



California Environmental Quality Act
NOTICE OF PREPARATION

Date: June 11, 2013
To: Responsible Agencies and Interested Parties
Subject: Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting for the City of Santa Ana Harbor Boulevard Mixed Use Transit Corridor Plan

NOTICE IS HEREBY GIVEN that the City of Santa Ana has prepared an Initial Study for the City of Santa Ana Harbor Boulevard Mixed Use Transit Corridor Plan and has determined that an Environmental Impact Report (EIR) is necessary. Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of Santa Ana is the Lead Agency for the project. The purpose of this notice is (1) to serve as a Notice of Preparation (NOP) of an EIR pursuant to the CEQA Guidelines Section 15082, (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project, and (3) to notice the public scoping meeting. Copies of the Initial Study are available for review at the following locations:

City of Santa Ana, Planning Division
20 Civic Center Plaza
Santa Ana, CA 92701

Santa Ana Public Library
26 Civic Center Plaza
Santa Ana, CA 92701

The document can also be accessed online at <http://www.ci.santa-ana.ca.us/>

Notice of Availability: Pursuant to Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082, the Initial Study will be available for a 30-day public review beginning on June 13, 2013 through July 15, 2013. The City, as Lead Agency, requests that responsible and trustee agencies respond in a manner consistent with Section 15082(b) of the CEQA Guidelines. All comments and responses to this Notice of Preparation should be submitted in writing to Sergio Klotz, AICP, Principal Planner, City of Santa Ana, Planning and Building Agency, 20 Civic Center Plaza, M-20, Santa Ana, CA 92701 or by email to SKlotz@santa-ana.org, by **July 15, 2013**.

Scoping Meeting: The City will conduct a public scoping meeting in conjunction with this NOP in order to present the project and the EIR process and to receive public comments and suggestions regarding the scope and content of the EIR. The meeting will be held:

June 25, 2013 at 6:00 p.m.
Santa Ana Union Hall
3904 West First Street
Santa Ana, CA 92701

Project Title: Santa Ana Harbor Boulevard Mixed Use Transit Corridor Plan

Project Location: The 425-acre project area is oriented to Harbor Boulevard in Santa Ana, which is located in central Orange County. The project area generally includes parcels adjacent to Harbor Boulevard between Westminster Avenue and Lilac Way and parcels along Westminster Avenue, 1st Street, and 5th Street one-half mile east of Harbor Boulevard. The corridor's northern and southern ends are adjacent to the city boundaries of Garden Grove and Fountain Valley, respectively. The proposed Harbor Corridor Plan would apply to an approximately 305-acre portion of the project area that directly fronts Harbor Boulevard or perpendicular arterial streets. The remaining 120 acres of the project area,

which are proposed to be converted to conventional zoning, consist of the Willowick Golf Course and Campesino Park, residential properties along Jackson Street, and commercial properties along 5th Street. This portion of the project area is east of the Harbor Boulevard corridor and abuts the Santa Ana River to the east.

Project Description: The Harbor Boulevard Mixed Use Transit Corridor Plan would replace the existing 425-acre North Harbor Specific Plan (NHSP). The plan would change the boundaries of the NHSP so that the project would consist of two separate areas: 1) 305 acres within the boundaries of the existing 425-acre NHSP generally along Harbor Boulevard (or “Harbor Corridor Plan”), and 2) 120 acres within the existing NHSP in the Willowick Golf Course area (or “Conventional Zoning Area”). The Harbor Corridor Plan regulates 252 acres of the project area through the application of four zones: Transit Node, Corridor, Neighborhood Transitional, and Open Space. Buildout of the Harbor Corridor Plan would generate 3,884 additional dwelling units, 15,327 new residents, 13,721 additional square feet of commercial space, and approximately 173 additional employees in the plan area. Buildout projections for NHSP areas proposed for conversion to conventional zoning assume no change in numbers of dwelling units or population.

Implementation of the Harbor Corridor Plan would also include improvements to Harbor Boulevard and its cross streets: Fifth Street, First Street, McFadden Avenue, and Westminster Boulevard to create a robust multimodal corridor.

Environmental Issues: Based on the Initial Study prepared for the proposed project, the City anticipates that the following environmental impacts will need to be addressed in the EIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation & Traffic
- Utilities & Service Systems

The Draft EIR will address the short- and long-term effects of the Harbor Boulevard Mixed Use Transit Corridor Plan on the environment. Mitigation measures will be proposed for impacts that are determined to be significant.

Project Sponsor: City of Santa Ana
Consulting Firm: The Planning Center|DC&E

**NOTICE OF
PREPARATION
AND INITIAL
STUDY
FOR:**

**HARBOR BOULEVARD
MIXED USE TRANSIT
CORRIDOR PLAN**



prepared for:

CITY OF SANTA ANA

Contact:
Sergio Klotz
Principal Planner

prepared by:

**THE PLANNING
CENTER|DC&E**

Contact:
Nicole Morse, Esq.
Senior Associate

JUNE 2013

**INITIAL STUDY
FOR:**

**HARBOR BOULEVARD
MIXED USE TRANSIT
CORRIDOR PLAN**



prepared for:

CITY OF SANTA ANA

*City of Santa Ana
Planning and Building Agency
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Senior Associate*

SNT-11.0E

JUNE 2013

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1. Introduction

The City of Santa Ana is circulating for public review and comment this Notice of Preparation (NOP) and Initial Study for the Harbor Boulevard Mixed Use Transit Corridor Plan (Harbor Corridor Plan). This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment.

As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead agency with information to use as the basis for determining whether a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report (EIR) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

1.1 PROJECT LOCATION

As shown in Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*, the project area comprises approximately 425 acres oriented to Harbor Boulevard in Santa Ana, which is located in central Orange County. The project area generally includes parcels adjacent to Harbor Boulevard between Westminster Avenue and Lilac Way and parcels along Westminster Avenue, 1st Street, and 5th Street one-half mile east of Harbor Boulevard. The corridor's northern and southern ends are adjacent to the city boundaries of Garden Grove and Fountain Valley, respectively. The proposed Harbor Corridor Plan would apply to an approximately 305-acre portion of the project area that directly fronts Harbor Boulevard or perpendicular arterial streets. The remaining 120 acres of the project area, which are proposed to be converted to conventional zoning, consist of the Willowick Golf Course and Campesino Park, residential properties along Jackson Street, and commercial properties along 5th Street. This portion of the project area is east of the Harbor Boulevard corridor and abuts the Santa Ana River to the east.



1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The project area currently contains roughly two million square feet of commercial uses distributed fairly evenly along the corridor. Existing commercial uses occur both at midblock locations and at intersections and are dominated by auto service and sales, but also include grocery stores, service businesses, and restaurants. The project area contains 739 residential units, including multifamily residential and mobile-home communities accessed from Harbor Boulevard and single-family residential areas along Jackson Street. The Willowick Golf Course is an operating 18-hole public golf course. Existing uses are shown in Figure 3, *Aerial Photograph*.

1.2.2 Surrounding Land Use

The project area is in a highly urbanized, built-out portion of the city. It is generally surrounded by residential uses, which vary widely in character and density and include single-family neighborhoods, apartment complexes, and mobile-home communities. Most of the surrounding residential uses are accessed from streets perpendicular to Harbor Boulevard and not from Harbor Boulevard itself.

1. Introduction

1.2.3 Current Zoning and General Plan

Zoning

Adopted in 1992, the North Harbor Specific Plan (NHSP) planned for approximately 345 residential units and 5 million square feet of commercial uses on 425 acres. Under the NHSP, land within the project area falls under seven specific-plan districts: General Commercial, Recreational Vehicle/Automotive, Entertainment, Industrial, Open Space, Single Family Residential, and Townhomes. Acreage of existing specific plan zoning districts is shown in Table 1, *North Harbor Specific Plan Districts*. The existing zoning designations for the project area are also shown in Figure 4, *Current Zoning Designations*.

Table 1
North Harbor Specific Plan Districts

<i>District</i>	<i>Parcels within Proposed Harbor Corridor Plan (Acres)</i>	<i>Parcels Proposed to Be Converted to Conventional Zoning (Acres)</i>	<i>Total Acres</i>
General Commercial	137.2	0.0	137.2
Recreational Vehicle/Automotive	44.1	0.0	44.1
Entertainment	22.7	0.0	22.7
Industrial	24.4	0.0	24.4
Open Space	1.8	113.0*	114.8
Single Family Residence	13.5	8.7	22.3
Townhomes	9.4	0.0	9.4
Subtotal	253.1	121.7	374.9
ROW	N/A	N/A	50.0
Total			424.8

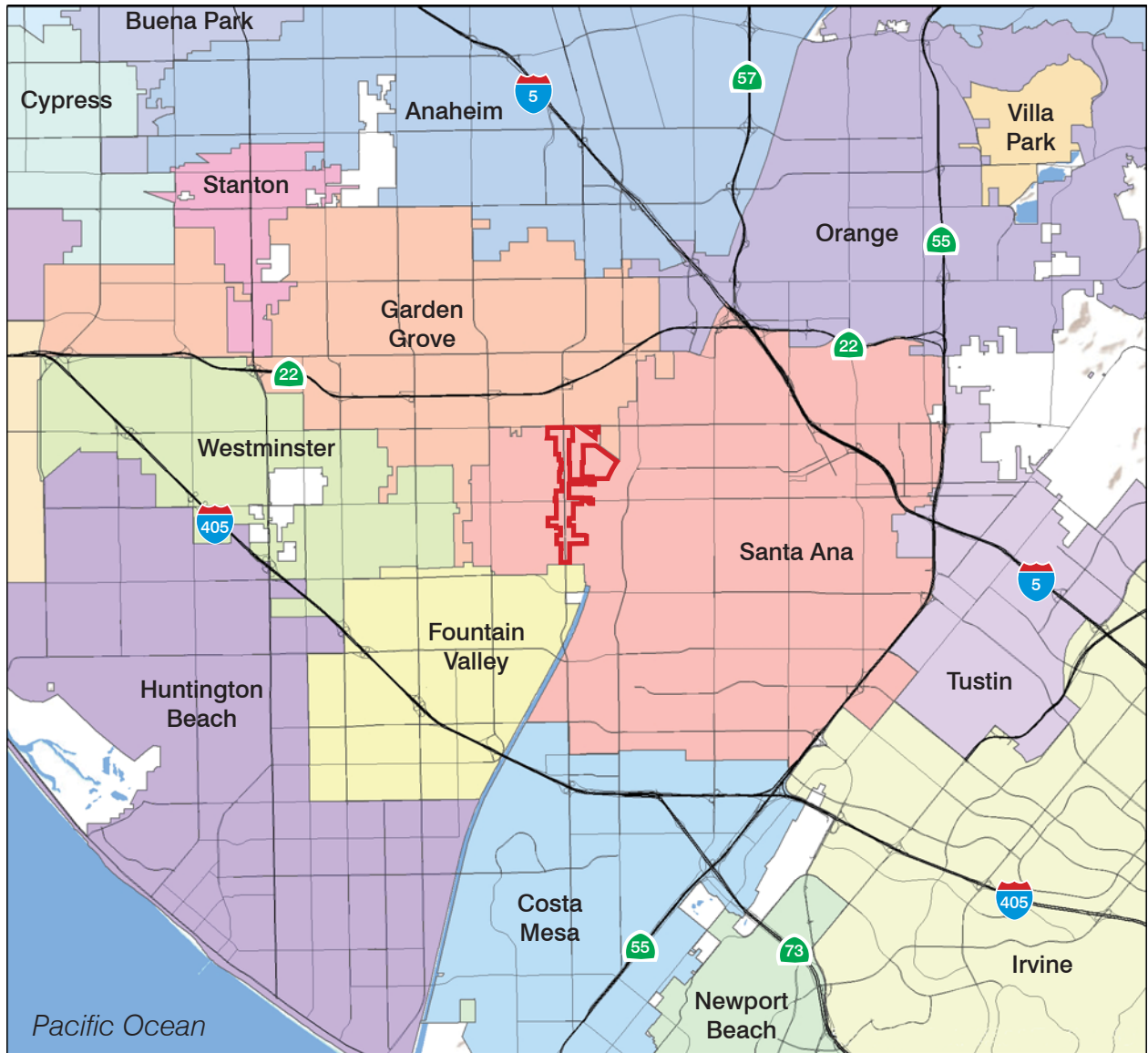
* The approximate 100-acre Willowick Golf Course provides the majority of the open space designation.

General Plan

General Plan designations on the project area include: Low Density Residential (LR-7), Low-Medium Density Residential (LMR-11), Medium Density Residential (MR-15), General Commercial (GC), Industrial (IND), and Open Space (O). A vast majority of the project area, including most parcels adjacent to Harbor Boulevard, McFadden Avenue, 1st Street, and 5th Street, are designated for General Commercial uses. The largest exceptions are the Willowick Golf Course, which is designated for Open Space uses, and the northeastern portion of the area along Westminster Avenue, which is designated for Office uses.

The Santa Ana General Plan also discusses the North Harbor Specific Plan and its application to the project area. It states that the NHSP was intended to promote commercial development along Harbor Boulevard while minimizing land use incompatibilities, and that the NHSP is consistent with the General Plan Land Use Plan. The NHSP is shown in the General Plan's map of specific plans.

Regional Location



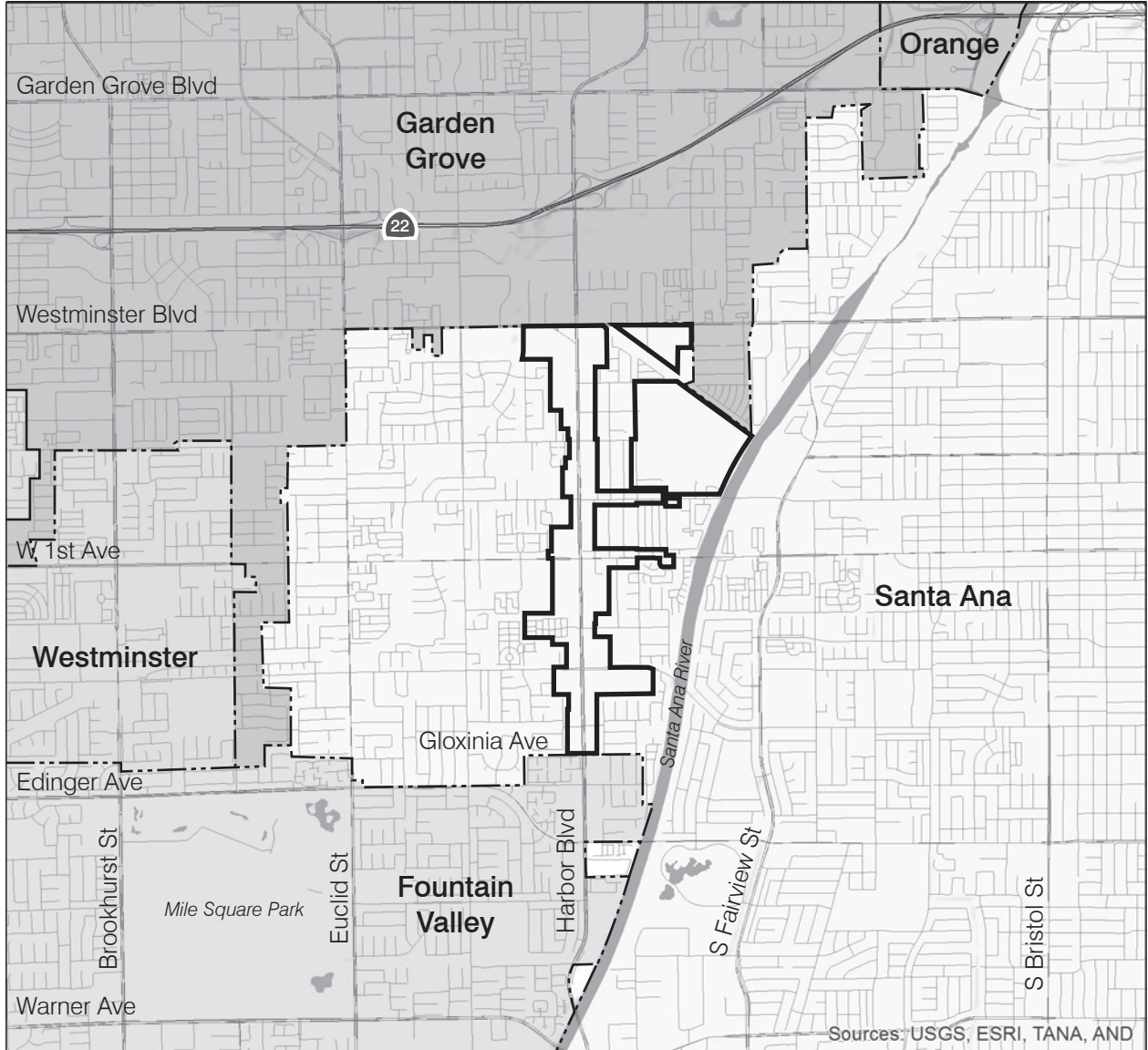
— Project Area Boundary



1. Introduction

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1. Introduction
Local Vicinity



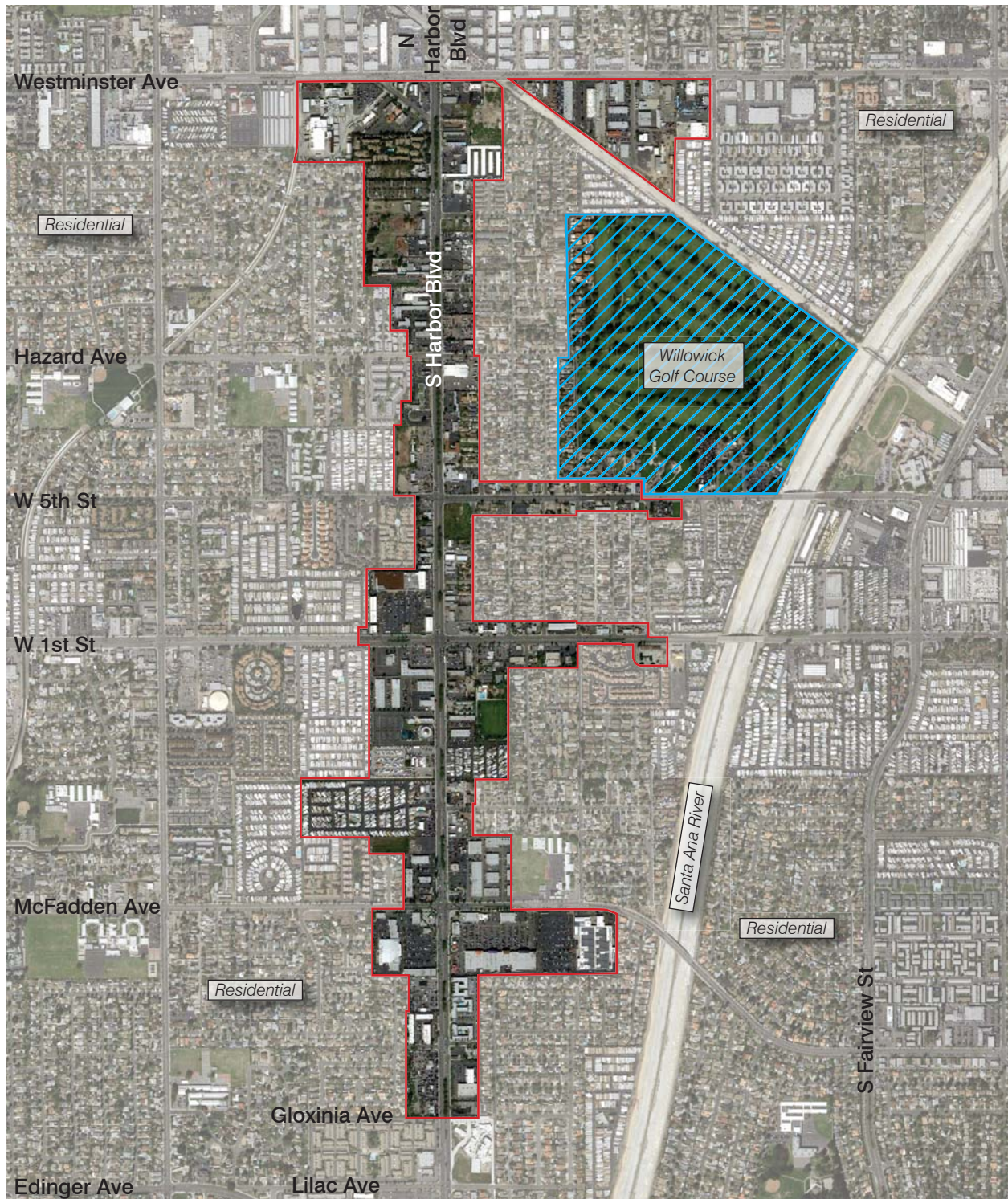
- Project Area Boundary
- - - City Boundary



1. Introduction

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Aerial Photograph



 Harbor Mixed Use Transit Corridor Plan

 Conventional Zoning

0  1,500
Scale (Feet)



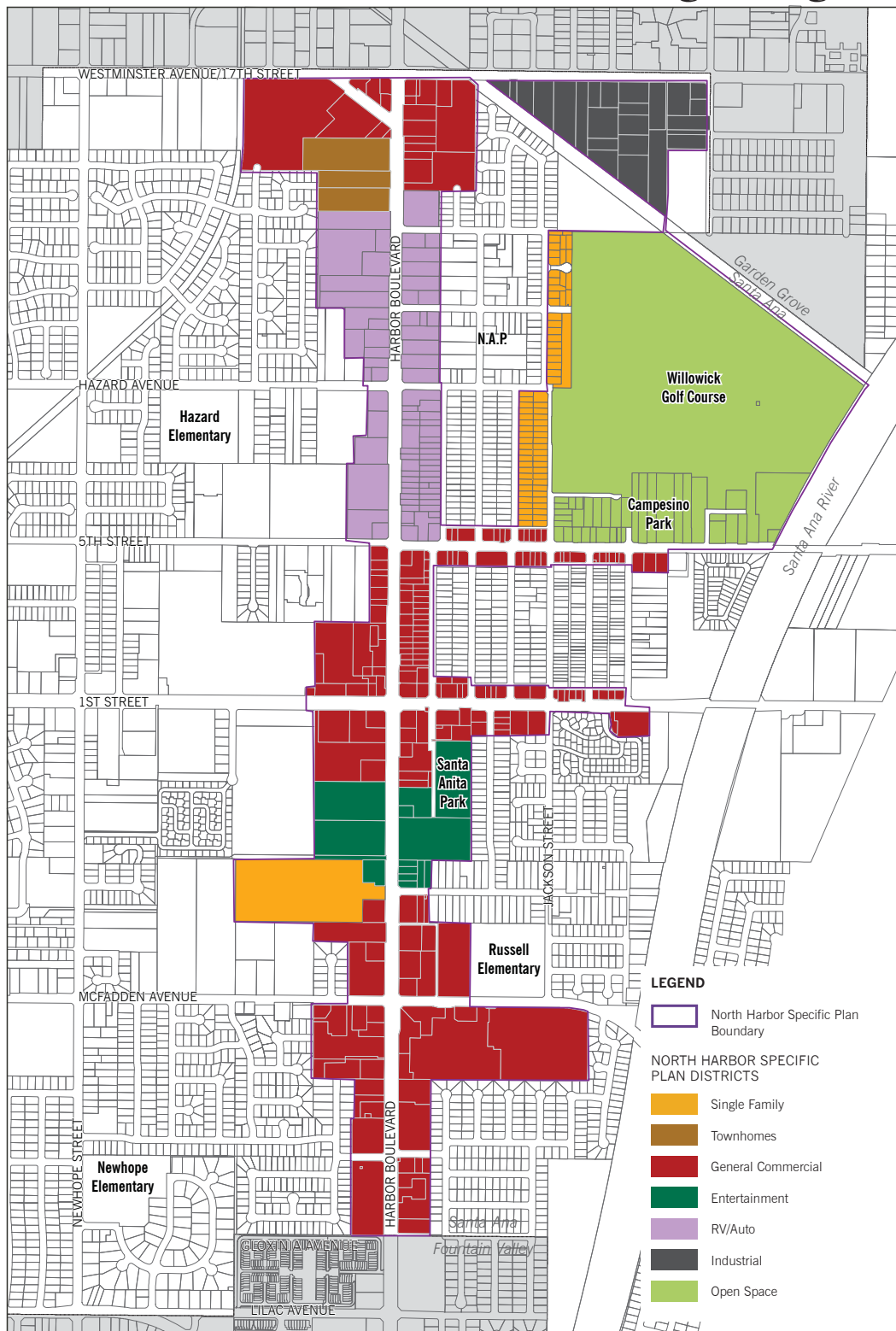
Basemap Source: Google Earth Pro 2012

Harbor Corridor Initial Study

1. Introduction

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Current Zoning Designations



1. Introduction

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1.3 PROJECT DESCRIPTION

The Harbor Boulevard Mixed Use Transit Corridor Plan would replace the existing 425-acre NHSP. The plan would change the boundaries of the NHSP so that the project would consist of two separate areas: 1) 305 acres within the boundaries of the existing 425-acre NHSP generally along Harbor Boulevard (or “Harbor Corridor Plan”), and 2) 120 acres within the existing NHSP in the Willowick Golf Course area (or “Conventional Zoning Area”). Both of these areas constitute the “project” for purposes of CEQA, but are described separately below.

Implementation of the Harbor Corridor Plan would also include improvements to Harbor Boulevard and its cross streets: Fifth Street, First Street, McFadden Avenue, and Westminster Boulevard. These improvements are designed to create a robust multimodal corridor that accommodates the movement of vehicular traffic through the City and region as well as other modes of travel. Proposed improvements include the enlargement of sidewalk and parkway areas to facilitate safe bicycle and pedestrian travel along Harbor Boulevard and efficient connections to the regional bicycle network. The improvements would maintain the same rights-of-way and number of travel lanes on the affected roadways.

1.3.1 Proposed Harbor Corridor Plan Land Uses

The Harbor Corridor Plan introduces land use and circulation changes to approximately 305 acres of land within the boundaries of the existing 425-acre NHSP, including approximately 50 acres of right-of-way located outside of parcels. Adoption of the Harbor Corridor Plan would allow for approximately 4,600 residential units and 2 million square feet of commercial space to be located in the plan area. Land use changes under the Harbor Corridor Plan would involve replacing the NHSP’s zoning districts with four Harbor Corridor Plan zones described below. Each zone has its own development standards, preferred building and frontage types, landscape palette, and strategies promoting integration between new development and the existing neighborhood. Circulation improvements introduced by the Harbor Corridor Plan emphasize a multimodal approach to circulation and a dynamic relationship between the transportation corridor and adjacent land uses. Development of the Harbor Corridor Plan was guided by the following five principles:

- 1) Housing and Mixed-Use Development Opportunities
- 2) Economic Vitality and New Opportunities for Businesses and Residents
- 3) Access to Multi-Modal Transportation
- 4) A Sense of Place
- 5) Community Health and Wellness

The Harbor Corridor Plan regulates 252 acres of the project area through the application of four zones: Transit Node, Corridor, Neighborhood Transitional, and Open Space.

Transit Node (TN). The Transit Node zone (125 acres) is intended to provide standards for compact transit-supportive mixed-use and residential development. This zone is characterized by a wide range of building intensity, including mixed-use flex blocks, liners, stacked flats, courtyard housing, and live-work units. The zone accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices and flats above in the mixed-use building types, at high intensities and densities.



1. Introduction

Corridor (CDR). The Corridor zone (108 acres) is applied to properties along Harbor Boulevard between BRT stations and is intended to provide housing options and neighborhood serving uses within walking distance of a transit node. The zone also identifies areas set aside exclusively for moderate- and high-density residential projects to facilitate a range of affordable housing options. Building types include lined block, stacked flats, courtyard housing, live-work, rowhouses, and tuck-under units. Mixed-use and nonresidential projects are centered on key intersections while residential and public/quasi-public uses infill at midblock locations.

Neighborhood Transitional (NT). The Neighborhood Transitional zone (15 acres) provides standards for development that acts as a transition between the single-family neighborhoods to the north and south of 1st and 5th streets and the Corridor and Transit Node zones.

Designated for the lowest scale and the lowest intensity of uses in the Harbor Corridor Plan, development in this zone is limited to residential, live-work, or neighborhood-serving commercial uses. These uses may combine commercial on the ground floor with residential above or in freestanding single-use buildings on the same site two and three stories in height.

Open Space (OS). The Open Space and Recreation zone (4 acres) identifies areas reserved for community parks and other open spaces. Allowable structures in this zone are limited to those necessary to support the specific open space and recreation purposes, such as sport-court enclosures, multi-purpose buildings, and trails.

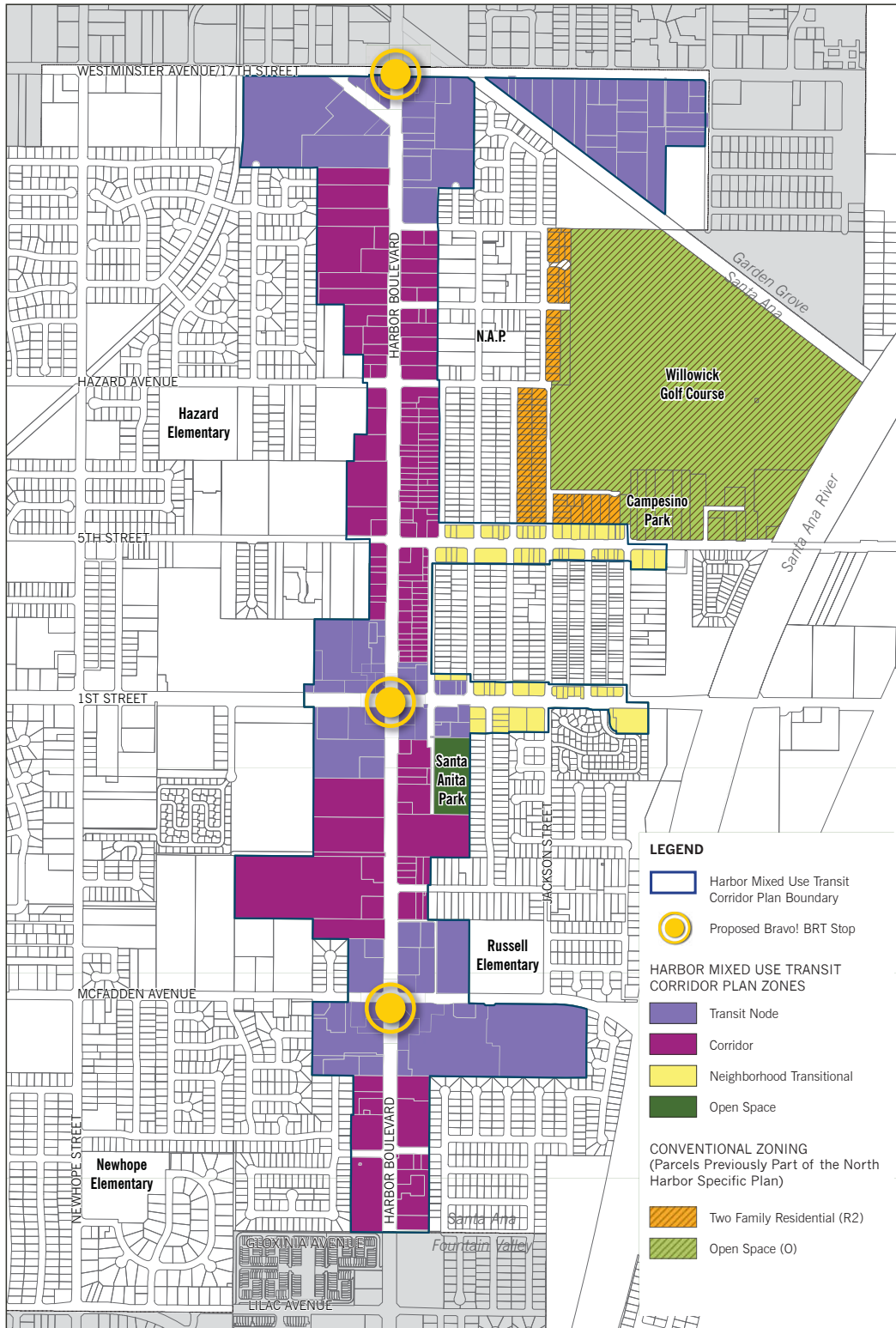
Harbor Corridor Plan Buildout

Buildout of the Harbor Corridor Plan would generate 3,884 additional dwelling units, 15,327 new residents, 13,721 additional square feet of commercial space, and approximately 173 additional employees in the plan area. Table 2, *Zoning and Buildout Projections for the Proposed Harbor Corridor Plan*, outlines the proposed zoning designations and summarizes buildout projections. Proposed zoning is also shown in Figure 5, *Proposed Zoning Designations*.

Table 2
Zoning and Buildout Projections for the Proposed Harbor Corridor Plan

<i>Harbor Corridor Plan Zoning Designation</i>	<i>Acres</i>	<i>Dwelling Units</i>	<i>Population</i>	<i>Commercial Building, Square Feet</i>	<i>Employees</i>
Transit Node (TN)	125	2,029	8,114	1,836,155	1,463
Corridor (CDR)	108	2,416	9,751	131,827	96
Neighborhood Transitional (NT)	15	178	714	-	-
Open Space & Recreation (OS)	4	-	-	-	-
ROW	50	-	-	-	-
Subtotal	302	4,623	18,579	1,967,982	1,559
Existing Land Uses	-	739	3,252	1,954,261	1,386
Difference Compared to Existing Land Uses	-	3,884	15,327	13,721	173

Proposed Zoning Designations



1. Introduction

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1. Introduction

1.3.2 Parcels Proposed for Conversion to Conventional Zoning (Conventional Zoning Area)

The remaining 120 acres of land within the existing NHSP is proposed to be extracted from the NHSP and converted to conventional zoning. This area would not be included in the proposed Harbor Corridor Plan. Land uses in the area consist of the Willowick Golf Course and Cesar Chavez/Campesino Park, residential properties along Jackson Street, and commercial properties along 5th Street. Zoning designations for the parcels in question were determined based on existing conditions and would be adopted upon repeal of the NHSP. Willowick Golf Course, Cesar Chavez/Campesino Park, and the properties in between would be zoned Open Space Area (O), and residential properties along Jackson Street would be zoned Two Family Residential (R2).

Conventional Zoning Area Buildout

Conventional zoning designations were chosen to be consistent with the existing land uses. No new development is intended for this area. The R2 designation was chosen for existing residential uses because it is consistent with the established character of the neighborhood. There is one exception of two parcels along 5th Street (2.5 acres total), based on the City's OS zone, these parcels could be developed for commercial recreation/entertainment and public/quasi-public facilities. However, the existing intensity of development is not expected to change. Therefore, buildout projections for NHSP areas proposed for conversion to conventional zoning assume no change in numbers of dwelling units or population. Buildout projections for the parcels proposed for conversion to conventional zoning are shown in Table 3.



Table 3
Buildout Projections for Parcels Proposed to Be Converted to Conventional Zoning

	<i>Existing Land Uses</i>	<i>Buildout of Proposed Project</i>	<i>Difference</i>
Dwelling Units	92	92 ¹	-
Population	405	405 ¹	-
Commercial Building, Square Feet	3,700	3,700 ¹	-
Employees	3	3	-

¹ Assumes no change from existing conditions.

1.4 CITY ACTION REQUESTED

The Santa Ana City Council is the City's legislative body and the approving authority for the Harbor Corridor Plan. In order to implement the General Plan, the City Council must take the following actions:

- Certification of the Harbor Boulevard Mixed Use Transit Corridor Plan EIR
- Adoption of Findings of Fact (and Statement of Overriding Considerations, if required)
- Adoption of a Mitigation Monitoring and Reporting Program
- Adoption of the Harbor Boulevard Mixed Use Transit Corridor Plan
- Adoption of Zone Change (for areas outside proposed Harbor Corridor Plan)

1. Introduction

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2. *Environmental Checklist*

2.1 BACKGROUND

1. **Project Title:** Harbor Boulevard Mixed Use Transit Corridor Plan (Harbor Corridor Plan)

2. **Lead Agency Name and Address:**

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

3. **Contact Person and Phone Number:**

Sergio Klotz, Principal Planner
(714) 667-2796

4. **Project Location:**

The project area comprises approximately 425 acres oriented to the portion of Harbor Boulevard that traverses the City of Santa Ana in central Orange County. The project area generally includes parcels adjacent to Harbor Boulevard between Westminster Avenue and Lilac Way and parcels along Westminster Avenue, 1st Street, and 5th Street one-half mile east of Harbor Boulevard. The corridor's northern and southern ends are adjacent to the city boundaries of Garden Grove and Fountain Valley, respectively.

5. **Project Sponsor's Name and Address:**

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

6. **General Plan Designation:**

Low Density Residential (LR-7), Low-Medium Density Residential (LMR-11), Medium Density Residential (MR-15), General Commercial (GC), Industrial (IND), and Open Space (O).

7. **Zoning:** Specific Plan (North Harbor Specific Plan)

8. **Description of Project:** A detailed description is included in Section 1.3.

9. **Surrounding Land Uses and Setting:**

The project area is located in a highly urbanized, built-out portion of central Orange County. It is generally surrounded by residential uses, which vary widely in character and density and include single-family neighborhoods, apartment complexes, and mobile-home communities. Most of the surrounding residential uses are accessed from streets perpendicular to Harbor Boulevard and not from Harbor Boulevard itself.

10. **Other Public Agencies Whose Approval Is Required:**



2. Environmental Checklist

- 3.** Department of Toxic Substances Control (DTSC): If site remediation is required.
- 4.** Orange County Flood Control District (OCFCD): Encroachment permits may be required if any improvements are proposed within the OCFCD right-of-way.
- 5.** Santa Ana Regional Quality Control Board (SARQCB): Site remediation and water quality.
- 6.** South Coast Air Quality Management District (SCAQMD): Permit to construct.

2. Environmental Checklist

6.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input checked="" type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

6.2 DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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



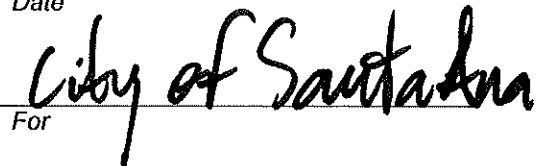
Signature



Printed Name



Date



For



2. Environmental Checklist

6.3 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analyses Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.

2. Environmental Checklist

- 9) The explanation of each issue should identify:
- a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significant.



2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?			X	

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<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	



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<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

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IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	X			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site	X			
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	X			
f) Otherwise substantially degrade water quality?	X			
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	X			
j) Inundation by seiche, tsunami, or mudflow?				X
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X



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XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	X			

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<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	X			
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	X			
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X			
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	



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<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

7. *Environmental Analysis*

Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

7.1 AESTHETICS

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

No Impact. Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. Although the project area offers limited views of the distant San Gabriel Mountains to the north, these views are largely obstructed and do not constitute scenic vistas. Implementation of the proposed project would intensify land use along the Harbor Corridor. However, development allowed under the proposed project would not have the potential to obstruct or otherwise impact public views of scenic vistas. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

No Impact. There are no rock outcroppings or any other scenic resources onsite. There are some ornamental trees in onsite landscaped areas and in parking areas, but these trees are not considered scenic resources. They are typical of landscaped ornamental trees in urban areas of southern California. Therefore, the removal of some of the trees onsite would not damage scenic resources and no impact would occur. Additionally, there are not state scenic highways adjacent to or near the project area as designated by the State of California Department of Transportation (Caltrans). The project area is not within a state scenic highway, nor is the project area visible from any officially designated or eligible scenic highway. Therefore, the project would not damage scenic resources within a state scenic highway and no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

c) **Substantially degrade the existing visual character or quality of the site and its surroundings?**

Potentially Significant Impact. The project area is in a highly urbanized, built-out portion of central Orange County and is developed with a mixture of commercial and residential uses. The proposed project would allow a net increase of up to 3,884 residential units and 13,721 square feet of commercial space in the project area. Implementation the Harbor Corridor Plan would introduce new uses to the project area including multi-story buildings up to six stories tall (possibly up to ten stories at the northern transit node), resulting in development that differs from existing land uses in scale, mass, density, and character. The Harbor Corridor Plan would also identify design goals, development standards and design guidelines that would have the potential to alter the visual character of the area. The EIR will evaluate potential impacts to visual character and quality and will identify mitigation measures as necessary.

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

Potentially Significant Impact. The project area is currently developed with a variety of uses and is located in an urban setting. Existing sources of light include street lights, vehicle headlights, building security lights, and parking lot lights. Implementation of the proposed project would introduce new uses to



3. Environmental Analysis

the project area, including multi-story buildings up to six stories tall in the Transit Node District (possibly up to ten stories at the northern transit node). In the Corridor and Neighborhood Transitional Districts, the Harbor Corridor Plan would allow up to three- or four-story residential and mixed-use development at mid-block locations. These new uses and related lighting could increase levels of light and glare above existing conditions, potentially resulting in impacts to day or nighttime views. The EIR will analyze potential impacts relating to light and glare and will identify mitigation measures as necessary.

7.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

No Impact. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped in or near the project area, which is entirely developed with urban uses. The Orange County Important Farmland 2010 map prepared by the California Department of Conservation indicates that the property is categorized as "Urban and Built-Up," which is defined as "land occupied by structures with a building density of at least one unit to 1.5 acres or approximately six structures to a 10-acre parcel; common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment and water control structures" (CDC 2011). Therefore, implementation of the proposed project would not convert mapped farmland to nonagricultural use and no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

No Impact. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible opens space uses under contract with local governments. In exchange, the land is taxed based on actual use rather than potential market value. The City of Santa Ana General Plan does not designate the project area or any other area within the City for agricultural uses. Additionally, there are no Williamson Act contracts in effect on or adjacent to the project area (DLRP 2004). Therefore, future development in the project area would not result in the conversion of areas zoned for agriculture uses to nonagricultural use, and further analysis is not required. No impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

No Impact. The project area contains no areas designated forest land or timberland as defined by Public Resources Code sections 12220(g) or 4526 or Government Code section 51104(g). Therefore, implementation of the project would not cause rezoning or conflict with the existing zoning of forest land

3. Environmental Analysis

or timberland, and no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

No Impact. The project area is built out and developed with urban uses. There is no contiguous or adjacent “forest land” as defined by the California Public Resources Code.¹ Therefore, the proposed project would not have an impact on existing forest uses that would result in loss of forest land. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

No Impact. As discussed above, the project area does not contain agricultural or forest resources. No impacts would occur and this issue will not be addressed in the EIR. No mitigation is necessary.

7.3 AIR QUALITY

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

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

Potentially Significant Impact. The City of Santa Ana is in the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). SCAQMD’s 2012 AQMP is based on regional growth forecasts for the Southern California Association of Governments (SCAG) region. Buildout of the project would involve changes in land use intensity and traffic patterns, potentially resulting in an increase of air pollutant emissions and could potentially result in significant impacts to air quality. The EIR will assess the Harbor Corridor Plan’s consistency with the AQMP and identify mitigation measures as necessary.



b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. As discussed above, the City of Santa Ana is in the SoCAB, which is designated as nonattainment for O₃, PM_{2.5}, and PM₁₀² under the California and National ambient air quality standards (AAQS), and nonattainment for NO₂ under the California AAQS. Although the project area’s proximity to Harbor Boulevard transit lines planned by the Orange County Transportation Authority may result in reductions in vehicle emissions, development pursuant to the Harbor Corridor Plan would generate an increase in vehicle trips, impacting air quality during construction and operation of planned uses. Air pollutant emissions associated with the increase in stationary and mobile sources of air pollution may exceed the SCAQMD regional significance thresholds and contribute to the current nonattainment status of the SoCAB. The EIR will evaluate the potential for implementation of project to generate significant air quality impacts. Mitigation measures will be identified as necessary.

¹ Forest land is land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefit (California Public Resources Code, section 12220).

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- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Potentially Significant Impact. Santa Ana is in a nonattainment area for O₃, PM_{2.5}, and PM₁₀ under the California and National AAQS, and nonattainment for NO₂ under the California AAQS. Short-term construction activities and long-term operation of future development accommodated by the Harbor Corridor Plan could generate emissions that cumulatively contribute to the nonattainment designations of the SoCAB. Criteria air pollutant increases and associated impacts will be examined in the EIR and mitigation measures will be identified as necessary.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Sensitive receptors within the project area include Hazard Elementary School, Russell Elementary School, and the Harbor Learning Center. Future development pursuant to implementation of the project may expose existing and/or new sensitive receptors to substantial pollutant concentrations. The EIR will evaluate the potential for construction and operation of the proposed project to exceed SCAQMD's localized significance thresholds (LSTs) in accordance with SCAQMD's guidance methodology. Mitigation measures will be identified as necessary.

- e) **Create objectionable odors affecting a substantial number of people?**

Less Than Significant Impact. The proposed project would not emit objectionable odors that would affect a substantial number of people. A project would result in a significant impact relating to odors if it would create an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Odors generated by new non-residential land uses in the project area are not expected to be significant or highly objectionable and would be required to be in compliance with SCAQMD Rule 402. Likewise, existing facilities are required to be in compliance with SCAQMD Rule 402 to prevent nuisances on sensitive land uses. Facilities that are likely to generate objectionable odors, such as those listed above, would not be permitted land uses under the Harbor Corridor Plan. Therefore, no impacts would occur relating to ongoing operation of new land uses.

During construction of future projects allowed under the Harbor Corridor Plan, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary and are not expected to affect a substantial number of people. Temporary emissions are also controlled by permitting regulations. Therefore, impacts relating to construction activities would be less than significant. This topic will not be evaluated in the EIR and no mitigation is necessary.

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7.4 BIOLOGICAL RESOURCES

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

No Impact. Nearly all of the project area is developed with urban land uses. Although there are vacant parcels in the project area, these parcels are graded, disturbed land and do not feature native habitat. There is no suitable habitat for sensitive species in the project area. The area is surrounded by urban land uses and isolated from areas supporting suitable habitat for sensitive species. Therefore, no impact would occur. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

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

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. No riparian habitat or other sensitive natural communities occur in the project area. The project area is not included in any of local or regional plans, policies, and regulations that identify riparian habitat or other sensitive natural community. Therefore, no impact would occur. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. Although the potential development area contains no natural wetlands, the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory designates one waterway in the project area as a riverine wetland (USFWS 2012). However, this waterway, which drains into the East Garden Grove-Wintersburg Channel, consists of a fenced, man-made concrete channel with limited vegetation. The channel would not be altered by development built pursuant to the proposed project. No direct or indirect impacts would occur.

The channelized Santa Ana River, approximately 1,000 feet east of the project area, is also designated a riverine wetland area. However, the river is adjacent to the Willowick Golf Course, which would not be available for redevelopment under the Open Area (O) zoning designation proposed for the course. Project implementation would not involve direct removal, filling, hydrological interruption, or other direct or indirect impact to these drainages or other wetlands under jurisdiction of regulatory agencies. Therefore, no impact to federally protected wetlands would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

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



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Less Than Significant Impact. The project area is almost entirely developed and is surrounded by developed urban uses. Thus, the project area is not available for overland wildlife movement or migration. The project area contains some trees, but these are primarily ornamental street trees and small groupings of other ornamental trees that do not provide suitable nesting habitat for migratory birds. New construction or redevelopment allowed under the project would not substantially interfere with a wildlife corridor. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

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

No Impact. Trees in Santa Ana are protected under Chapter 33, Article VII of the Municipal Code, which regulates the planting, maintenance, and removal of trees in the City. Projects developed under the Harbor Corridor Plan may involve the removal of existing ornamental trees, including street trees. However, those projects would be required to comply with provisions of the Municipal Code as identified above. Therefore, implementation of the proposed project would not conflict with local policies or ordinances protecting trees and no impact would occur. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

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

No Impact. The project area is in the plan area of the Orange County Transportation Authority Natural Community Conservation Plan Habitat Conservation Plan (OCTA NCCP/HCP), which will include the entirety of Orange County once adopted. However, the OCTA NCCP/HCP is still under development and will apply only to habitat restoration projects on land acquired to offset impacts to 13 freeway improvements funded through Measure M2, which was approved by voters in 2006 (OCTA 2012). The project area does not contain any lands that are being considered for habitat restoration. Therefore, the proposed project does not conflict with the provisions of an adopted habitat conservation plan and no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

7.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii) Is associated with the lives of persons important in our past;
- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The City of Santa Ana identifies three neighborhoods in the City as historic districts, two of which are federally recognized: the Downtown National Register District and the French Park National Register

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District (City of Santa Ana 2004). The City also maintains a list of historic properties called the Santa Ana Register of Historic Properties, which currently includes over 500 properties (Santa Ana 2011). The project area was largely developed during the 1960s and 1970s and does not include historically important resources. The project area is not within the City's three designated historic districts and does not contain any of the historic resources listed in the Santa Ana Register of Historic Properties. Therefore, implementation of the proposed project would not result in impacts to historical resources. Further, if a property in the project area is designated a "place of historical or architectural significance" at a later date, development on that property pursuant to the proposed project would be required to comply with provisions of Chapter 30, "Places of Historical or Significance", of the Santa Ana Municipal Code. This chapter of the code regulates the modification and demolition of historic properties. This topic will not be evaluated in the EIR and no mitigation is required.

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

Potentially Significant Impact. A potentially significant impact would occur if a known or unknown archaeological resource were removed, altered, or destroyed as a result of the proposed development. Nearly all of the project area is developed with urban uses where ground has been previously disturbed by construction of those uses. The Land Use Element of the Santa Ana General Plan discusses archaeological resources and states that there is 1 prehistoric archeological site and 18 post-European-contact archeological sites in the City (Santa Ana 1998). No archeological areas were identified in the project area, and areas of the City mapped as having high archeological sensitivity do not include the project area. However, archaeological resources could still be present in soils that have been previously disturbed. Therefore, significant impacts may occur. This topic will be evaluated in the EIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. A potentially significant impact would occur if excavation or construction activities in accordance with implementation of the proposed project would disturb existing paleontological or unique geological features in the project area. The project area lies in an urbanized portion of the City of Santa Ana that is almost entirely flat; there are no unique geological features within the project area boundary. However, even though the vast majority of the project area is developed, there is some possibility that paleontological resources are present in soil in the project area and that ground disturbance by projects approved under the Harbor Corridor Plan (or related application of conventional zoning designations to the remaining NHSP area) could damage such fossils. Therefore, significant impacts may occur. This topic will be evaluated in the EIR and mitigation measures will be identified as necessary.

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

No Impact. There are no known human remains in the project area. The project area is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. In addition, ground has been disturbed on almost all of the project area by construction of existing land uses. Thus, human remains are not expected to be encountered during construction of projects built pursuant to the proposed project.

California Health and Safety Code Section 7050.5 requires that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation until the coroner has determined that the remains are not subject to provisions of law concerning investigation of the circumstances, manner, and cause of any death and has made recommendations



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concerning the treatment and disposition of the human remains to the person responsible. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Implementation of the proposed project would comply with provisions of state law regarding discovery of human remains, and impacts relating to the disturbance of human remains would be less than significant. This topic will not be evaluated in the EIR and no mitigation is necessary.

7.6 GEOLOGY AND SOILS

a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

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

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed to prevent construction of buildings used for human occupancy on the surface of active faults. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes. An active fault is a fault that has had surface displacement within the last 11,000 years. There are no Alquist-Priolo Earthquake Fault Zones in or near the project area; the nearest such zone is 2.9 miles southwest of the project area along the Newport-Inglewood Fault (CGS 1986). The risk of surface rupture of a known fault in or near the project area is very low due to the lack of known active faults. Because specific construction projects are not proposed at this time and future projects developed pursuant to the project would be required to comply with all applicable Building and Safety Division requirements, impacts would be less than significant. This topic will not be evaluated in the EIR and no mitigation is necessary.

ii) **Strong seismic ground shaking?**

Potentially Significant Impact. There are several known active faults in the region, including the Newport-Inglewood Fault system approximately four miles to the southwest. Additional minor faults traverse the City of Santa Ana near the project area but are considered inactive (CGS 2010). A major earthquake along any the region's major active faults will cause seismic ground shaking in Santa Ana. Much of the City is on sandy, stony, or gravelly loam formed on the alluvial fan adjacent to the San Gabriel Mountains. This soil is more porous and loosely compacted than bedrock, and thus subject to greater impacts from seismic ground shaking than bedrock.

Structures built in accordance with the Harbor Corridor Plan would be designed and built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), which contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the probable strength of ground motion. However, strong seismic ground shaking could result in liquefaction, subsidence, and other impacts that could expose people and structures to adverse effects. Therefore, implementation of the Harbor Corridor Plan could result in significant hazards arising from strong ground shaking. Impacts related to seismic ground shaking would be potentially significant and this topic will be further evaluated in the EIR. Mitigation measures will be identified as necessary.

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iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction refers to soils that lose their load-supporting capability when strongly shaken. In general, soils that are susceptible to liquefaction are loose, saturated granular soils having low content of fine-grained particles (such as clays) and under low confining pressures. Liquefaction can make soils highly mobile, leading to lateral movement, sliding, consolidation, and settlement of loose sediments; sand boils; and other damaging deformations. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

The entirety of the project area is within the liquefaction zone identified in the State of California Seismic Hazard Zones Map (Anaheim and Newport Beach Quadrangles) and may be prone to liquefaction due to a shallow groundwater condition, especially during wetter years, which is associated with high liquefaction potential. Therefore, a risk of ground deformation due to liquefaction exists. This topic will be studied further in the EIR and mitigation measures will be identified as necessary.

iv) Landslides?

No Impact. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The project area is generally flat with no significant slopes on or adjacent to the project area. Therefore, no impacts related to landslides are anticipated. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The project area is in a highly urbanized, built-out portion of central Orange County and is largely flat; soils have already been disturbed by development. Although soils in the project area could experience erosion during construction of improvements to Harbor Corridor and during development of individual projects pursuant to the Harbor Corridor Plan, implementation of the proposed project would not cause substantial soil erosion.

The State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and stormwater discharge requirements applying to construction projects of one acre or more. The General Construction Permit was issued pursuant to National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The General Construction Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 4, below. Future development within the project area is required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during project construction. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant. This topic will not be further evaluated in the EIR and no mitigation is necessary.



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Table 4
Examples of Construction Phase Stormwater Pollution Prevention BMPs

<i>Category</i>	<i>Goal</i>	<i>Sample Measures</i>
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping
Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

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

Potentially Significant Impact. Liquefaction and lateral spreading are addressed above in Section 3.6.a.iii, and landslides are addressed above in Section 3.6.a.iv. Geologic hazards are potentially significant and will be evaluated in the EIR. Mitigation measures will be identified as necessary.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Potentially Significant Impact. Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking can shift, crack, or break structures built on such soils. This issue will be further evaluated in the EIR and mitigation measures will be identified as necessary.

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

No Impact. The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Future development in the project area would use City sewer lines and wastewater disposal systems. Therefore, no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

7.7 GREENHOUSE GAS EMISSIONS

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

Potentially Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-

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plus years. This will occur primarily through the implementation of Assembly Bill 32 (AB 32, 2006) and Senate Bill 375 (SB 375, 2008), which will address GHG emissions on a statewide, cumulative basis. The construction activities, operation, and vehicle traffic associated with this increase in development have the potential to generate GHG emissions that could significantly impact the environment. The EIR will evaluate the potential for the proposed project to generate a substantial increase in GHG emissions. Mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The California Air Resources Board's (CARB) Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target, established by AB 32, of 1990 emission levels by year 2020. The proposed project would generate a net increase of GHG emissions from construction and operational activities within the City. Because GHG emissions generated by the project may be substantial, the proposed project may conflict with GHG reduction targets of CARB's Scoping Plan and impacts are potentially significant. The EIR will evaluate consistency with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Mitigation measures will be identified as necessary.

7.8 HAZARDS AND HAZARDOUS MATERIALS

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

Less Than Significant Impact. Industrial uses requiring the routine transport, use, or disposal of hazardous materials would be prohibited in the project area under the proposed zoning. Land uses planned for the project area consist primarily of residential and neighborhood-serving commercial uses and would only use limited amounts of hazardous materials for cleaning and maintenance purposes. Individual projects built in accordance with the proposed project would be required to adhere to the existing regulations of local, state, and federal agencies regarding the use and storage of hazardous substances. Therefore, impacts would be less than significant. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

Potentially Significant Impact. The project area is currently built out with residential and commercial uses. Further analysis is necessary to characterize the existing conditions within the project area with respect to past and current activities involving the handling, use, storage, transport, or emission of hazardous materials. Based on the findings, it can be determined whether the proposed project could involve a risk of release of hazardous materials into the environment. Therefore, potentially significant impacts may occur. This topic will be evaluated in the EIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. There is one school in the project area (Harbor Learning Center) and six schools within one-quarter mile of the project area (Clinton Mendenhall Elementary, Hazard Elementary, Newhope Elementary, Orangewood Academy, Russell Elementary, and Spurgeon Intermediate). Implementation of the proposed project is not anticipated to involve the handling of hazardous materials



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other than fuels, greases, paints, and cleaning materials in limited quantities. Individual projects developed pursuant to the Harbor Corridor Plan would comply with applicable laws and regulations governing the use, storage, and transportation of hazardous materials. However, nearby schools may be affected by construction-related emissions generated in the project area. Construction-related air quality emissions will be analyzed in the EIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. Further evaluation in the EIR is required to identify hazardous materials sites in the vicinity of the project. This issue will be analyzed in the EIR and mitigation measures will be identified as necessary.

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

No Impact. The nearest public use airport is John Wayne Airport, which is approximately four miles southeast of the project area. The project area is not within the airport's land use plan. Therefore, implementation of the proposed project would not result in hazards related to aircraft operating to and from John Wayne Airport and no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project area is not in the vicinity of a private airstrip. The proposed project would not expose people to safety hazards relating to a private airstrip. Therefore, no significant impacts would occur. This topic will not be examined in the EIR and no mitigation is necessary.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. Implementation of the proposed project would not conflict with the City of Santa Ana or Orange County's emergency response or evacuation plans. Although construction of physical improvements to Harbor Boulevard may result in temporary rerouting of vehicular traffic—including emergency response vehicles—police and fire services could be provided without interruption. The proposed reconfiguration of and improvements to Harbor Boulevard would not decrease its number of travel lanes, ensuring continued access to the project area and surrounding areas by emergency access vehicles. Therefore, impacts of project implementation would be less than significant. This topic will not be evaluated in the EIR and no mitigation is necessary.

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- h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. The project area is in a highly urbanized, built-out portion of central Orange County outside of fire hazard severity zones designated by the California Department of Forestry and Fire Protection (CAL FIRE). The nearest high severity zones are in the Santa Ana Mountains, approximately 10 miles to the east, and in the San Joaquin Hills, approximately 9 miles to the southeast (CAL FIRE 2010). Future development of the project would not pose wildfire-related hazards to people or structures. Therefore, no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

7.9 HYDROLOGY AND WATER QUALITY

- a) **Violate any water quality standards or waste discharge requirements?**

Potentially Significant Impact. The US Environmental Protection Agency (EPA) establishes national water quality standards. Pursuant to Section 402 of the Clean Water Act, the EPA has also established regulations under the National Pollution Discharge Elimination System program to control direct stormwater discharges. In Santa Ana, the Santa Ana Regional Water Quality Control Board administers NPDES permitting programs and is responsible for developing waste discharge requirements. Construction and operation of projects developed pursuant to the Harbor Corridor Plan has the potential to discharge sediment and pollutants to storm drains and receiving waters. Potential impacts to water quality will be evaluated in the EIR and mitigation measures will be identified as necessary.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Potentially Significant Impact. Although the project area is in an urbanized, developed area of Santa Ana with a high percentage of impervious surfaces, development of the proposed project would increase development intensity in the project area and may increase impervious surfaces. This reduction in pervious surfaces could potentially interfere with groundwater recharge to the Orange County Groundwater Basin, which lies below the project area and provides a majority of Santa Ana's water supply. A hydrological analysis of the existing and post-development hydrology is required to determine whether this project would substantially impact groundwater recharge and/or groundwater supplies. This topic will be further evaluated in the EIR and mitigation measures will be identified as necessary.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.**

Potentially Significant Impact. Implementation of the proposed project, including improvements to Harbor Boulevard and development of individual projects pursuant to the Harbor Corridor Plan, is not anticipated to substantially alter the existing drainage pattern of the project area. No streams or rivers traverse the Harbor Corridor Plan area, which is already developed and largely flat. Although the portion of the NHSP area proposed to be converted to conventional zoning is adjacent to the channelized Santa Ana River, any redevelopment allowed under the proposed zoning designations would not involve alteration of the river's course. However, impacts relating to erosion and siltation may occur. This topic will be evaluated in the EIR to determine the significance of such impacts and mitigation will be identified as necessary.



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- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Potentially Significant Impact. Implementation of the proposed project would not substantially alter the existing drainage pattern of the project area. However, buildout of the Harbor Corridor Plan would increase development intensity in the project area, potentially increasing the amount and/or rate of surface runoff. Although a potential increase in surface runoff is not anticipated to be substantial. This topic will be evaluated in the EIR to determine the significance of such impacts and mitigation will be identified as necessary.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

Potentially Significant Impact. An infrastructure and utilities study will be prepared as part of the EIR to determine whether existing storm drain facilities are adequate to collect and convey runoff generated by new development in the project areas, or if new facilities would be needed. Significant impacts may occur. This topic will be further evaluated in the EIR and mitigation measures will be identified as necessary.

- f) **Otherwise substantially degrade water quality?**

Potentially Significant Impact. See 3.9(a) above. Construction and operation of projects in accordance with the proposed project would require the use of BMPs to reduce or avoid water pollution. The potential impacts on water quality and BMPs will be evaluated in the EIR and mitigation measures will be identified as necessary.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

Potentially Significant Impact. Substantial portions of the project area between Westminster Avenue and 5th Street are in a 100-year flood hazard zone mapped in Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA 2009). Implementation of the project would place up to 3,884 additional dwelling units in the Harbor Corridor Plan area. Therefore, significant impacts may occur. This topic will be evaluated in the EIR and mitigation measures will be identified as necessary.

- h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

Potentially Significant Impact. As stated above in Section 3.9(g), portions of the project area are in a 100-year flood hazard area (FEMA 2009). Therefore, implementation of the proposed project may place structures that could impede or redirect flood flows within a 100-year flood hazard zone and significant impacts may occur. This topic will be evaluated in the EIR and mitigation measures will be identified as necessary.

- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

Potentially Significant Impact. The project area is in the inundation area for the Prado Dam in Riverside County as identified by the Orange County General Plan (OCPW 2011). Prado Dam is on the Santa Ana River approximately 15 miles northeast of the project areas. Although the dam is designed and constructed to withstand the maximum probable earthquake in the area, buildout of the proposed project would place additional habitable structures within its inundation area. Therefore, flooding impacts relating

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to dam failure would be potentially significant. This topic will be evaluated in the EIR and mitigation measures will be identified as necessary.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no inland water bodies near enough to the project area to pose a flood hazard to the site through a seiche. Therefore, no seiche impacts would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project area is approximately six miles from the Pacific Ocean, outside of the Tsunami Hazard Zone identified by the California Emergency Management Agency (Cal EMA 2013). Therefore, the possibility of the site being affected by a tsunami is negligible and no impacts would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The project area is relatively flat and would not be susceptible to any mudflow. No mudflow impacts would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

7.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The vision for the Harbor Corridor Plan is to transition the Harbor Boulevard corridor from its current state as a underutilized, low-scale commercial corridor dominated by automotive-oriented businesses and vacant lots to a vibrant mixed-use corridor where walkable streetscapes link housing with transit and neighborhood-serving commercial uses. The intent of the plan is to revitalize the area and create a unique sense of place. Implementation of the Harbor Corridor Plan would help create a sense of place along the corridor by creating a unifying streetscape, integrating a multi-modal circulation network, and encouraging strategic development opportunities along the corridor. Streetscape improvements would aid pedestrian and bicycle movement between parts of the area. The Conventional Zoning Area is proposed to be converted to zoning designations that accommodate existing land uses, and the existing intensity of development is not expected to change. For all of these reasons, implementation of the proposed project would not divide an established community and no adverse impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The North Harbor Specific Plan was adopted in 1992 and applies to the entirety of the project areas. The Harbor Corridor Plan applies to 305 acres of the NHSP area and approval of conventional zoning for the remaining 120 acres and would replace and supersede the NHSP. Therefore, implementation of the proposed project would not conflict with an existing specific plan or the City's zoning ordinance. The Santa Ana General Plan designates parcels adjacent to Harbor Boulevard for commercial uses. Mixed uses planned for those areas under the proposed Harbor Corridor Plan would be inconsistent with this designation. Therefore, the Harbor Corridor Plan would may conflict with portions of the adopted General Plan. Further evaluation in the EIR is required to address



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consistency of the proposed project with the Santa Ana General Plan. Mitigation measures will be identified as necessary.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. See response to previous question 3.4c. The proposed project does not conflict with the provisions of an adopted habitat conservation plan and no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

7.11 MINERAL RESOURCES

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

No Impact. No active mining operations exist in the City of Santa Ana. All project areas are mapped in Mineral Resource Zone 3 (MRZ-3) by the California Geological Survey, indicating that the area contains mineral deposits whose significance cannot be determined from available data (CDMG 1994). The project area is developed with commercial, residential, and other urban uses and is not available for mining. Therefore, implementation of the project would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

No Impact. The project area and the surrounding vicinity are highly urbanized, and they are not in or near a mining or oil or gas field site identified by the City of Santa Ana General Plan. The proposed project would not cause a loss of availability of mining sites or gas fields, and no impact would occur. This topic will not be evaluated in the EIR and not mitigation is necessary.

7.12 NOISE

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The City's noise ordinance (Chapter 18, Article VI of the Santa Ana Municipal Code) and the noise element of the General Plan contain the City's policies on noise. Implementation of the project would involve construction and operational activities that would generate noise levels that may exceed the standards established in the City's noise ordinance or expose sensitive land uses to noise levels in excess of the noise standards contained within the General Plan. Short-term construction activities could elevate ambient noise levels at noise-sensitive land uses. Long-term operation of the new development within the project area could potentially result in two types of long-term noise impacts. The first may occur if project related noise sources substantially increase noise levels in the vicinity of the project area. Project-related noise sources include stationary sources such as heating, ventilation, and air conditioning (HVAC) units from residential units and non-residential buildings and mobile sources such as project-generated vehicle traffic. The second type of long-term noise impact may occur if the project area's noise-sensitive uses are in an area of high noise exposure. Future development has the potential to increase stationary and mobile source noise levels in the project areas. In addition, the project area is within close proximity to major arterial roadways (including Harbor Boulevard) that have the potential to generate substantial traffic noise levels, which may be incompatible with new noise-

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sensitive land uses. Further evaluation in the EIR is required to determine potential on- and offsite noise impacts of the proposed project. Mitigation measures will be identified as necessary.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Future development in the project area would not generate substantial levels of vibration. However, construction operations would generate varying degrees of groundborne vibration, depending on the procedures and equipment used. Construction equipment utilized during development would produce vibration from vehicle travel as well as grading and building construction activities. Vibrations from construction activities rarely reach levels that can damage structures, but they have the potential to be perceptible at buildings close to the construction site. Further evaluation in the EIR is required to determine whether activities with heavy equipment or jackhammers may generate perceptible vibration levels or vibration levels that could be considered annoying if sustained. The EIR will include an assessment of construction vibration for sensitive receptors within or adjacent to the project area. Mitigation measures will be identified as necessary.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The proposed project would result in an increase in traffic levels in the project vicinity, which could result in a permanent increase in the ambient noise environment. Further evaluation is required to determine potential on- and offsite impacts of the proposed project on sensitive receptors. The EIR will evaluate the change in noise levels at noise-sensitive receptors and determine if those receptors would be exposed to noise levels that exceed the noise compatibility criteria of the City of Santa Ana. This topic will be fully analyzed in the EIR and mitigation measures will be identified as necessary.



d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As stated above, during the construction phase of improvements to Harbor Boulevard and individual projects developed pursuant to the proposed project, noise levels could result in a substantial increase in the ambient noise environment. Further evaluation in the EIR is necessary to determine the significance of construction noise impacts on sensitive receptors in the vicinity of the project area. This topic will be fully analyzed in the EIR and mitigation measures will be incorporated as needed.

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

Less Than Significant. John Wayne Airport is approximately four miles southeast of the project area. Although portions of Santa Ana are in the airport's land use plan area, the project areas are not. The proposed project would not expose people to excessive aircraft noise. Therefore, impacts would be less than significant, and no mitigation is required. This issue will not be further evaluated in the EIR and no mitigation is necessary.

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- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The project area is not located in the vicinity of a private airstrip. The proposed project would not expose people to excessive noise relating to a private airstrip. Therefore, no significant noise impacts would occur. This topic will not be examined in the EIR and no mitigation is necessary.

7.13 POPULATION AND HOUSING

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

Potentially Significant Impact. The proposed project would permit up to 3,884 additional dwelling units in the Harbor Corridor Plan area and would result in an estimated increase of 173 employees. Therefore, the project would both directly and indirectly induce population growth, and significant impacts may occur. Impacts of the proposed project on population and housing in the City of Santa Ana and surrounding region will be evaluated in the EIR. Mitigation measures will be identified as necessary.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Less Than Significant Impact. Implementation of the proposed project would gradually convert existing vacant land, auto-related businesses, and other land uses into a transit-oriented mixed-use district. The Harbor Corridor Plan would not convert existing residential areas to nonresidential areas. Additionally, buildout of the proposed Harbor Corridor Plan would result in an increase of 3,884 dwelling units in the project area. There are 739 dwelling units within the Harbor Corridor Plan area. Although these land uses may be redeveloped as the corridor is revitalized, the existing dwelling units would be allowed within the proposed zoning. This topic will not be examined in the EIR and no mitigation is necessary.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Less Than Significant Impact. The project area currently contains 739 residential units, including multifamily residential and mobile-home communities accessed from Harbor Boulevard and single-family residential areas along Jackson Street. Implementation of the Harbor Corridor Plan could result in the redevelopment of parcels containing existing housing, while conventional zoning designations proposed for the remainder of the NHSP area were chosen with the goal of accommodating existing single-family residences. However, buildout of the Harbor Corridor Plan would result in a net increase of 3,884 dwelling units in the project area, therefore redevelopment in the project area would not result in the need for replacement housing. This topic will not be examined in the EIR and no mitigation is necessary.

7.14 PUBLIC SERVICES

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

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a) Fire protection?

Potentially Significant Impact. Fire protection and emergency medical services in the City of Santa Ana are provided by the Orange County Fire Authority (OCFA). The three nearest OCFA stations to the project area are Station No. 78 at 501 North Newhope Street, approximately 0.25 miles to the west; Station No. 73 at 419 South Franklin Street, approximately 1 mile to the east; and Station No. 77 at 2317 South Greenville Street, approximately 1 mile to the southeast (OCFA 2013). Two additional fire stations operated by the cities of Fountain Valley and Westminster are within 1 mile of the project area. The proposed project would allow an increase of up to 3,884 residential units and 13,721 square feet of new commercial space in the project area. Therefore, implementation of the project would result in increased demand for fire protection and emergency medical services, potentially resulting in significant impacts. The OCFA will be consulted for assistance in assessing impacts of project implementation on OCFA services and any resulting need for new or expanded facilities. Fire protection impacts will be evaluated in the EIR and mitigation measures will be identified as necessary.

b) Police protection?

Potentially Significant Impact. The Santa Ana Police Department (SAPD) provides police services to the project area. Implementation of the Harbor Corridor Plan is expected to result in increased numbers of residents and employees and increased development intensity in the project area. Therefore, implementation of the project would result in increased demand for police services, potentially resulting in significant impacts. The SAPD will be consulted for assistance in assessing impacts of the project on SAPD services and any resulting need for new or expanded facilities and resources. Impacts on police services will be evaluated in the EIR and mitigation measures will be identified as necessary.

c) Schools?

Potentially Significant Impact. The project area is in the Garden Grove Unified School District (GGUSD) is in the attendance areas of 10 elementary schools (Carrillo, Clinton-Mendenhall, Hazard, Marshall, Newhope, Northcutt, Paine, Peters, Russell, and Simmons); 3 intermediate schools (Doig, Irvine, and Fitz); and 2 high schools (Los Amigos and Santiago) (GGUSD 2013). Buildout of the proposed project would allow an increase of up to 3,884 residential units. Therefore, implementation of the project would likely increase the number of students attending GGUSD schools. The GGUSD will be consulted regarding student generation rates, current enrollments and capacities at schools that would serve the project, and potential impacts on those schools. Project impacts on school facilities and services will be addressed in the EIR and mitigation measures will be identified as necessary.

d) Parks?

Potentially Significant Impact. The Harbor Corridor Plan area includes the 4.5-acre Santa Anita Park. The Conventional Zoning Area also includes the 6.2-acre Cesar Chavez/Campesino Park. Sections 34-200 through 34-300 of the Santa Ana Municipal Code outline regulations and standards for the dedication of parks and recreational facilities in the City. Although this portion of the code applies to subdivisions of land into 50 or more parcels, it articulates the City's general standard of providing two acres of property devoted to parks and recreational purposes for each 1,000 persons residing within the City of Santa Ana. Buildout of the project is anticipated to generate approximately 15,327 new residents. The project would result in an increase in use of neighborhood and regional parks and the potential need for additional parks. This topic will be evaluated in the EIR and mitigation measures will be identified as necessary.

e) Other public facilities?

Potentially Significant Impact. Implementation of the project may result in an increased need for public facilities and/or additional maintenance of existing public facilities including libraries. Library resources



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and services in Santa Ana are provided by the City. The nearest library to the project area is the Newhope Library Learning Center at 122 North Newhope Street. The project would permit 3,884 additional dwelling units and generate approximately 15,327 new residents. Therefore, implementation of the proposed project would result in an increased need for library services, resources, and facilities, and other public facilities. The EIR will evaluate the potential impacts of future development on public facilities, and mitigation measures will be identified as necessary.

7.15 RECREATION

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

Potentially Significant Impact. Buildout of the proposed project would result in an increase of 3,884 dwelling units, an estimated increase of 15,327 residents, and an estimated increase of 173 employees. This increase in onsite population would likely result in an increase in use of recreational facilities in Santa Ana, potentially contributing to their deterioration. Therefore, significant impacts may occur. The EIR will analyze the proposed project's compliance with the City of Santa Ana's park acreage standards and its potential to physically deteriorate recreational facilities. This topic will be fully analyzed in the EIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. Buildout of the proposed project would result in an increase of 3,884 dwelling units, an estimated increase of 15,327 residents, and an estimated increase of 173 employees. Although the project area includes the existing Santa Anita Park, it is likely that new residential development would be required to construct additional park space. Therefore, significant impacts may occur. The EIR will analyze the proposed project's compliance with the City of Santa Ana's park acreage standards and whether it would require the expansion or construction of recreational facilities. This topic will be fully analyzed in the EIR and mitigation measures will be identified as necessary.

7.16 TRANSPORTATION/TRAFFIC

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Potentially Significant Impact. Implementation of the proposed project would result in an increase of up to 3,884 dwelling units and an estimated increase of 173 additional employees in the project area. This increase in project area population and employment would result in an increase in trips along the Harbor Boulevard corridor and the surrounding area. Implementation of the Harbor Corridor Plan would also involve improvements to Harbor Boulevard itself, including improvements aimed at promoting transit access and facilitating pedestrian and bicycle travel. Although the Harbor Corridor Plan would facilitate these nonvehicular travel modes in the project area while maintaining the number of traffic lanes on Harbor Boulevard, the project would result in an increase and redistribution of trips that could conflict with applicable plans, ordinances, and policies.

A traffic analysis will be conducted to assess existing conditions and future forecast traffic conditions in the project area. The traffic analysis will include a roadway operations analysis; a level of service analysis

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for study-area roadway segments and freeway locations; and an analysis of regional transportation performance measures, including total vehicle trips and vehicle miles traveled for daily conditions. Impacts relating to compliance with plans and policies that establish measures of effective performance of the circulation system are potentially significant, and this issue will be evaluated further in the EIR. Mitigation measures will be identified as necessary.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. The Congestion Management Plan (CMP) in effect in Orange County was approved by the Orange County Transportation Authority (OCTA) in 2011. The CMP system of highways and roadways in Orange County includes two roadways that traverse the project areas: Harbor Boulevard and 1st Street. The intersection of the two roadways is also designated a CMP intersection (OCTA 2011). Because trip-generating land uses permitted under the Harbor Corridor Plan would likely generate substantial increases in vehicle trips on Harbor Boulevard, 1st Street, and at their intersection, significant impacts to level of service standards may occur.

Analysis of impacts to CMP roadways is required for projects adjacent to CMP roadways that would generate 2,400 or more daily trips, and projects providing direct access to CMP roadways that would generate 1,600 or more daily trips (OCTA 2011). Therefore, the traffic study will analyze traffic impacts to CMP roadways and intersections. This topic will be further evaluated in the EIR and mitigation will be identified as necessary.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. The project area is not within an airport land use plan or within two miles of a public airport or public use airport. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, implementation of the project would have no impact on air traffic patterns. This topic will not be evaluated in the EIR and no mitigation is necessary.

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

Less Than Significant Impact. At project completion, improvements to Harbor Boulevard would improve pedestrian and bicycle mobility in the project areas. The reconfigured roadway would be designed to facilitate and encourage use of OCTA bus routes along the Harbor Boulevard corridor. The risk of hazards caused by traffic exiting onto Harbor Boulevard from driveways and local collector streets would be minimized by an expanded center median. Impacts would be less than significant. This topic will not be evaluated in the EIR and no mitigation is necessary.

- e) Result in inadequate emergency access?**

Less Than Significant Impact. Future development of the project would require review by the City of Santa Ana and the Orange County Fire Authority. All projects would be required to meet fire access requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). The proposed reconfiguration of and improvements to Harbor Boulevard would not decrease its number of travel lanes, ensuring continued access to the project area and surrounding areas by emergency access vehicles. Therefore, impacts on emergency access would be less than significant. This topic will not be evaluated in the EIR and no mitigation is necessary.



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- f) **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

Potentially Significant Impact. Implementation of the Harbor Corridor Plan would include improvements to Harbor Boulevard aimed at improving pedestrian and bicycle travel and improving access to public transit. Land use designations and development standards included in the plan are designed to create a comfortable environment for walking and biking by decreasing setbacks and encouraging new development to create a vibrant street frontage. However, despite planned improvements and development standards related to public transit, bicycle, and pedestrian facilities, increased population growth resulting from implementation of the proposed project could substantially increase use of such facilities in the project area and in surrounding areas, decreasing their performance. The EIR will include an evaluation of existing and proposed pedestrian amenities, bicycle facilities, and public transit services in the project area. The EIR will also analyze potential impacts of project implementation on adopted policies, plans, and programs relating to these travel modes. Mitigation measures will be identified as necessary.

7.17 UTILITIES AND SERVICE SYSTEMS

- a) **Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?**

Less Than Significant Impact. The project would not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Santa Ana Region (SARWQCB). The Harbor Corridor Plan would not allow land uses requiring treatment other than that provided at municipal wastewater treatment plants, such as large manufacturing or agricultural operations. The Orange County Sanitation District (OCSD) treats the City's wastewater. Individual projects developed pursuant to the Harbor Corridor Plan would be subject to an OCSD fee when they are hooked up to a sewer line and would be required to comply with SARWQCB requirements governing discharges to municipal storm drainage systems. SARWQCB requirements include those requiring preparation and implementation of water quality management plans (WQMP) and implementation of BMPs. Therefore, no adverse impact would occur. This topic will not be evaluated in the EIR and no mitigation is necessary.

- b) **Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact. Buildout of the project, which would include an estimated increase of 3,884 dwelling units and 15,327 people, would substantially increase the demand for water and wastewater treatment services in the project area. An infrastructure and utilities study will be prepared as part of the EIR to determine whether existing water and wastewater treatment facilities are adequate to serve the project area upon implementation of the proposed project, or if new facilities would be needed. Significant impacts may occur. This topic will be further evaluated in the EIR and mitigation measures will be identified as necessary.

- c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact. An infrastructure and utilities study will be prepared as part of the EIR to determine whether existing storm drain facilities are adequate to collect and convey runoff generated by the project or if new facilities would be needed. Significant impacts may occur. This topic will be further evaluated in the EIR and mitigation measures will be identified as necessary.

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- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Potentially Significant Impact. The City of Santa Ana is served by its own municipal water system. The two major sources of water for the City are groundwater from the Orange County Groundwater Basin and water imported from the Colorado River and northern California by the Metropolitan Water District of Southern California (MWD). The City relies on groundwater for about 62 percent of its water supplies and imported water for the remaining 38 percent. The City forecasts that it will have sufficient water supplies through 2035 in both normal and dry years (Malcolm Pirnie 2011).

Implementation of the project would generate a substantial increase in demand for water for domestic purposes. The potential volume of this demand needs to be estimated and compared to existing and planned water supplies to determine whether implementation of the project would result in significant impacts on local or regional water supplies. Communication with the City's Public Works Department is needed to discuss the proposed project's impact on that agency's water supplies and to determine whether provision of adequate water service to the project area would necessitate the construction or expansion of any major water treatment or distribution facilities. This topic will be further evaluated in the EIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. An infrastructure and utilities study will be prepared as part of the EIR to determine whether facilities are adequate to treat wastewater generated by the project or if new facilities would be needed. Significant impacts may occur. This topic will be further evaluated in the EIR and mitigation measures will be identified as necessary.



- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Potentially Significant Impact. As of 2011, over 90 percent of solid waste generated in Santa Ana is taken to the Frank R. Bowerman Sanitary Landfill, which is owned and operated by the Orange County Waste and Recycling Department (CalRecycle 2013). Construction and operation of new development would generate substantial amounts of solid waste, and significant impacts could occur. Therefore, existing and planned landfill capacity and estimated solid waste generation resulting from buildout of the proposed project will be discussed in the EIR. Mitigation measures will be identified as necessary.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. AB 939 (Chapter 1095, Statutes of 1989), the "California Integrated Waste Management Act of 1989" required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.

AB 32 (Chapter 488, Statutes of 2006), the "California Global Warming Solutions Act," established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.

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AB 341 (Chapter 476, Statutes of 2011) requires that all "commercial" generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

As of 2011, which is most recent year for which data is available, the City of Santa Ana is not currently meeting its waste diversion rate prescribed. Future development of the project would comply with laws and regulations governing solid waste, and no adverse impact would occur. This topic will not be further evaluated in the EIR and no mitigation is necessary.

7.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

Potentially Significant Impact. Implementation of the proposed project could degrade the quality of the environment. Future development could result in air quality, greenhouse gas emission, noise, and traffic impacts. Potentially significant biological impacts are not anticipated because the project area is in a highly developed urban area and there are no rare or endangered plants or animal species within the project area. Project implementation would not affect any sensitive habitats. Based on the preceding responses, however, this project has the potential to degrade the quality of the environment. Therefore, the impact areas listed above will be discussed further in the EIR.

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

Potentially Significant Impact. Implementation of the proposed project may result in cumulative impacts to aesthetics, air quality, greenhouse gas emissions, hydrology and water quality, land use, noise, population and housing, public services, transportation and traffic, and utilities and service systems. Further analysis is needed to estimate the extent and significance of potential cumulative impacts resulting from the combined effects of the proposed project plus other past, present, and reasonably foreseeable future projects. Cumulative impacts will be discussed in the EIR.

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

Potentially Significant Impact. Potentially significant impacts that could substantially affect human beings, directly or indirectly, are identified in this Initial Study in the areas of aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation and traffic, and utilities and service systems. Impacts in each of these areas will be discussed in the appropriate topical section of the EIR.

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