Alternative 6 would slightly reduce impacts to historic resources, but not to a less-than-significant level. All other impacts remain unchanged.~~

Alternatives 4, 5, and 6 would reduce impacts to cultural resources, but not to less-than-significant levels, and all other impact levels would remain the same. Alternative 1 would, therefore, be environmentally superior to the proposed project because the significant environmental impacts to aesthetics, air quality, land use, noise, public services, and utilities and service systems would be lessened to the greatest extent, since this alternative proposes the least amount of future residential and overall development, however, Alternative 1 does not fully meet the project objectives, as noted above. As noted above, if the environmentally superior alternative is the No Project Alternative, CEQA requires that an EIR also identify an environmentally superior alternative from among the other alternatives. Among Alternatives 2, 3, 4, 5 and 6, Alternative 3 is the environmentally superior alternative because the impacts to air quality, global climate change, and transportation would be lessened to the greatest extent, and the significant and unavoidable impact to aesthetics would be reduced to a less-than-significant level.

Chapter 6, Other CEQA Considerations, page 6.1, under sub-heading 6.1

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Long-term cumulative development under the Transit Zoning Code (SD 84A and SD 84B) would result in the following significant and unavoidable project- and cumulative related impacts:

Aesthetics

- Implementation of the proposed project could result in a substantial increase in shade/shadows over sensitive uses. (Project impact)

Air Quality

- Short-term construction impacts resulting from peak daily emissions of PM_{10}, CO, VOC, ~~and~~ NO_X, and $PM_{2.5}$ (Project impact)
- Operational impacts resulting from peak daily emissions of PM_{10}, CO, VOC, ~~and~~ NO_X, and $PM_{2.5}$ (Project impact)
- A cumulatively considerable net increase of criteria pollutants for which the proposed project region is in nonattainment under an applicable federal or State ambient air quality standard resulting from construction and operation (Cumulative impact)

Cultural Resources

- Development under the Transit Zoning Code could cause a substantial adverse change in the significance of an historic resource pursuant to Section 15064.5 of the CEQA Guidelines. (Project and cumulative impact)

Global Climate Change

- Long-term development under the Transit Zoning Code may cause conflict with adopted plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions. (Project impact)

- Long-term cumulative development under the Transit Zoning Code will have a direct or indirect effect on the environment through the emission of greenhouse gases. (Cumulative impact)

Noise

- Short-term construction impacts resulting from groundborne vibration or groundborne noise levels. (Project and cumulative impact)
- Long-term operational impacts of the operation of Southern California Regional Rail Authority rail line would expose nearby sensitive receptors to noise levels in excess of the City's acceptable noise standards. (Project and cumulative impact)

Transportation/ Traffic

- Long-term cumulative development under the Transit Zoning Code will cause an impact related to insufficient roadway capacity that could be mitigated. However, since the impacted area is outside of the jurisdiction of the City, there is no guarantee that the improvements will be made and impacts would therefore be significant. (Project and cumulative impact)

Chapter 6, Other CEQA Considerations, page 6-6, under subheading 6.4

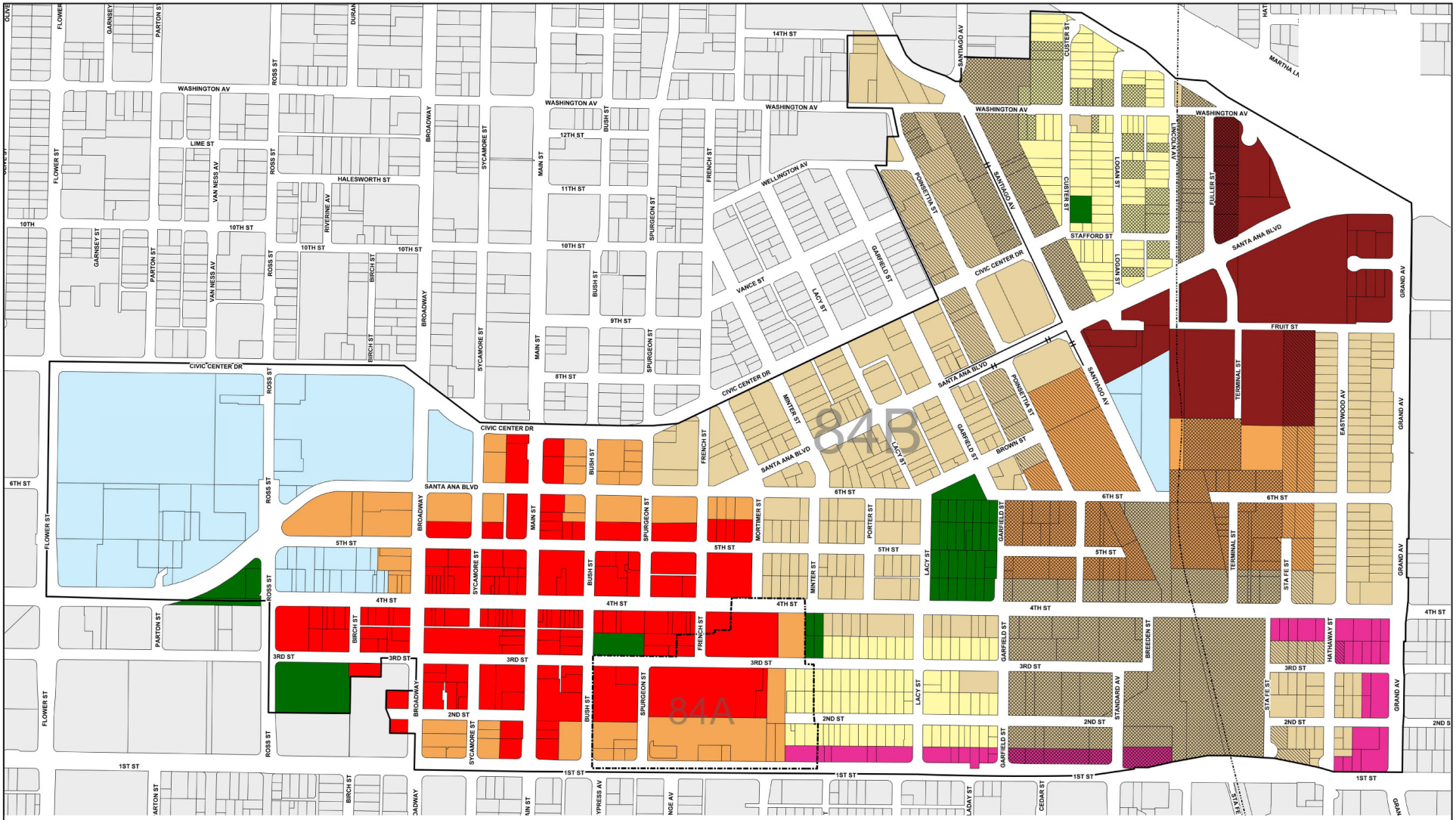
Table ~~1-1~~ES-2 (Summary of Environmental Impacts and Mitigation Measures), which is contained in Chapter 1 (~~Summary of Environmental Impacts and Mitigation Measures~~Executive Summary) of this EIR, provides a comprehensive identification of the proposed project's environmental effects and proposed mitigation measures.

9.3 FIGURE CHANGES

The figures that have been revised are listed below:

- Figure ES-2: Transit Zoning Code Map [Revised]
- Figure 3-4: Transit Zoning Code Map [Revised]
- Figure 3-6: Potential New Santa Ana Redevelopment Agency Acquisitions [Revised]
- Figure 3-8: Demolitions [Revised]
- Figure 3-09: Street Network Plan [Revised]
- Figure 4.7-1: Transit Zoning Code Map [Revised]

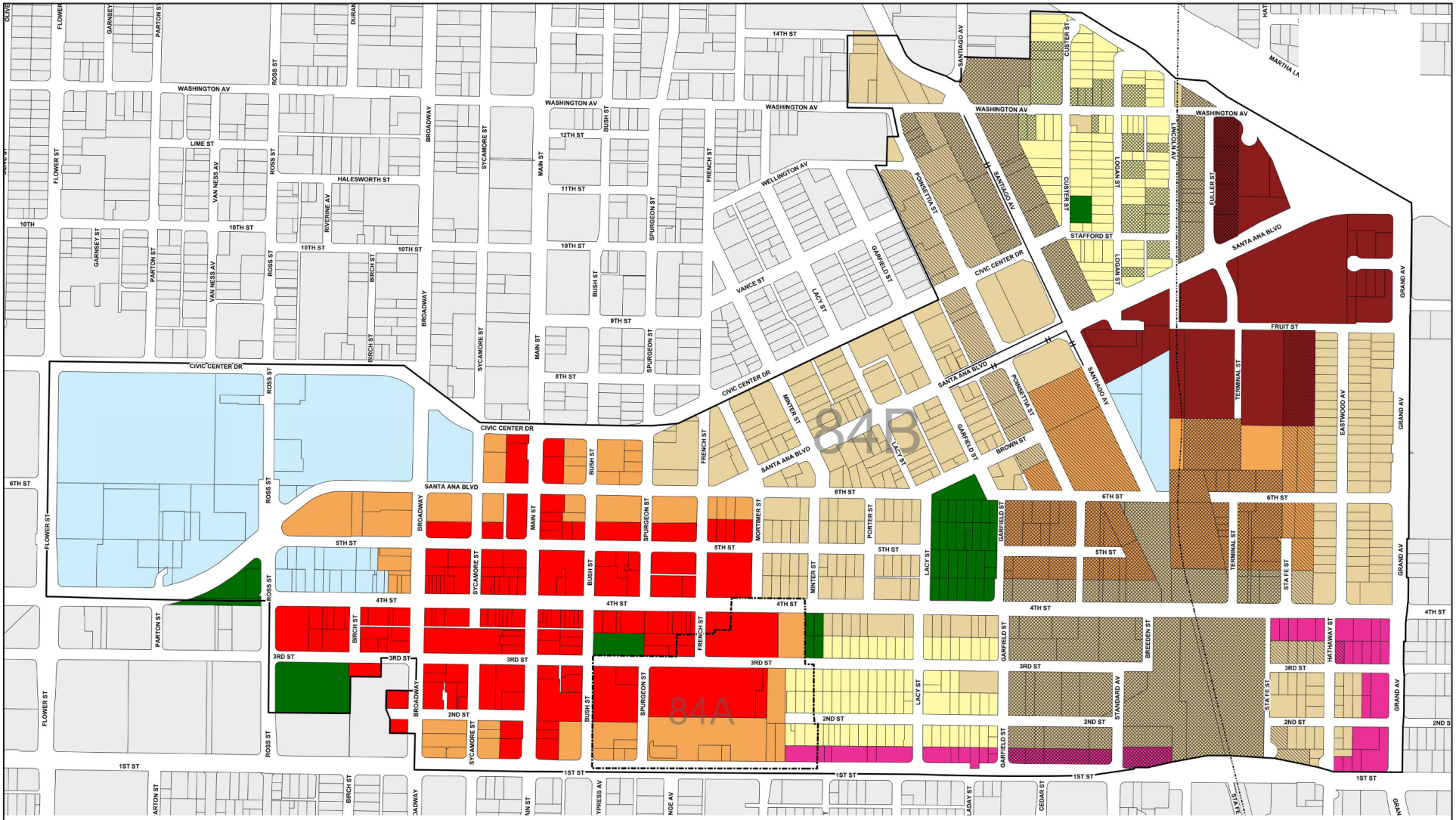
These figures are included on the following pages.



***Source*:** City of Santa Ana GIS, May 2010.

FIGURE **ES-2**

Transit Zoning Code (SD 84A and SD 84B) Map [Revised]



***Source*:** City of Santa Ana GIS, May 2010.

FIGURE **3-4**

Transit Zoning Code (SD 84A and SD 84B) Map [Revised]

***Source*:** Santa Ana General Plan, 2010.

FIGURE **3-6**

Potential New Santa Ana Redevelopment Agency Acquisitions [Revised]

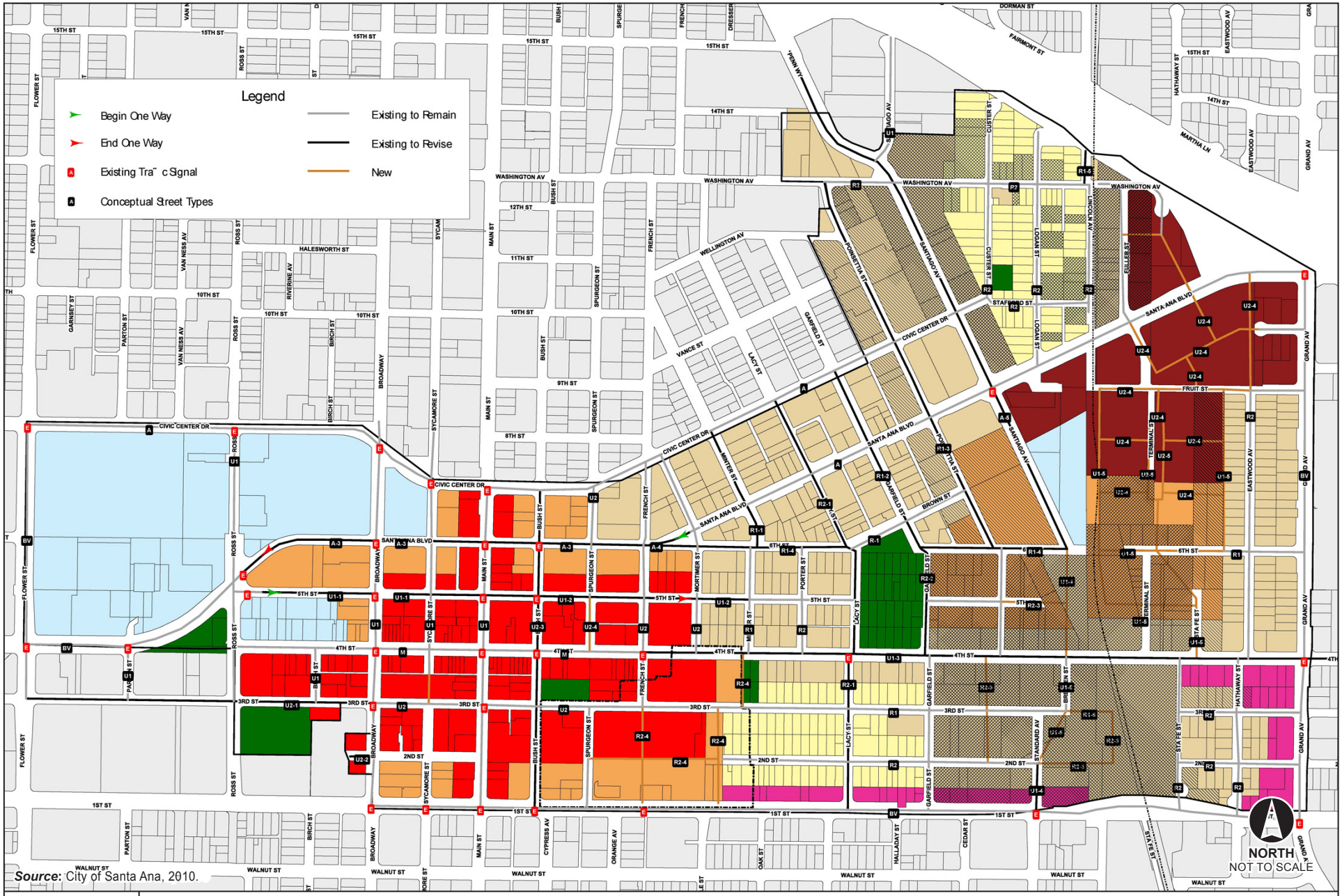
1	611	N. Minter St.
2	505	N. Minter St.
	507	N. Minter St.
	601-603	E. Fifth St.
3	610-612	E. Fifth St.
4	620	E. Fifth St.
5	621	E. Fifth St.
	508 & 510	N. Porter St.
6	712	E. Fifth St.
7	720	E. Sixth St.
8	714	E. Sixth St.
9	710	E. Sixth St.
10	623	N. Garfield St.
11	801	E. Santa Ana Blvd.
	707	N. Garfield St.
12	501	E. Fifth Street
13	615	E. Fifth Street
14	505	E. Fifth Street

Agency Parcels
Transit Zoning Colde Boundary

NORTH
NOT TO SCALE

Source: Santa Ana General Plan, 2010.

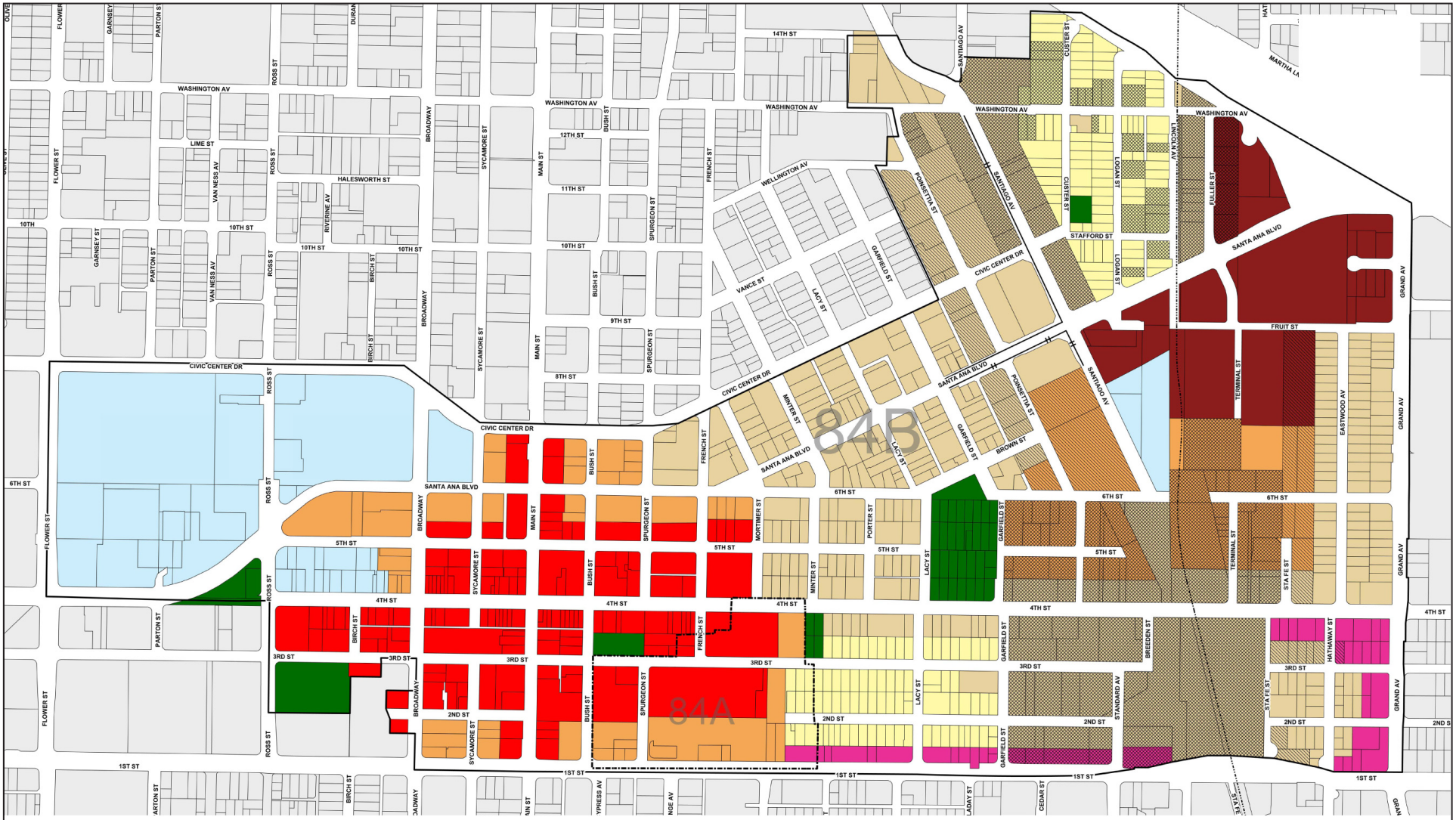
FIGURE **3-8**
Demolitions [Revised]



***Source*:** City of Santa Ana, 2010.

FIGURE **3-9**

Street Network Plan [Revised]



Corridor (CDR)
Downtown (DT)
Government Center (GC)
Open Space (OS)
Transit Village (TV)
Urban Center (UC)
Urban Neighborhood (UN-1)
Urban Neighborhood (UN-2)
Industrial Overlay M-1 (OZ)
Industrial Overlay M-2 (OZ)
SD-84 A & SD-84B
Transit Zoning Code Boundary

NORTH
NOT TO SCALE

***Source*:** City of Santa Ana GIS, May 2010.

FIGURE **4.7-1**

Transit Zoning Code (SD 84A and SD 84B) Map [Revised]

9.4 APPENDIX CHANGES

The former Santa Ana Renaissance Specific Plan EIR covered most of the same project area as the proposed Transit Zoning Code (SD 84A and SD 84B). However, as indicated throughout this document, the Santa Ana Renaissance Specific Plan was never approved and no longer exists. Nonetheless, at the very inception of the Transit Zoning Code (SD 84A and SD 84B) project, it was not officially named as such. The very nature and process of environmental review requires numerous detailed technical analyses in support of the EIR; many of which were begun prior to the Transit Zoning Code (SD 84A and SD 84B) receiving its official name. Thus, there appeared throughout the Appendices in the Draft EIR numerous references to "Santa Ana Renaissance Specific Plan" or some linguistic derivative thereof. It should be noted that these references in no way indicate that any project other than the Transit Zoning Code (SD 84A and SD 84B) was the focus of these analyses. These aforementioned technical appendices will not be reproduced and attached to the Final EIR.

There is a change to the appendices, which are included at the end of this Volume Ia:

- **Appendix G (Traffic Report [Revised])**—The traffic report has been revised to reflect minor changes due to the units of proposed future development. Areas where model output has changed are reflected in the Text Changes section of the Final EIR.
- **Appendix J (Alternatives Testing—Financial Analyses [Revised])**—Appendix J was included with the re-circulated Chapter 5 (Alternatives). Due to changes in market conditions, population, and other factors, this document has been revised accordingly.
- **Appendix K (Developer Project Phase I Environmental Site Assessments)**—Included are the Phase I Environmental Site Assessments prepared for the Developer Project parcels.