Appendix A
Initial Study and Notice of Preparation

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CITY OF SANTA ANA
PUBLIC WORKS AGENCY M36
20 Civic Center Plaza ● P.O. Box 1988
Santa Ana, California 92702

Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting

TO: Agencies, Organizations, Property Owners, and Interested Parties

SUBJECT: Notice Of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting for the Warner Avenue Widening from Main Street to Grand Avenue Project in Compliance with California Code of Regulations, Title 14, Section 15082(a), 15103, and 15375.

NOTICE IS HEREBY GIVEN that the City of Santa Ana (City), as lead agency for the project, has prepared an Initial Study for the Warner Avenue Widening from Main Street to Grand Avenue Project and has determined that an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA). The City is requesting input from public agencies, stakeholders, organizations, and individuals on the scope of the environmental analysis addressing the potential effects of the proposed project.

PROJECT TITLE: Warner Avenue Widening from Main Street to Grand Avenue Project

PROJECT LOCATION: Warner Avenue is located in the City of Santa Ana, County of Orange, California. The roadway segment proposed to be widened is in the southern portion of the City between Main Street on the west and Grand Avenue on the east.

PROJECT DESCRIPTION: The proposed project involves the widening of an approximate one-mile section of Warner Avenue, between Main Street and Grand Avenue. The Warner Avenue right-of-way (ROW) currently varies between 70- and 110-foot-wide with four lanes and would be widened to a 110-foot-wide cross-section. The new major arterial cross section widths would have six 11-foot lanes (three lanes in each direction), 14-foot raised landscaped median, 5-foot bike lanes, 4-foot parkways, and 6-foot sidewalks on both sides of the roadway. The project would require City acquisition of some parcels along Warner Avenue.

POTENTIAL ENVIRONMENTAL EFFECTS: Pursuant to CEQA Guidelines Section 15060(d), and based on the environmental analysis in the Initial Study, the City has determined that an EIR is the appropriate level of environmental documentation for the proposed project. The focus of the EIR will be on the potential significant effects of the project. The eleven topics that are proposed to be analyzed in the EIR include air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, transportation and traffic, utilities and service systems.

DOCUMENT AVAILABILITY: The Initial Study is available for review at the following locations:

City of Santa Ana City Hall Clerk of the Council 20 Civic Center Plaza Santa Ana, CA 92702	**City of Santa Ana** Public Works Agency Ross Annex, 1st floor 20 Civic Center Plaza Santa Ana, CA 92702	**Santa Ana Public Library** Main Library 26 Civic Center Plaza Santa Ana, CA 92701 (714) 647-5250
Monday – Thursday 8am-4pm	Monday – Thursday 8am-4pm	Monday – Thursday 10:00am - 9:00pm Friday & Saturday 10:00am - 6:00pm Sunday Closed

AGENCY AND PUBLIC COMMENTS: Agencies, organizations, property owners, and interested parties are invited to comment on the scope of the EIR. The Initial Study will be available for a 30-day public review period, and the City will accept written comments from **October 1, 2012 to October 30, 2012.**

Public comments should focus on environmental impacts and project alternatives to be addressed in the Draft EIR. Please indicate a contact person for your agency or organization and send your comments to:

City of Santa Ana, Public Works Agency
20 Civic Center Plaza, M-36, Santa Ana, CA 92702
ATTN: Kenny Nguyen, Project Manager

Comments can also be sent by e-mail to warnerwidening@santa-ana.org or FAX to (714) 647-5635.
For more information contact the Public Works Agency at (714) 647-5013.

PUBLIC SCOPING MEETING

The City will hold a CEQA Scoping Meeting for the Warner Avenue Widening Project on **Thursday, October 18, 2012 at 5:30 PM** at the Manuel Esqueda Elementary School – Multipurpose Room, 2240 S. Main Street, Santa Ana, CA 92707. Agencies, organizations, and interested parties are welcome to attend and present information that they believe should be addressed in the EIR. To confirm the date and time of the meeting and for additional information concerning the proposed project, please check the City Public Works Agency website http://www.santa-ana.org/pwa/default.asp

CITY OF SANTA ANA
PUBLIC WORKS AGENCY M36
20 Civic Center Plaza ● P.O. Box 1988
Santa Ana, California 92702

Aviso de Preparación del Reporte de Impacto al Medio Ambiente Preliminario y Aviso de Reunión Pública

PARA: Agencias, Organizaciones, Propietarios, y Partidos Interesados

TEMA: Aviso de Preparación del Reporte de Impacto al Medio Ambiente Preliminario (EIR, por sus siglas en inglés) y Reunión Pública para el proyecto de ampliación de Warner Avenue entre Main Street y Grand Avenue en cumplimiento con el Titulo 14, Secciones 15082(a), 15103, y 15375 del Código Administrativo de California.

SE DA AVISO POR LA PRESENTE que la Ciudad de Santa Ana (Ciudad), como la agencia encargada, ha preparado un Estudio Inicial para el proyecto de ampliación de Warner Avenue entre Main Street y Grand y ha determinado que un EIR será preparado en cumplimiento con el Acto de Calidad del Medio Ambiente de California (CEQA, por sus siglas en inglés). La Ciudad está solicitando comentarios de agencias públicas, organizaciones, propietarios, y partidos interesados en el alcance del análisis ambiental que dirige los efectos potenciales del proyecto propuesto.

TÍTULO DEL PROYECTO: Proyecto de ampliación de Warner Avenue entre Main Street y Grand Avenue

UBICACIÓN DEL PROYECTO: Warner Avenue está ubicado en la Ciudad de Santa Ana, Condado de Orange, California. El segmento de la carretera propuesta para ampliación está en la parte sur de la ciudad entre Main Street al oeste y Grand Avenue al este.

DESCRIPCIÓN DEL PROYECTO: El proyecto propuesto implica ampliación de una sección de aproximadamente una milla de Warner Avenue entre Main Street y Grand Avenue. El derecho de paso de Warner Avenue actualmente varía entre 70 y 110 pies de ancho con cuatro carriles y sería ampliado a una sección transversal de 110 pies de ancho. La anchura de la nueva sección transversal de la carretera tendría seis carriles de 11 pies (tres carriles en cada dirección), un divisor ajardinado elevado de 14 pies, sendas de bicicleta de 5 pies, secciones ajardinadas de 4 pies, y banquetas de 6 pies en ambos lados de la carretera. El proyecto se exigiría adquisición de algunos parcelas a lo largo de Warner Avenue de parte de la Ciudad.

EFECTOS POTENCIALES AL MEDIO AMBIENTE: De acuerdo con la Sección 15060(d) de CEQA, y basado en el análisis ambiental en el Estudio Inicial, la Ciudad ha determinado que un EIR es el nivel apropiado de documentación ambiental para el proyecto propuesto. El enfoque del EIR estará en los efectos significativos potenciales del proyecto. Los once temas que son propuestos para ser analizados en el EIR incluyen: la calidad del aire, recursos culturales, geología y tierra, emisiones de gas del efecto invernadero, riesgos y materiales peligrosos, hidrología y calidad de agua, uso de la tierra y planificación, ruido, población y viviendas, transporte y tráfico, utilidades y sistemas de servicio.

DISPONIBILIDAD DEL DOCUMENTO: El Estudio Inicial está disponible para revisión en las siguientes ubicaciones:

City of Santa Ana
City Hall
Clerk of the Council
20 Civic Center Plaza
Santa Ana, CA 92702

Lunes – Jueves: 8am-4pm

City of Santa Ana
Public Works Agency
Ross Annex, 1st floor
20 Civic Center Plaza
Santa Ana, CA 92702

Lunes – Jueves: 8am-4pm

Santa Ana Public Library
Main Library
26 Civic Center Plaza
Santa Ana, CA 92701
(714) 647-5250

Lunes – Jueves: 10am - 9pm
Viernes y Sábado: 10am - 6pm
Domingo: cerrado

COMENTARIOS DE AGENCIAS Y DEL PÚBLICO: Agencias, organizaciones, propietarios, y partidos interesados están invitados a comentar acerca del alcance del EIR. El Estudio Inicial estará disponible por un período de revisión pública de 30 días, y la Ciudad aceptará comentarios escritos entre **el 1 de octubre del 2012 al 30 de octubre del 2012**.

Comentarios públicos deben enfocarse en los impactos ambientales y alternativas del proyecto que deben ser dirigidos en el EIR preliminario. Por favor indique una persona de su organización o agencia como contacto y envíe sus comentarios al:

City of Santa Ana, Public Works Agency
20 Civic Center Plaza, M-36, Santa Ana, CA 92702
ATTN: Kenny Nguyen, Project Manager

Los comentarios también pueden ser enviados por correo electrónico al warnerwidening@santa-ana.org
o por FAX al (714) 647-5635.
Para más información contacte a la Agencia de Obras Públicas al (714) 647-5013.

REUNIÓN PÚBLICA

La Ciudad tendrá una Reunión Pública de CEQA para el proyecto de la ampliación de Warner Avenue el jueves, el 18 de octubre del 2012 a las 5:30 de la tarde en la Escuela Primaria Manuel Esqueda – Cuarto Multiuso, 2240 S. Main Street, Santa Ana, CA 92707. Agencias, organizaciones, y partidos interesados están invitados a participar y presentar información que creen debe de ser considerado en el EIR. Para confirmar la fecha y el tiempo de la reunión y para información adicional con respecto al proyecto propuesto, por favor visite el sitio web de la Agencia de Obras Públicas de la Ciudad en http://www.santa-ana.org/pwa/default.asp

INITIAL STUDY FOR:

WARNER AVENUE

WIDENING FROM

MAIN STREET TO

GRAND AVENUE

prepared for:

CITY OF SANTA ANA

Contact:
Kenny Nguyen, PE
Senior Civil Engineer

prepared by:

THE PLANNING CENTER|DC&E

Contact:
JoAnn Hadfield
Director, Environmental Services

OCTOBER 2012

INITIAL STUDY FOR:

WARNER AVENUE

WIDENING FROM

MAIN STREET TO

GRAND AVENUE

prepared for:

CITY OF SANTA ANA

20 Civic Center Plaza, M-36
Santa Ana, CA 92702
714.647.5632

Contact:
Kenny Nguyen, PE
Senior Civil Engineer

prepared by:

THE PLANNING CENTER|DC&E

3 MacArthur Place, Suite 1100
Santa Ana, CA 92707
Tel: 714.966.9220 • Fax: 714.966.9221
E-mail: information@planningcenter.com
Website: www.planningcenter.com

Contact:
JoAnn Hadfield
Director, Environmental Services

SNT-08.3E

OCTOBER 2012

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AAQS	ambient air quality standards
AB	assembly bill
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
AQMD	air quality management district
AQMP	air quality management plan
BMP	best management practice
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMP	congestion management program
CO	carbon monoxide
CWA	Clean Water Act
CY	cubic yards
dB	decibel
dBA	A-weighted decibel
DIB	Design Information Bulletin
DSA	Department of the State Architect
DTSC	Department of Substances Control
EIR	environmental impact report
ESA	environmental site assessment
g	acceleration of gravity
GHG	greenhouse gases
GPCE	general plan circulation element
HRA	health risk assessment
kV	kilovolt
L_{dn}	day/night noise level
L_{eq}	equivalent noise level
LBP	lead-based paint
LOS	level of service
LST	localized significance threshold
MCAS	Marine Corps Air Station
MPAH	master plan of arterial highways
MRZ	mineral resource zone

N_2O	nitrous oxide
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OCFA	Orange County Fire Authority
OCTA	Orange County Transit Authority
Pb	lead
PM	particulate matter
PM_{10}	particulates less than 10 microns
$PM_{2.5}$	particulates less than 2.5 microns
ppm	parts per million
ppv	peak particle velocity
OPSC	Office of Public School Construction
PRC	Public Resources Code
PSD	Prevention of Significant Deterioration
psi	pounds per square inch
ROW	right-of-way
RWQCB	California Regional Water Quality Control Board
SAPD	Santa Ana Police Department
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SoCAB	South Coast Air Basin
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TPD	tons per day
UPRR	Union Pacific Railroad
WQMP	water quality management plan

1. Introduction

1.1 OVERVIEW

The City of Santa Ana (City) is proposing to widen Warner Avenue from four to six lanes between Main Street on the west and Grand Avenue on the east, in Santa Ana, County of Orange, California. This Initial Study is a preliminary evaluation of the potential environmental consequences associated with this proposed project.

1.2 ENVIRONMENTAL PROCESS

A "project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

1) An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.
2) An activity undertaken by a person which is supported in whole or in part through public agency contacts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
3) An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies. (California Code of Regulations Section 15378[a]).

The proposed actions by the City constitute a "project" because the activity would result in a direct physical change in the environment and would be undertaken by a public agency. All "projects" within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project.

The completion of the environmental compliance process is governed by two principal regulations: California Environmental Quality Act (CEQA) (Public Resources Code Section 2100, et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). CEQA was enacted in 1970 by the California Legislature to disclose to decision makers and the public the significant environmental effects of proposed activities and to identify ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. Compliance with CEQA applies to all California government agencies at all levels, including local, regional, and state agencies, boards, commissions, and special districts (such as school districts and water districts). The City of Santa Ana is the Lead Agency for this project, and is therefore required to conduct an environmental review to analyze the potential environmental effects associated with the Warner Avenue Widening from Main Street to Grand Avenue (proposed project).

1.2.1 Initial Study

This Initial Study has been prepared in accordance with the CEQA and the CEQA Guidelines, as amended, to determine if the project could have a significant impact on the environment. The purposes of this Initial Study, as described in the State CEQA Guidelines Section 15063, are to 1) provide the lead agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration; 2) enable the lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration; 3) assist the preparation of an EIR, if one is required; 4) facilitate environmental assessment early in the design of a project; (5) provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment; (6) eliminate unnecessary EIRs; and (7) determine whether a previously prepared EIR could be used with the project. The findings in this Initial Study (IS) have determined that an EIR is the appropriate level of environmental documentation for this project.

1.2.2 Environmental Impact Report

The EIR will be prepared by the City and will include information necessary for agencies to meet statutory responsibilities related to the proposed project. State and local agencies will need to use the EIR when considering any permit or other approvals necessary to implement the project. A preliminary list of the environmental topics the City has identified for study in the EIR is provided in the IS Checklist (Section 4).

Following consideration of any public comments on the Initial Study, the Draft EIR will be completed and then circulated to the public and affected agencies for review and comment. One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of CEQA. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the City. The environmental review process provides several opportunities for the public to participate through public notice and public review of CEQA documents and public meetings. Additionally, lead agencies are required to respond to public comments in the Final EIR, and consider comments from the scoping process in the preparation of the Draft EIR.

1.3 IMPACT TERMINOLOGY

The following terminology is used to describe the level of significance of environmental impacts.

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular topic area in any way.

- An impact is considered ***less than significant*** if the analysis concludes that the project would cause no substantial adverse change to the environment.

- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that the project may have a substantial adverse effect on the environment; however, with the inclusion of environmental commitments or other enforceable measures, those adverse effects would be reduced or avoided and the project would ultimately result in no substantial adverse change to the environment.

- An impact is considered ***potentially significant*** if the analysis concludes that it could have a substantial adverse effect on the environment. If any impact is identified as potentially significant, additional analysis and preparation of an EIR is required. The EIR need only include those potentially significant impacts identified in the Initial Study.

1.4 ORGANIZATION OF THE INITIAL STUDY

The content and format of this report are designed to meet the requirements of CEQA. The finding of this Initial Study is that the proposed project may have significant environmental impacts. This Initial Study contains the following sections:

- Chapter 1, *Introduction*, identifies the purpose and scope of the Initial Study and the terminology used and organization of the report.

- Chapter 2, *Environmental Setting*, describes the project location, existing conditions, surrounding land uses, existing general plan designation and zoning for the project site and surrounding area.

- Chapter 3, *Project Description*, identifies the project background and describes the project in detail.

- Chapter 4, *Environmental Checklist*, presents the checklist and the impact significance finding for each resource topic.

- Chapter 5, *Environmental Analysis,* provides a detailed evaluation of the resource topics and questions contained in the checklist.

- Chapter 6, *References*, identifies all references and individuals cited in this Initial Study.

- Chapter 7, *List of Preparers*, identifies the individuals who prepared this report and their areas of technical specialty.

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2. Environmental Setting

2.1 PROJECT LOCATION

The City of Santa Ana is proposing to widen Warner Avenue between Main Street on the west and Grand Avenue on the east. The project area is in the southwestern portion of the City as shown in Figure 1, *Regional Location,* and Figure 2, *Local Vicinity*.

2.2 EXISTING CONDITIONS

Warner Avenue within the project limits is a four-lane undivided road with variable curb to curb and right-of-way (ROW) widths. The cross-sections vary by segment. Some segments of Warner Avenue within the project limits include a striped center turn lane while others do not. In some areas the sidewalk is directly adjacent to the street while parkways separate the sidewalk from the curb in other locations. Sidewalk widths vary from four to ten feet depending on the location; however some sections restrict pedestrian space to between 5 to 3 feet wide between power poles and landscape shrubs or walls. Bike lanes are not provided along Warner Avenue within the project limits. Most driveways and curb returns within the project limits do not meet current the Americans with Disabilities Act (ADA) clearance and slope requirements. In addition, there are several locations along the north sidewalk with insufficient ADA clearance between power poles and block walls.

2.2.1 Land uses

As shown on Table 1 and Figure 3, *Existing Land Use,* the land uses along Warner Avenue within the project limits include a mixture of commercial, residential, and industrial uses.

Table 1
Existing Land Use

Map No.[1]	APN	Site Address	Existing Land Use	Note	General Plan	Zoning
North Side (west to east)						
1	403-141-08	2245 S Main St.	General Commercial	Arco Gas Station	GC	C2
3	403-141-09	2246 S Cypress Ave.	Multi-family Residential (Apartment)		LR-7	R2
7	403-142-13	2245 S Cypress Ave.	Multi-family Residential		LR-7	R2
8	403-142-14	209 E Warner Ave.	Multi-family Residential		LR-7	R2
9	403-142-15	215 E Warner Ave.	Multi-family Residential		LR-7	R2
10	403-142-16	219 E Warner Ave.	Multi-family Residential		LR-7	R2
11	403-142-17	2246 S Orange Ave.	Multi-family Residential		LR-7	R2
12	403-142-18	2242 S Orange Ave.	Multi-family Residential		LR-7	R2
14	403-143-12	2245 S Orange Ave.	Multi-family Residential		LR-7	R2
15	403-143-11	2241 S Orange Ave.	Multi-family Residential		LR-7	R2
16	403-143-13	309 E Warner Ave.	Multi-family Residential		LR-7	R2
17	403-143-14	315 E Warner Ave.	Multi-family Residential		LR-7	R2
18	403-143-15	2246 S Maple St.	Multi-family Residential		LR-7	R2

Table 1
Existing Land Use

Map No.[1]	APN	Site Address	Existing Land Use	Note	General Plan	Zoning
19	403-143-16	2242 S Maple St.	Multi-family Residential		LR-7	R2
24A	403-144-11	2243 S Maple St.	Multi-family Residential		LR-7	R2
24B	403-144-10	2239 S Maple St.	Single-family Residential		LR-7	R1
23	403-144-12	2245 S Maple St.	Multi-family Residential		LR-7	R2
25	016-101-29	2247 S Rousselle St.	Single-family Residential		LR-7	R1
26A	016-101-28	2246 S Oak St.	Single-family Residential		LR-7	R1
26B	016-101-12	2242 S Oak St.	Single-family Residential		LR-7	R1
27A	016-102-24	2245 S Oak St.	Single-family Residential		LR-7	R1
27B	016-102-11	2241 S Oak St.	Single-family Residential		LR-7	R1
29A	016-102-23	2246 S Kilson Dr.	Single-family Residential		LR-7	R1
29B	016-102-21	2242 S Kilson Dr.	Single-family Residential		LR-7	R1
30	016-103-22	2245 S Kilson Dr.	Single-family Residential		LR-7	R1
31	016-103-23	705 E Warner Ave.	Single-family Residential		LR-7	R1
33	016-104-10	2241 S Hickory St.	Single-family Residential		LR-7	R1
32	016-104-28	2245 S Hickory St.	Single-family Residential		LR-7	R1
34	016-104-21	809 E Warner Ave.	Single-family Residential		LR-7	R1
35	016-104-29	2244 S Halladay St.	Single-family Residential		LR-7	R1
36	016-105-19	2245 S Halladay St.	Single-family Residential		LR-7	R1
37	016-105-20	905 E Warner Ave.	Single-family Residential		LR-7	R1
38	016-105-21	909 E Warner Ave.	Single-family Residential		LR-7	R1
N/A	016-105-22	909 E Warner Ave.	Open Space	Traffic signal & utility pole	OS	N/A
39A	016-214-12	2246 S Cedar St.	Single-family Residential		LR-7	R1
39B	016-214-11	2242 S Cedar St.	Single-family Residential		LR-7	R1
42	016-212-27	2243 S Cedar St.	Single-family Residential		LR-7	R1
43	016-212-26	2247 S Cedar St.	Single-family Residential		LR-7	R1
44	016-212-24	2242 S Evergreen St.	Single-family Residential		LR-7	R1
45	016-212-25	2246 S Evergreen St.	Single-family Residential		LR-7	R1
51	016-211-26	2247 S Evergreen St.	Single-family Residential		LR-7	R1
52	016-211-27	2243 S Evergreen St.	Single-family Residential		LR-7	R1
53	016-211-25	2246 S Standard Ave.	Single-family Residential		LR-7	R1
54	016-211-24	2242 S Standard Ave.	Multi-family Residential		LR-7	R2
57A	016-120-52	1209 E Warner Ave.	Restaurant	Waba Grill Teriyaki House	IND	M1
	016-120-49	1201 E Warner Ave.	Office, Industrial		IND	M1
57B	016-120-48	1221 E Warner Ave.	Industrial	Triton Chandelier (retail lighting fixtures)	IND	M1
58	016-120-53	1243 E Warner Ave.	Industrial	Parking	IND	M1
	016-120-54	1231 E Warner Ave.	Industrial	SW Gill Inc. (painting and paper hanging contractors)	IND	M1
N/A	872-30-13F-173	Union Pacific Rail Road (UPRR)	Open Space	Railroad	OS	O
60	014-281-19	1301 E Warner Ave.	Industrial	Montroy Supply Co. (advertising sign supplies)	IND	M1

Table 1
Existing Land Use

Map No.[1]	APN	Site Address	Existing Land Use	Note	General Plan	Zoning
62	014-281-12	1331 E Warner Ave.	Industrial	Beard Printing (digital, offset printing, and graphics)	IND	M1
63		1335 E Warner Ave.	Industrial	National Electric Alloys (expansion controlled alloy supplies and distribution)	IND	M1
South Side (west to east)						
2	016-031-54	100 E Warner Ave.	General Commercial	Wells Fargo Bank	GC	C2
	016-031-38	120 E Warner Ave.	General Commercial	Parking lot	GC	C2
4	016-031-37	124 E Warner Ave.	Single-family Residential		GC	C1
5	016-031-32	128 E Warner Ave.	Single-family Residential		GC	C1
6A	016-031-33	204 E Warner Ave.	General Commercial	Oli's Bakery Building	GC	C1
6B	016-031-50	216 E Warner Ave.	General Commercial	Shopping Center (hair salon, market, laundry)	GC	C1
6C	016-031-51	222 E Warner Ave.	General Commercial	El Taco Vaquero	GC	C1
13	016-031-40	230 E Warner Ave.	Single-family Residential		LR-7	R1
20	016-034-01	302 E Warner Ave.	Single-family Residential		LR-7	R1
21	016-034-26	310 E Warner Ave.	Single-family Residential		LR-7	R1
22	016-035-01	402 E Warner Ave.	Single-family Residential		LR-7	R2
	016-035-14		Pacific Electric Bike Trail	(Pacific Electric/golden loop bike trail is an off-road, paved trail that extends from the Santa Ana River at MacArthur Boulevard on the south approximately three miles to Chestnut Avenue on the north)		
N/A	016-090-26	417 E Central Ave.	Institutional	Monroe Elementary School	INS	O
28A	016-090-25 016-090-24 016-090-21	612 E Warner Ave.	Military	California National Guard Armory	OS	O
28B	016-090-22	2314 S Halladay St.	Open Space	Delhi Park and Community Center	OS	O

Table 1
Existing Land Use

Map No.[1]	APN	Site Address	Existing Land Use	Note	General Plan	Zoning
40	016-133-44	2305 S Halladay St.	Multi-family Residential		LR-7	R2
41	016-133-33	910 E Warner Ave.	Multi-family Residential		LR-7	R2
46	016-133-32	1002 E Warner Ave.	Multi-family Residential		LR-7	R2
47	016-133-31	1008 E Warner Ave.	Multi-family Residential		LR-7	R2
48	016-133-29	1012 E Warner Ave.	Multi-family Residential		LR-7	R2
49	016-133-47	1016 E Warner Ave.	Multi-family Residential		LR-7	R2
50A	016-133-43	1020 E Warner Ave.	Multi-family Residential		LR-7	R2
50B	016-133-28	1106 E Warner Ave.	Multi-family Residential		LR-7	R2
55	016-131-18	2301 S Evergreen St. 2307 S Evergreen St. 2311 S Evergreen St. 2313 S Evergreen St.	Multi-family Residential		LR-7	R2
56	016-150-09	1224 E Warner Ave.	Industrial	Cherry Aerospace Fastening (design/manufacture of fastening systems for aerospace)	IND	M1
N/A	872-30-13F-19	Union Pacific Rail Road (UPRR)	Open Space		OS	O
59	016-150-74	1310 E Warner Ave.	Industrial	Sakioka Farms (commercial warehouse)	IND	M1
61	016-150-52	1312 E Warner Ave.	Industrial	RV & Boat Storage	IND	M1
64	016-150-70	1320 E Warner Ave.	Industrial	Fire Station	IND	M1
65	016-150-71	2400 Grand Ave.	Industrial	Heritage Paper (industrial, retail and personal packaging	IND	M1
66	016-221-04	1504 E Warner Ave.	Parking		PAO	SD8
	016-221-31	1500 E Warner Ave.	Parking		PAO	SD8
	016-221-30	1502 E Warner Ave.	Parking		PAO	SD8
	016-221-07	1530 E Warner Ave.	Parking		PAO	SD8
	016-221-08	1532 E Warner Ave.	Landscape		PAO	SD8

[1] See Figure 6a and Figure 6b.

Zoning (see Figure 4, *Zoning Districts*)
R2 (Two-Family Residence)
R1 (Single-Family Residence)
C2 (General Commercial)
C1 (Community Commercial)
M1 (Light Industrial)
O (Open Space)
SD8 (Specific Development)

General Plan (see Figure 5, *General Plan Designations*)
LR-7 (Low Density Residential)
GC (General Commercial)
OS (Open Space)
IND (Industrial)
PAO (Professional and Administrative Office)
INS (Institutional)

Regional Location

NOT TO SCALE

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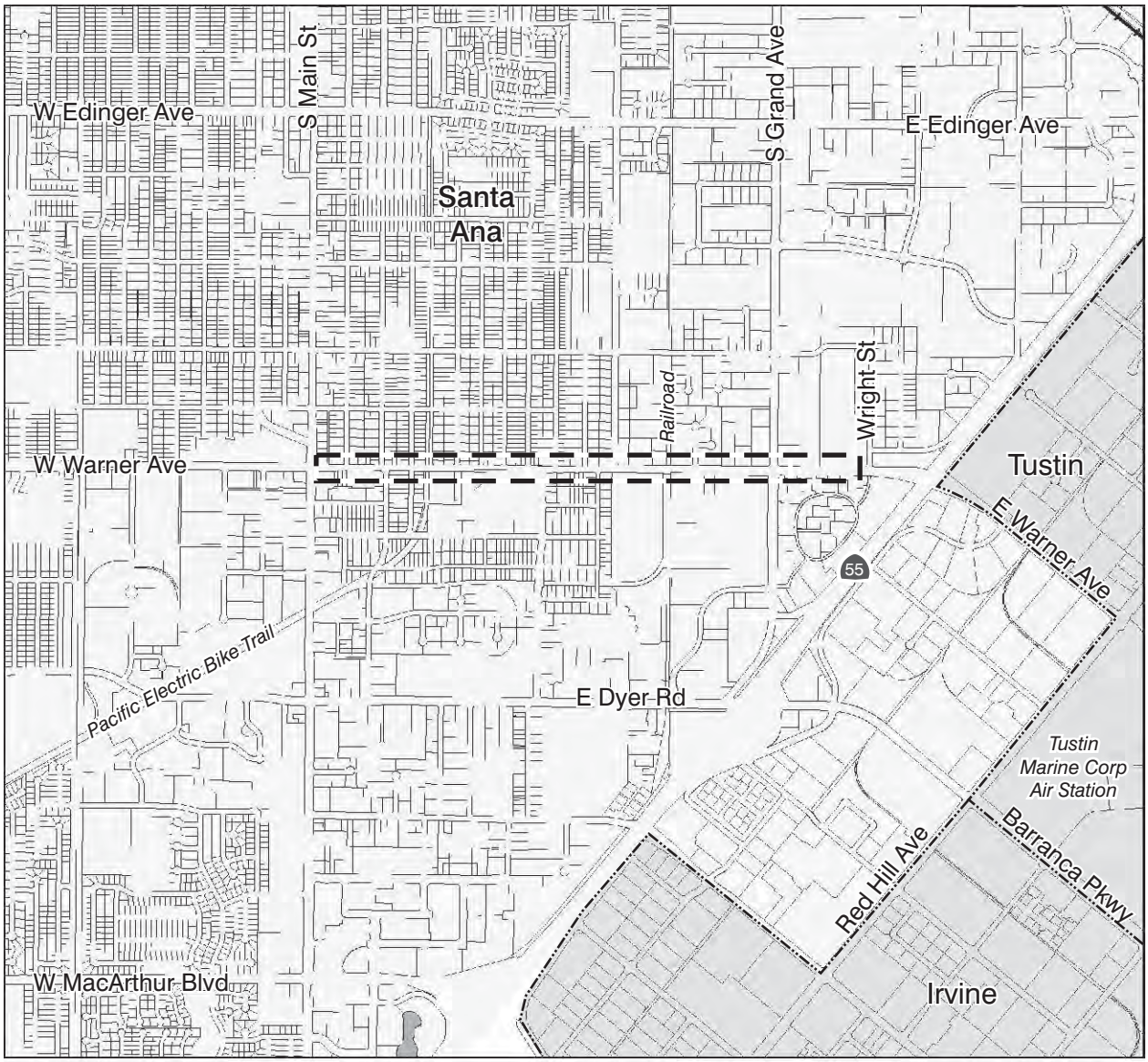
Local Vicinity



— — General Project Area

–·–·– City Boundary

0 2,000
Scale (Feet)

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Existing Land Use

General Project Area

0 200
Scale (Feet)

Source: Basemap from Google Earth Pro 2011

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The Union Pacific Rail Road (UPRR) rail corridor crosses Warner Avenue between Standard Avenue and Grand Avenue. This freight corridor is a spur off the Metrolink railroad corridor and serves many industrial uses within the City. The existing crossing at Warner Avenue is gated, with train crossings occurring approximately one to two times a day.

2.2.2 Transit

Warner Avenue within the project limits is served by three local Orange County Transportation Authority (OCTA) bus routes; Routes 72 and 463 that run along Warner between Main Street and Grand Avenue; and Route 55 that runs between Halladay Street and Grand Avenue. Bus stops with concrete bus pads are provided at the following locations along Warner Avenue:

- Eastbound
  - Main Street intersection
  - Midblock between Maple and Oak Streets
  - Standard Avenue intersection

- Westbound
  - Maple Street intersection
  - Halladay Street intersection
  - Standard Avenue intersection
  - Between UPRR corridor and Hathaway Street
  - Grand Avenue intersection

2.2.3 Storm Drains

Major drainage facilities within the project limits include the following:

- Curbs, gutters, and underground stormdrains.

- 27-inch-diameter storm drain runs along the north side of Warner Avenue from Standard Avenue and connects to the 60-inch storm drain at Rousselle Street.

- 60-inch- to 66-inch-diameter storm drain runs along the north side of Warner Avenue between Rousselle Street and Main Street.

- A 7-foot by 6-foot reinforced concrete box culvert runs along the north side of Warner Avenue from a junction structure from Grand Avenue to the UPRR corridor. Just east of the railroad tracks, the culvert turns to the north and continues running along the east side of the railroad right-of-way.

2.2.4 Utilities

A variety of wet and dry utilities exist within the project limits, both underground and overhead. Major wet and dry utilities include the following.

Wet Utilities

- An 18-inch Metropolitan Water District water line runs along the south side of Warner.

- A 16-inch water line runs along the north side of Warner Avenue from Main Street to Rousselle Street, where it transitions to the south side, increases to a 20-inch line, and continues east past Grand Avenue.

- An 8-inch sewer line runs along the center of the street from Main Street to Orange Avenue, where it turns south and continues down Orange Avenue.

Dry Utilities

- 66kV overhead power lines originating from the SCE substation south of Warner Avenue and just east of the UPRR corridor run north to Warner Avenue. At Warner Avenue, the lines run both east and west along the north side of Warner Avenue, with the power poles located within the north sidewalk. Telephone lines are mounted on the lower portions of the poles supporting these SCE lines.

- Overhead cable lines run along the south sidewalk within the project limits.

- A 4-inch gas line runs under the roadway and north sidewalk (depending on the segment) from Main Street to just east of Kilson Street.

- An AT&T telecommunications line runs under the south sidewalk from Main Street to Standard Avenue. An MCI telecommunications line runs under the south side of the street from Main Street to just east of Cypress Avenue

2.3 SURROUNDING LAND USE

Land uses surrounding the Warner Avenue study area are similar to urban land uses adjacent to Warner Avenue and include commercial, industrial, and residential uses.

2.4 EXISTING ZONING AND GENERAL PLAN LAND USE DESIGNATIONS

The City General Plan is a document that establishes a roadmap to guide growth and development within the City by designating land uses and through implementation of the goals and policies. It provides a long-term vision for the city.

Zoning is a device used by the City to designate permitted uses of land based on mapped zones which separate one set of land uses from another. Zoning regulates building height, lot coverage, and similar characteristics, or some combination of these for land uses throughout the City.

Although there are general plan and zoning designations for each parcel in the city, some of the actual land uses do not comply with the maps, such as a residential house on a parcel designated for commercial uses; these are minor inconsistencies and are typically conditionally permitted.

Warner Avenue is a public roadway and does not have a specific zoning or general plan land use designation. The City of Santa Ana General Plan Circulation Element classifies the roadway as a Major Arterial (Santa Ana GPCE 1998). The zoning and General Plan land use designations for parcels fronting Warner Avenue between Main Street and Grand Avenue include the following.

Zoning (see Figure 4, *Zoning Districts*)

- R2 (Two-Family Residence)
- R1 (Single-Family Residence)
- C2 (General Commercial)
- C1 (Community Commercial)
- M1 (Light Industrial)
- O (Open Space)
- SD8 (Specific Development)

General Plan (see Figure 5, *General Plan Designations*)

- LR-7 (Low Density Residential)
- GC (General Commercial)
- OS (Open Space)
- IND (Industrial)
- PAO (Professional and Administrative Office)
- INS (Institutional)

The City of Santa Ana is divided into 64 neighborhood associations. A portion of the project site is also within the Delhi Neighborhood; Warner Avenue between Main Street and Standard Avenue.

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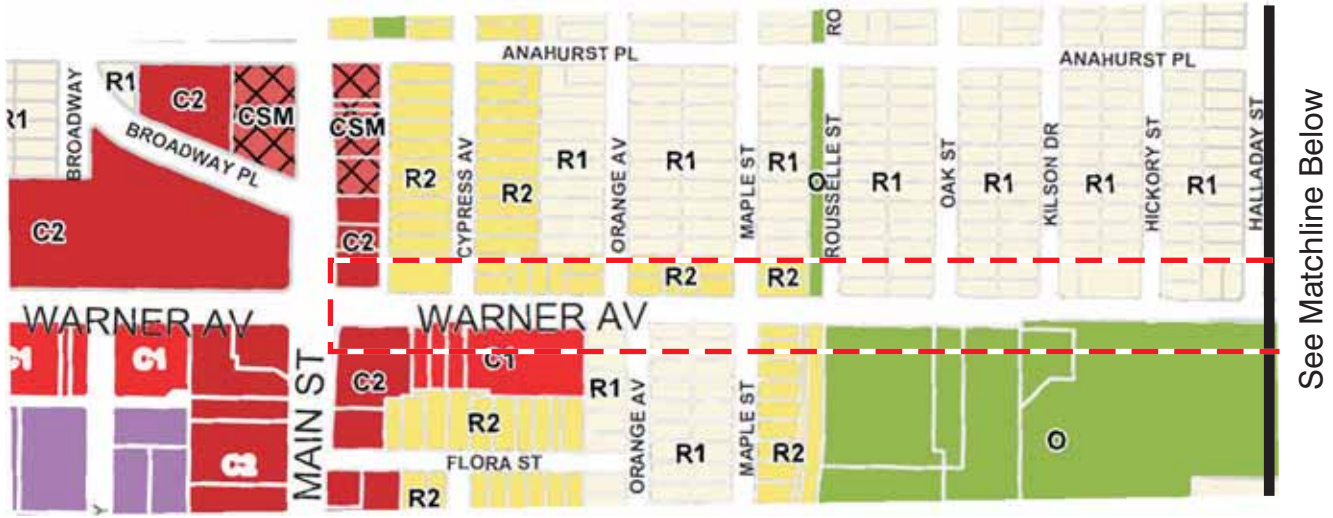
Zoning Districts



LEGEND

R1	Single-Family Residence
R2	Two-Family Residence
C1	Community Commercial
C2	General Commercial
C-SM	South Main Street Commercial District
M1	Light Industrial
O	Open Space
SD8	Specific Development
— —	General Project Area

0 500
Scale (Feet)

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General Plan Land Use Designations

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3. Project Description

3.1 PROJECT BACKGROUND

The City of Santa Ana (Lead Agency) is proposing to widen Warner Avenue between Main Street and Grand Avenue, from its existing four lanes to six lanes, in order to accommodate current congestion, projected growth, and increased volume generated by the Tustin Legacy Project.

Warner Avenue is a regionally significant east–west four-lane roadway through the City. The roadway varies between four and six lanes and links the City with the neighboring cities of Fountain Valley and Tustin. Warner Avenue between Main Street and Grand Avenue currently experiences substantial congestion during peak periods.

The environmental and engineering effort for Warner Avenue originated as a mitigation measure for the proposed Tustin Legacy project, which involves the redevelopment of the former Tustin Marine Corps Air Station (MCAS). The air station is currently being converted from military use to mixed-use commercial, residential, institutional, and industrial uses. The environmental documents prepared by the City of Tustin for the Tustin Legacy project identified significant traffic impacts to this section of Warner Avenue due to traffic generated by the proposed development. To mitigate traffic impacts in Santa Ana, the City of Tustin was required to fund the preparation of the environmental analysis and preliminary engineering and to provide matching funds for construction of improvements to Warner Avenue between Main Street and Grand Avenue.

Roadway Design Standards

City

A four-lane arterial is designed to accommodate up to 30,000 vehicles per day if it is divided (center median) and 20,000 vehicles if undivided. Within the study area, Warner Avenue has a median (striped not raised) in some segments and no center median in other segments; therefore, this four-lane section of Warner Avenue is designed to accommodate up to 20,000 vehicles per day. However, between Main Street and Halladay Street there are currently approximately 28,640 vehicles per day, and between Standard Avenue and Grand Avenue approximately 23,814 vehicles per day (counts taken by IBI Group on June 13, 2012). By the year 2035 estimated traffic volumes along this segment are forecast at up to 29,600 vehicles per day. Current vehicle volumes exceed the road capacity, and future volumes would be at the top carrying capacity for a four-lane divided arterial.

Level of service (LOS) is a qualitative ranking that characterizes traffic congestion on a scale of A to F, with LOS A being the optimal traffic condition and LOS F representing extreme congestion. A four-lane undivided arterial roadway with average daily traffic volumes of 20,000 vehicles is operating at a LOS C (stable flow). Currently Warner Avenue between Main Street and Halladay Street is operating at LOS F and between Standard Avenue and Grand Avenue at LOS E.

Warner Avenue is designated in the City General Plan Circulation Element (GPCE) Master Plan of Streets and Highways as a major arterial (Santa Ana 1998). A major arterial is defined by the City as a six-lane, divided-120-foot-wide arterial (GPCE 1998).

County

The OCTA Master Plan of Arterial Highways (MPAH) also designates Warner Avenue as a major arterial, defined as a six lane divided 120-foot wide arterial designed to accommodate 45,000 to 60,000 vehicles per day. The MPAH establishes a countywide roadway network intended to ensure coordinated transportation system development among local jurisdictions in Orange County (OCTA 2011a).

Widening Warner Avenue from four to six lanes between Main Street and Grand Avenue would make this section of the street consistent with the City GPCE and the County MPAH.

Complete Streets Act of 2008

Complete Streets Act of 2008 (Assembly Bill1358, Government Code Sections 65040.2 and 65302). The purpose of the policy is to ensure that all users of the transportation system, including pedestrians, bicyclists, and transit users as well as children, older individuals, and individuals with disabilities, are able to travel safely and conveniently on streets and highways within the public right of way. The City is currently in the process of updating their Circulation Element. The Complete Streets Act requires that city General Plan Circulation Elements comply with the complete streets principals (planning for all modes). Following the widening Warner Avenue would be consistent with the Circulation Element and therefore would comply with the policies outlined in the Complete Streets Act.

3.2 PROJECT DESCRIPTION

The proposed project involves the widening of an approximately one-mile section of Warner Avenue, between Main Street and Grand Avenue, from its current four lanes to six lanes (see Figure 6a and Figure 6b, *Proposed Road Alignment)*.

To reduce the number of properties affected by the road widening, the project was reduced from the standard major arterial 120-foot-wide right-of-way (ROW) to a modifed110-foot-wide ROW.

- Main Street to Standard Avenue: Modified Major Arterial cross-section with a 110-foot-wide ROW including six 11-foot lanes, 14-foot raised landscaped median, 5-foot bike lanes, 4-foot parkways, and 6-foot sidewalks. Section widens at Main Street intersection approach to accommodate dual left turn lanes (see Figure 7, *Proposed Street Cross-Sections*).

- Standard Avenue to UPRR Corridor: Modified Major Arterial cross-section with 100-foot ROW, six 11-foot lanes, 10-foot raised landscaped median, 5-foot bike lanes, 4-foot parkways, and 6-foot sidewalks.

- UPRR Corridor to Grand Avenue: Modified Major Arterial cross-section with 110-foot ROW, which matches existing, six 11-foot lanes, 14-foot raised landscaped median, 5-foot bike lanes, 4-foot parkways, and 6-foot sidewalks. Section widens at Grand Avenue intersection approach to accommodate dual left turn lanes

Proposed Alignment

Source: IBI 2012

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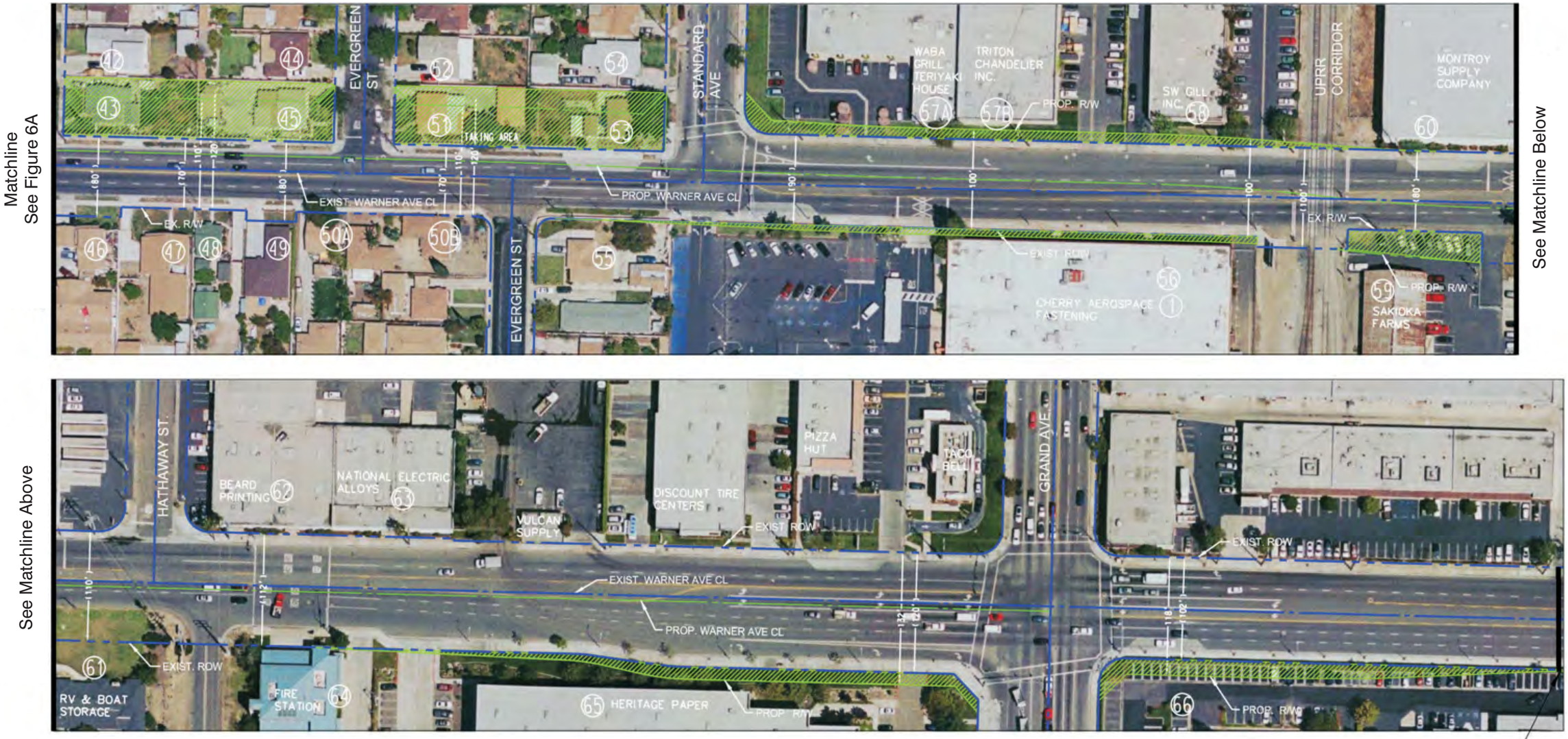
Proposed Alignment



Source: IBI 2012

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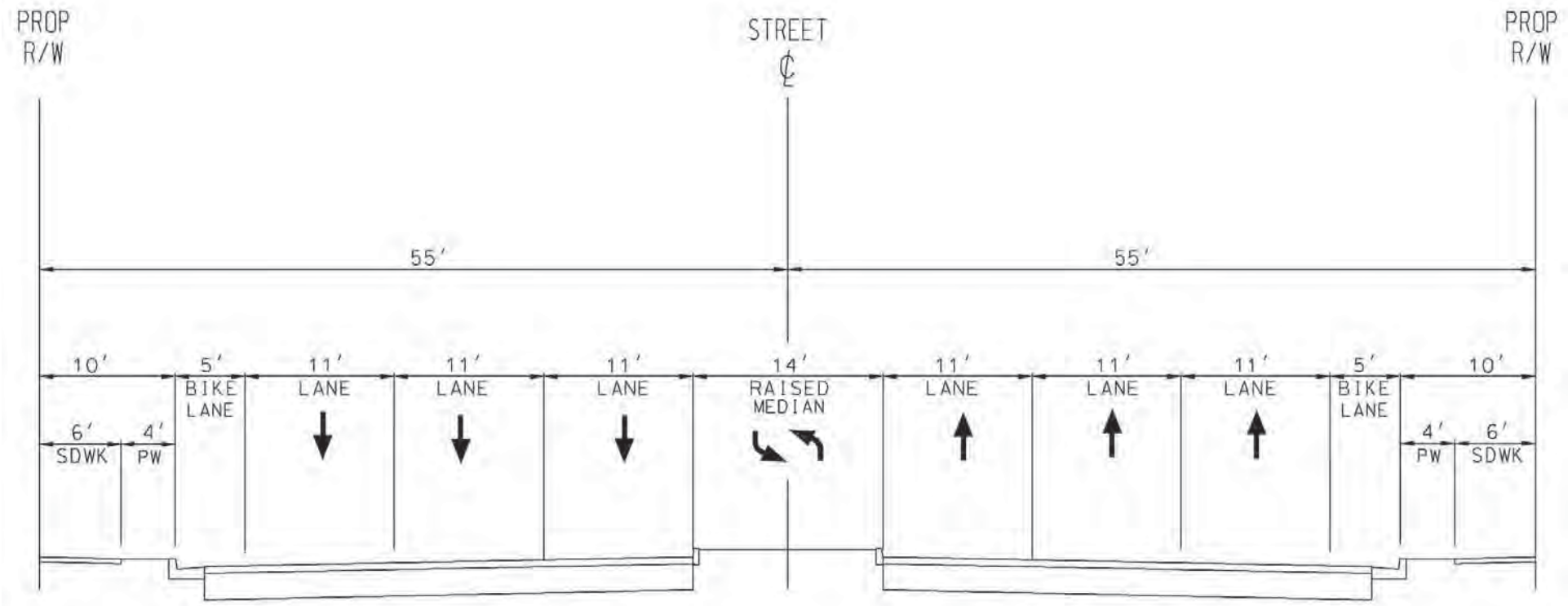
Proposed Street Cross-Section



Modified Major Arterial Typical Street Section - 110 R/W

0 12
Scale (Feet)

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3.2.1 Access and Circulation

To improve traffic flow and reduce accident potential, left turn access would be restricted at most of the unsignalized intersections. Access to and from the following unsignalized intersections along Warner Avenue would be restricted to right-turn-in/right-turn-out only (listed from west to east).

North side

- Cypress Avenue
- Orange Avenue
- Oak Street
- Kilson Drive
- Hickory Street
- Halladay Street
- Cedar Street
- Evergreen Street
- Hathaway Street

South side

- Orange Avenue
- Evergreen Street
- SCE substation and RV storage lot access road

Driveway access along this segment of Warner Avenue would also be restricted to right-in/right-out only. Main Street, Maple Street, Halladay Street (south side), Standard Avenue, and Grand Avenue would remain accessible in both directions.

3.2.2 Lighting

As part of the project the existing street lights and any parking lot lights would be relocated along roadway sections that are widened. No additional street lights are anticipated. Relocated street lights would be upgraded with new LED luminaries. Where the City needs to acquire street frontage from adjacent parking lots, those lights would require relocation.

3.2.3 Sidewalks

All sidewalks, curb ramps, and driveways are designed to comply with the most current Americans with Disabilities Act (ADA) requirements per Caltrans Design Information Bulletin (DIB) 82 “Pedestrian Accessibility Guidelines for Highway Projects”. Caltrans requires a minimum horizontal clearance along a sidewalk of 4 feet from the face of curb to any obstructions. The project design and construction would comply with this requirement.

The existing driveway approaches are not compliant with current ADA requirements. The ADA requires that a minimum 4-foot-wide area with a cross-slope of no greater than 2 percent across driveway approaches. The project includes partial reconstruction of driveways and portions of parking lots to accommodate the vertical transition required to comply with ADA.

3.2.4 Bicycle Lanes

Bicycle lanes in the City vary in width from four feet to seven feet depending on the available right-of-way. The City has established the following two bikeway classifications of bikeways, which generally correspond with the OCTA bikeway classifications:

- Class I Bikeway. Provides for bicycle travel on a right-of-way completely separated from the street.
- Class II Bikeway. Provides for a striped lane for one-way travel within the street right-of-way.

The Warner Avenue widening would include 5-foot-wide Class II bicycle lanes on each side of the street.

The cul-de-sac at Rousselle Street would be restored with the minimum required radius of 38 feet, and the Class I Bike Path east of Rousselle Street would be reconstructed in place, with the exception of the pedestrian/bike crossing signal, which would be removed. The bike path would be realigned to the intersection of Maple Street and a new signal and crosswalks would be installed.

3.2.5 Intersections

The following intersection modifications would be included as part of the project:

- A second left turn lane would be added along both the eastbound and westbound approaches of the Main Street and Warner Avenue intersection. The exclusive right turn lanes along both approaches would be maintained.

- The Warner Avenue and Standard Avenue intersection would be modified to replace the exclusive right turn lane along the westbound approach with a shared through/right. An exclusive westbound left turn lane would be provided at the intersection to provide controlled left turn access into the Cherry Aerospace property.

3.2.6 Property Acquisition

To implement the road widening, acquisition of private property cannot be avoided. As proposed, the majority of the full property acquisition would occur along the north side of Warner Avenue from Main Street to Standard Avenue, where the centerline would jog slightly south. The property acquisition between the UPRR and Grand Avenue would be partial only. The proposed project would also extend a third westbound through-lane past Grand Avenue to South Wright Street/Brookhollow Drive to continue the improved flow of traffic. Figure 6a and Figure 6b shows the proposed improvements would require City acquisition of 35 full parcels and a portion of 25 parcels.

The City would comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the State of California Relocation Guidelines under Title 25, Division 1, Chapter 6 of the California Code of Regulations. A specific relocation plan would be prepared and all displaces would be contacted by a Relocation Agent, who is responsible for ensuring that displaces receive full relocation benefits, including advisory assistance, and that all activities are conducted in accordance with federal and state regulations.

3.2.7 Landscaping

The raised median and the expanded ROW would provide a significant opportunity to aesthetically upgrade the Warner Avenue corridor as part of the project. These upgrades would include the use of a landscape theme for both the center median and parkway area. A detailed urban design concept would be prepared and approved by the City prior to final design.

3.2.8 Project Phasing

The project would be divided into four or more segments along Warner Avenue. Construction would follow acquisition of the required properties. It is currently unknown how long it would take to acquire all the properties in each segment. If all properties are acquired and unimpeded construction occurs, the full project could be completed in a total of 16 months. However, depending on funding availability certain segments may be delayed. Each segment would have two phases as shown below.

1. ROW acquisition, demolition, and clearance (3 to 5 years for total project):

    - The City would acquire the necessary parcels and relocate the impacted residents and businesses.

    - Structure demolition would occur as properties are acquired. Houses, businesses, walls and fences, and landscaping on acquired parcels would be demolished. Prior to demolition, structures would be surveyed and properly abated for asbestos-containing material (ACM) and lead-based paint (LBP), as required.

2. Road Widening (approximately 16 months for total project or 4 months per ¼ mile segment):

    - All overhead power transmission poles and lines, street light poles, and gas and water valves along Warner Avenue would be relocated to align with the new right-of-way. No disruption of services is anticipated.

    - Relocate above-ground utilities and utility poles; underground utilities would remain in place. All relocation would take place concurrently with roadway widening construction.

    - Remove asphalt, pavement, sidewalk, curb, and gutter; and excavate road bed.

    - Rough grading and aggregate base as foundation would be laid, followed by asphalt paving and top-coat pavement at utility grade. Curb, gutter, and sidewalks would also be installed.

Construction Staging

During demolition and construction, vehicle, equipment, and materials staging and storage would be located on one of the acquired lots. No staging would occur in the public right-of-way. Fencing around the construction staging area would ensure safety and separation of the public from construction equipment and materials.

Traffic Control

Construction would be completed in linear segments so the entire length of Warner Avenue within the project limits is not disrupted at once. In addition, the number of intersecting cross-streets that require

closure during construction would be minimized. This would reduce access challenges for residents who live on the north side of Warner Avenue. If a cross-street must be closed during construction, motorists could use a nearby open road.

Within each segment construction would take place in stages so that four lanes would be open for traffic on the opposite side of Warner Avenue. Because each half of the Warner Avenue would be 45 feet wide, each half could accommodate four temporary 11-feet lanes while providing 6 feet for the installation of k-rail barriers.

During demolition and construction the four existing travel lanes on Warner Avenue would be narrowed to two lanes, one lane in each direction, along the side opposite the area of construction.

If temporary lane closures are required they would be limited to non-rush hour periods and travelers would be directed to alternative routes; closures are not anticipated to last more than 24 hours.

A detailed traffic control plan for roadway traffic would be prepared and would be based on the most recent version of the *Greenbook: Standard Specifications for Public Works Construction* (federal), California Department of Transportation *California Manual on Uniform Traffic Control Devices* (state); Southern California Chapter of the American Public Works Association *Work Area Traffic Control Handbook* and City Standard Specifications (local). The traffic control plan would be prepared by a licensed civil engineer prior to the beginning of any construction work. The Traffic Control Plan would include extensive public outreach and public awareness through the use of mailers and notices in local papers and other publications.

3.3 DISCRETIONARY ACTION REQUIRED

The City of Santa Ana is the Lead Agency under CEQA and has the approval authority over the proposed project. The City would require approval from the following Responsible Agencies to implement the proposed project.

- California Public Utilities Commission – Review and approve relocation of privately owned utilities and encroachment into rail property.

- South Coast Air Quality Management District – Issue air quality permits to implement the project prior to and during construction.

4. Environmental Checklist

4.1 BACKGROUND

1. **Project Title:** Warner Avenue Widening from Main Street to Grand Avenue

2. **Lead Agency Name and Address:**
   City of Santa Ana
   Public Works Agency M-36
   20 Civic Center Plaza
   Santa Ana, CA 92702

3. **Contact Person and Phone Number:**
   Kenny Nguyen, Senior Civil Engineer
   (714) 647-5632

4. **Project Location:** Warner Avenue is located in the City of Santa Ana, County of Orange, California. The roadway segment proposed to be widened is in the southwestern portion of the City between Main Street on the west and Grand Avenue on the east.

5. **Project Sponsor's Name and Address:**
   City of Santa Ana
   Public Works Agency M-36
   20 Civic Center Plaza
   Santa Ana, CA 92702

6. **General Plan Designation:** Major Arterial, LR-7 (Low Density Residential), GC (General Commercial), OS (Open Space), IND (Industrial), PAO (Professional and Administrative Office), INS (Institutional)

7. **Zoning:** R2 (Two-Family Residence), R1 (Single-Family Residence), C2 (General Commercial), C1 (Community Commercial), M1 (Light Industrial), O (Open Space), SD8 (Specific Development)

8. **Description of Project**: The project would widen Warner Avenue from Main Street to Grand Avenue, from the existing variable ROW to a consistent 110-foot ROW. Warner Avenue would have six 11-foot lanes, 14-foot raised landscaped median, 5-foot bike lanes, 4-foot parkways, and 6-foot sidewalks. The project requires City acquisition of 35 full parcels and a portion of 25 parcels.

9. **Surrounding Land Uses and Setting**: Warner Avenue is in a fully developed heavily urban setting. Land uses surrounding Warner Avenue project site include residential, office, commercial warehouse, commercial retail such as Heritage Paper, industrial such as Cherry Aerospace, Monroe Elementary School, National Guard Armory, Delhi Park, a fire station, and a railroad crossing.

10. **Other Public Agencies Whose Approval Is Required**: California Public Utilities Commission, South Coast Air Quality Management District

4.2 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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Geology& Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology & Water Quality
☒ Land Use & Planning	☐ Mineral Resources	☒ Noise
☒ Population &Housing	☐ Public Services	☐ Recreation
☒ Transportation & Traffic	☒ Utilities & Service Systems	☐ Mandatory Findings of Significance

4.3 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 for Kenny Nguyen — Date 9/28/2012

JoAnn Hadfield — City of Santa Ana

Printed Name — For

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) **Earlier Analyses Used.** Identify and state where they are available for review.
   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each topic 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.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?			X	
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	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?	X			
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (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	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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
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

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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
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	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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
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

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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	
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			

5. Environmental Analysis

Chapter 4, Section 4.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies the significant of project impacts.

5.1 AESTHETICS

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

No Impact. Scenic vistas provide visual access or panoramic views to a large geographic area. The field of view from a vista location can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views include an urban skyline, valley, mountain range, the ocean, or other water bodies. There are no scenic vistas along Warner Avenue between Main Street and Grand Avenue. The area surrounding Warner Avenue is fully developed and urban. No scenic vista impacts would occur; therefore, this topic will not be analyzed further in the EIR.

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

No Impact. According to the State of California Department of Transportation Scenic Highway Mapping System and the City of Santa Ana General Plan, Warner Avenue is not designated as a state scenic highway; therefore, no scenic resources located within a state scenic highway would be damaged. No state scenic highway impacts would occur; therefore, this topic will not be analyzed further in the EIR.

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

Less than Significant Impact. The existing visual character of the area consists of a roadway in a heavily urban setting, surrounded by residential, commercial, industrial, institutional (school), office, parks, and other developed land uses. Following construction, the six-lane Warner Avenue would not significantly change the visual character of the site compared to its existing condition. The project includes landscaping in the center median and adjacent to the sidewalk, new pavement and lane stripping, sidewalks, streetlights, and is expected to enhance the existing visual quality of the area. The existing land use would not change and the project would not degrade the site. Visual character and quality impacts would be less than significant; therefore, this topic will not be analyzed further in the EIR.

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

Less Than Significant Impact. The project area is currently developed with a variety of uses and located in a heavily urban setting. The existing sources of light include street lights, vehicle headlights, and residential and building security lights and parking lot lights. The street improvements would not introduce new sources of light or glare. The existing street lights would be relocated and no new light sources would be added. Furthermore, construction hours would be limited to between 7:00 AM and 5:00 PM and would not require significant nighttime lighting. Implementation of the proposed project

would not affect nighttime views in the area. Light and glare impacts would be less than significant; therefore, this topic will not be analyzed further in the EIR.

5.2 AGRICULTURE RESOURCES

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 agricultural use on the site. The project site is mapped as Urban and Built-Up Land on the Orange County Important Farmland Map 2010 (DLRP 2011). The site is not mapped as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. Therefore, the project would not convert mapped Important Farmland to nonagricultural use; therefore, this topic will not be analyzed further in the EIR.

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

No Impact. The project site has no zoning district designated by the City of Santa Ana because it is a roadway. The site is designated a Major Arterial in the City of Santa Ana General Plan. There is no zoning for agricultural use onsite.

Under Williamson Act contracts, private landowners voluntarily restrict their land to agricultural land and compatible open-space uses; in return, their land is taxed based on actual use, rather than potential market value. Williamson Act contracts are only available in agricultural preserves, and there are no Williamson Act contracts in effect for the project site. No Williamson Act impacts would occur; therefore, this topic will not be analyzed further in the EIR.

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

No Impact. There is no zoning for forest land, timberland, or timberland production onsite, and no impact would occur; therefore, this topic will not be analyzed further in the EIR.

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

No Impact. The project area is in a highly urbanized setting; there is no forest land onsite and the project would not convert forest land to nonforest use. No forest land impacts would occur; therefore this topic will not be analyzed further in the EIR.

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

No Impact. The project area is urban, and the road widening would not result in the conversion of any farmland to nonagricultural uses or forest to nonforest uses. There is no mapped farmland on or near the site (DLRP 2011); the project would not indirectly cause any conversion of mapped farmland to nonagricultural use, or forest land to nonforest use. This topic will not be analyzed further in the EIR.

5.3 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 proposed project would generate short-term construction-related and long-term air pollutant emissions that have the potential to affect local and regional air quality. Further evaluation is necessary to determine whether the proposed project would conflict with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). This topic will be fully analyzed in the EIR.

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

Potentially Significant Impact. The proposed project would generate short-term construction-related and long-term air emissions that have the potential to exceed SCAQMD's regional thresholds of significance. Further review in the EIR is necessary to determine the level of significance. This topic will be fully analyzed in the EIR.

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)?

Potentially Significant Impact. The South Coast Air Basin (SoCAB) is designated nonattainment for ozone (O_3) and fine inhalable particulate matter ($PM_{2.5}$) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for coarse inhalable particulate matter (PM_{10}), oxides of nitrogen (NO_x), and lead (Los Angeles County only) under the California AAQS. Air pollutant emissions generated by short-term construction activities and long-term operation of the project could generate emissions that cumulatively contribute to the nonattainment designations of the SoCAB. This topic will be fully analyzed in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects. SCAQMD has adopted localized significance thresholds (LSTs) to evaluate impacts associated with concentrations of air pollutants generated by on-site construction equipment at nearby sensitive receptors. In addition to LSTs, an increase in traffic volumes on Warner Avenue could result in an increase in carbon monoxide (CO) hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. The EIR will evaluate localized significance impacts and the potential for the formation of CO hotspot generated by the project.

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

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates 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.

Emissions from construction equipment, such as diesel exhaust, may generate some odors; however, these would be low in concentration, temporary, and are not expected to affect a substantial number of people. No long-term odors would be generated by the proposed project. The proposed project would not result in objectionable odor impacts; therefore, this topic will not be analyzed further in the EIR.

5.4 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. Special status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act; species otherwise given certain designations by the California Department of Fish and Game; and plant species listed as rare by the California Native Plant Society. The project area is located within a highly urbanized area and is completely developed as a roadway and residential, school, park, commercial, and industrial land uses. There is no native habitat onsite. There are no candidate, sensitive, or special status species within in the project area. The project would not involve habitat modification; therefore, this topic will not be analyzed further in the EIR.

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

No Impact. 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; that are known to provide habitat for sensitive animal or plant species; or are known to be important wildlife corridors. No riparian habitat or other sensitive natural communities occur in the project site. 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. No impact is anticipated and this topic will not be analyzed further in the EIR.

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. The proposed project is located in an urbanized setting and there are no wetlands on or near the project site. Project implementation would not involve direct removal, filling,

hydrological interruption, or other direct or indirect impact to wetlands under jurisdiction of regulatory agencies. No impact to federally protected wetland is anticipated and this topic will not be analyzed further in the EIR.

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

No Impact. The proposed project is located in an urbanized setting and there are no wildlife corridors or native resident or migratory fish or wildlife species within the project area. This topic will not be analyzed further in the EIR.

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

Less Than Significant Impact. The proposed project could result in removal or relocation of existing ornamental trees and plants. Removal or planting of trees within the City's rights-of way is required to comply with the City of Santa Ana Municipal Code, Article VII, Regulation of the Planting, Maintenance, and Removal of Trees. In addition, the City is required to comply with the Migratory Bird Treaty Act, a federal ordinance, and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, a state ordinance, protect nests of all native birds. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources and this topic will not be analyzed further in the EIR.

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

No Impact. The project vicinity is highly urbanized and is not within a Natural Community Conservation Plan or Habitat Conservation Plan. Implementation of the proposed project would not conflict with any adopted habitat conservation plans and this topic will not be analyzed further in the EIR.

5.5 CULTURAL RESOURCES

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

Potentially Significant 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 proposed project would require the acquisition, demolition and removal of structures on 35 parcels. Buildings along Warner Avenue date between 1910 and 2003; therefore, historic resources may be impacted. A historical resource survey and assessment will be prepared that will evaluate the potential historical significance of structures at least 45 years of age. Additionally, an archaeological study will be prepared to evaluate the potential for cultural and prehistoric resources and impacts within the project area. The findings of a detailed historical and cultural resources study will be summarized in the EIR.

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

Potentially Significant Impact. Grading and excavation activities involved with the road widening could impact previously undiscovered resources. The EIR will evaluate potential impacts of the proposed project on sensitive archeological resources.

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

Less Than Significant Impact. The project area is already developed and soils have been previously disturbed. All construction would occur within approximately 30 inches of the existing grade and would not involve extensive excavation activities. All subsurface utility lines will be protected in place. Therefore, the potential of discovering a unique paleontological resource or geologic feature is highly unlikely; therefore this topic will not be further discussed in the EIR.

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

Less Than Significant Impact. The project site is developed with various urban uses, and the project site is not anticipated to disturb human remains. The project area has been developed and considering the shallow excavation involved for the project, the potential for disturbing human remains would be minimal. However, in the event that human remains are uncovered during grading and excavation, contractors are required to comply with the procedures and requirements set forth in the California Health and Safety Code Section 7050.5 and Public Resources Code Section 2098.98. The County Coroner and the Native American Heritage Commission would be notified and, in turn, would notify those persons believed to be most likely descended from the deceased for appropriate disposition of the remains. Therefore, no additional mitigation measures concerning human remains impact are required; therefore, this topic will not be analyzed further in the EIR.

5.6 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.

No 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, in order to minimize the hazard of surface rupture of a fault to people and buildings. 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. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years. The nearest known earthquake fault is the San Joaquin Hills Blind Thrust fault, approximately 1.7 from the project site. There are no Alquist-Priolo Earthquake Fault Zones in the City of Santa Ana (CGS 2012). Implementation of the proposed project would not create a hazard arising from rupture of a known earthquake fault. No further analysis is needed and this topic will not be analyzed further in the EIR.

ii) Strong seismic ground shaking?

Less than Significant Impact. The nearest known active fault to the project site is the San Joaquin Hills Blind Thrust fault, approximately 1.7 miles distant. This fault is estimated to generate horizontal ground surface acceleration of 0.56 g (gravity) at the project site during the maximum credible earthquake event, the strongest estimated acceleration from any fault. The design horizontal acceleration for the project site is 0.34 g, having a 10 percent probability of being exceeded in 50 years (average return period of 475 years). The proposed widening would accommodate existing and projected future traffic volumes on Warner Avenue. Warner Avenue is designated a major arterial with six lanes, and the project would result in an increased number of people traveling on Warner Avenue. The project would be designed based on the California Department of Transportation (Caltrans) seismic safety requirements and current seismic design criteria. Therefore, the proposed project would not involve the development of any habitable structures and would not expose residents or workers to increased safety hazards associated with ground shaking. Project-related hazards from strong ground shaking would be less than significant; therefore, this topic will not be studied further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The project site is within the liquefaction zone as identified in the State of California Seismic Hazard Zones Map (Tustin Quadrangle) 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. A geology study will be conducted to analyze soils impacts. This topic will be studied further in the EIR.

iv) Landslides?

No Impact. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The site is flat with no significant slopes on or adjacent to the site. Therefore, no further evaluation is required.

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

Potentially Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the project region include wind and flowing water. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used. Project construction would expose substantial amounts of soil to erosion because parcels would be slowly acquired and cleared over approximately three years.

Pursuant to the Clean Water Act (CWA), the State Water Resources Control Board (SWRCB) issued a statewide general National Pollution Discharge Elimination System (NPDES) Permit for stormwater discharges from construction sites (Order No. 2010-0014-DWQ). Under this Statewide General Construction Activity permit, the project requires a Storm Water Pollution Prevention Plan (SWPPP)

specifying best management practices (BMP) for reducing soil erosion. The project would also require a water quality management plan. This topic will be further analyzed in the EIR.

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

Potentially Significant Impact. Hazards related to liquefaction and landslides are addressed above in Sections 5.6a.iii and 5.6.a.iv, respectively. The proposed project site and adjacent areas are nearly level and have no potential for on- or offsite landslides. A geotechnical report will be prepared for the project site to evaluate conditions and to determine the geotechnical feasibility of implementing the proposed project. The geotechnical report will determine the significance of potential soils impacts. This topic will be analyzed further in the EIR.

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?

No Impact. Expansive soils shrink or swell as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. The project site has been disturbed and developed in the past. Development of the proposed project would be subject to established engineering standards regarding soil compaction. No significant impacts from expansive soils would occur as a result of the proposed project, and this topic will not be analyzed further in the EIR.

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

No Impact. The roadway improvements would not involve the use of septic systems or alternative wastewater disposal systems. No impacts would occur and this topic will not be analyzed further in the EIR.

5.7 GREENHOUSE GAS EMISSIONS

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

Potentially Significant Impact. Construction activities would consume fuel and result in the generation of greenhouse gas (GHG) emissions. The operational phase of the project would result in an increase in GHG emissions on Warner Avenue from an increase in traffic volumes on Warner Avenue. The EIR will evaluate impacts associated with GHG emissions generated by construction and operational phases of the proposed project.

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's) Scoping Plan is the statewide GHG reduction strategy for achieve the GHG emissions targets of Assembly Bill 32 (AB 32). The Scoping Plan identifies that in order to achieve 1990 levels of GHG emissions, the state will need to reduce GHG emissions by 30 percent from business-as-usual emissions levels by 2020. The EIR will evaluate consistency of the project with CARB's Scoping Plan.

5.8 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. The proposed project would not involve the use, storage, transport, or generation of significant quantities of hazardous materials. However, pavement used for the road improvements would contain asphalt and other solutions, and trucks traveling through the project site would contain normal quantities of oil and gasoline or diesel fuel. While it is anticipated that the proposed project would slightly increase the capacity of Warner Avenue through the project area, the resultant increase in the number of vehicles traveling on this segment of the roadway would not create a substantial increase in oil, gasoline, or diesel fuel hazards.

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. Buildings that are proposed to be demolished as a result of the proposed project may contain hazardous materials such as asbestos-containing materials, lead-based paint, or other hazardous materials. This topic will be further discussed in the EIR.

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

Potentially Significant Impact. Monroe Elementary School, Manuel Esqueda Elementary School, and Cesar Chavez High School, all within the Santa Ana Unified School District, are within one-quarter mile of the project site and may be affected by construction-related emissions from the project site. Construction-related air quality emissions will be analyzed in the EIR and any necessary mitigation measures will be identified.

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. An Environmental Site Assessment (ESA) will be completed for the proposed project. The potential impacts related to any identified hazardous materials sites within the project area or surrounding area will be addressed in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or 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 project site is not within an airport land use plan for the John Wayne or Fullerton airports or the Joint Forces Training Base at Los Alamitos. The site is not within two miles of any public or public use airport; the closest airport is John Wayne Airport, approximately 2.2 miles south of the project site. As a result, no impacts would occur and this impact will not be further analyzed in the EIR.

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 site is not in the vicinity of a private airstrip. The nearest heliport to the project site is the SCE Southeastern Division Heliport at 1325 South Grand Avenue in Santa Ana, about one mile north of the east end of the project site (Airnav.com 2012). Project implementation would not result in private airport-related safety hazards for anyone residing or working in the project area. Therefore, this impact will not be further analyzed in the EIR.

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

Less than Significant Impact. The City of Santa Ana police and fire department have an emergency response plan. The road widening project would not interfere with implementation of that plan. Police and fire services would be provided without interruption. Impacts to emergency response or evacuation plans will not be addressed in the EIR.

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 site is an existing road in an urbanized area of the City of Santa Ana; the site is not immediately adjacent to or located on any wildland fire areas. Implementation of the proposed project would not constitute a wildland fire risk. No impacts from wildland fires would occur; therefore, this impact will not be further analyzed in the EIR.

5.9 HYDROLOGY AND WATER QUALITY

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

Potentially Significant Impact. Established standards that regulate project impacts on stormwater quality include:

- Construction Phase: Statewide General Construction Activity Permit, Order No. 2009-0009-DWQ as modified by 2010-0014-DWQ issued by the State Water Resources Control Board.

- Operations Phase: Orange County MS4 permit, Order No. R8-2009-0030, National Pollutant Discharge Elimination System (NPDES) No. CAS618030, as amended by Order No. R8-2010-0062. This permit regulated discharges to urban runoff in the part of Orange County within the jurisdiction of the Santa Ana Regional Water Quality Control Board. As part of permit compliance the City is required to prepare a Water Quality Management Plan (WQMP).

Project construction could result in pollution of stormwater with fuels, greases, and lubricants; materials used in road construction such as asphalt, concrete, and paint; increased erosion of soil; and trash and debris, if effective measures for protecting stormwater quality were not used. Project operation could cause contamination of stormwater with oil, grease, metals, and trash and debris, lacking effective measures for preventing stormwater pollution. Existing regulations protecting water quality and the project's compliance will be discussed in the EIR.

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)?

No Impact. The project site lies over the Orange County Main Groundwater Basin. No additions or withdrawals of groundwater would occur as a result of the proposed project. The proposed project would not alter the direction or rate of groundwater flow in the project vicinity and would not interfere with groundwater recharge. No groundwater wells are located on the project site. No significant impacts to groundwater levels would occur as a result of the proposed project. This topic will not be analyzed further in the EIR.

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

Potentially Significant Impact. The properties along the Warner Avenue project site include a mixture of residential, commercial, institutional, military, and industrial, with longitudinal grades along the street typically running between 0.2 percent to 0.5 percent and draining toward the south and west. Storm drains convey runoff to the existing Orange County Flood Control District Facility F01, also known as the Santa Ana Delhi Channel. The upstream end of the Santa Ana Delhi Channel is next to the intersection of Warner Avenue and Flower Street, 0.5 mile west of the project site. The proposed project would not change the course of a stream or river; however, construction may generate siltation from exposed soils. This topic will be analyzed further in the EIR.

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. The project would include the drainage system improvements. The proposed drainage improvements would expand drainage capacity in Warner Avenue and are needed to provide sufficient capacity for a 10-year storm in accordance with requirements of the Orange County Local Drainage Manual. Implementation of the proposed project would likely result in the alteration of the existing drainage pattern in the area. This topic will be analyzed further in the EIR.

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. The project includes drainage improvement. The proposed project could create an increase in stormwater runoff and have the potential to increase the flow of polluted runoff from the project site. This topic will be analyzed further in the EIR.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. Project water quality impacts and BMPs that would be incorporated into the project to minimize such impacts will be discussed in the EIR.

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?

No Impact. The proposed project would not build housing. The entire project site is in Flood Zone X, indicating that it is out of 100-year and 500-year flood hazard zones (FEMA 2009). No flood hazard impact would occur, and this topic will not be analyzed further in the EIR.

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

No Impact. The proposed project does not include construction of any structures, and the project site is outside of 100-year and 500-year flood zones. No impact would occur; therefore this topic will not be analyzed in the EIR.

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?

No Impact. The project site is located in the Prado Dam, Santiago, and Villa Park Reservoir Inundation Areas (Corps 1985; VTN Consolidated 1973; VTN Consolidated 1975). Prado Dam is on the Santa Ana River about 17 miles northeast of the project site; Santiago Dam at Irvine Lake is on Santiago Creek about 9.5 miles northeast of the project site; and Villa Park Dam is on Santiago Creek about 8.1 miles northeast of the project site. These dams are designed and constructed to withstand the maximum probable earthquake for the area, and therefore the probability of dam failure as a result of a seismic event is very low. In addition, no habitable structures would be placed within the dam inundation areas. The roadway improvement project would not increase the number of people or structures exposed to flooding risk as a result of dam failure. No flooding impacts would occur; therefore this topic will not be analyzed in the EIR.

j) Inundation by seiche, tsunami, or mudflow?

No Impact.

Seiche

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. There are no inland water bodies near enough to the project site to pose a flood hazard to the site through a seiche. No seiche impacts would occur; therefore this topic will not be analyzed in the EIR.

Mudflow

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The project site is relatively flat and would not be susceptible to any mudflow. No mudflow impacts would occur; therefore this topic will not be analyzed in the EIR.

Tsunami

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is about ten miles from the Pacific Ocean and is outside of the area that would be flooded by a 30-foot tsunami (CGS 2009); therefore, the possibility of the site being affected by a tsunami is negligible. This topic will not be analyzed in the EIR.

5.10 LAND USE AND PLANNING

a) Physically divide an established community?

Potentially Significant Impact. The project site is surrounded by established residential communities, along with industrial, commercial, school, and other urban land uses. The project would widen the street and add sidewalks and bicycle lanes to the existing street. The project would require City acquisition of 35 full parcels and a portion of 25 parcels that include residential and commercial uses. The project could be physically disruptive and would change the character of the neighborhood; therefore, it may impacts on an established community. This topic will be examined further in the EIR.

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?

No Impact. Widening of Warner Avenue between Main Street and Grand Avenue would be consistent with the City's General Plan Circulation Element and the County of Orange's Master Plan of Arterial Highways. Existing zoning and general plan designations on parcels next to Warner Avenue include:

Zoning (Santa Ana 2009a, Santa Ana 2009b)

- R2 (Two–Family Residence)
- R1 (Single-Family Residence)
- C2 (General Commercial
- CI (Community Commercial)
- M1 (Light Industrial)
- O (Open Space)
- SD8 (Specific Development)

General Plan (Santa Ana 2005)

- LR-7 (Low Density Residential)
- GC (General Commercial)
- OS (Open Space)
- IND (Industrial)
- PAO (Professional and Administrative Office)
- INS (Institutional)

No amendments to applicable land use plan, policy or regulations would be required. No conflicts with land use plans would occur; therefore, this topic will not be examined further in the EIR.

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

No Impact. The project site is not within a Natural Community Conservation Plan or Habitat Conservation Plan. Implementation of the proposed project would not conflict with any adopted conservation plans. No biological conservation impacts would occur; therefore, this topic will not be examined further in the EIR.

5.11 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. Mineral Resource Zones (MRZs) are designated in the State of California pursuant to the Surface Mining and Reclamation Act of 1975. Mineral Resource Zone 2 (MRZ-2) designates areas of known or inferred mineral resource significance and is the only one of the four MRZs in which impacts to mineral resources could be significant. According to the Mineral Resources Element of the Orange County General Plan, three areas in Orange County are known to contain significant mineral resources: Santa Ana River, Trabuco Canyon, and San Juan Creek (CDMG 1994). Consequently, construction and operation of the proposed project would not result in the loss of availability of mineral resource. No impacts to mineral resources would occur; therefore, this topic will not be examined further in the EIR.

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 site consists of an existing roadway in a developed urban area. The existing conditions in the project area preclude any mining activity. No mineral resources are known to exist in the project area. No impacts to mineral resources would occur; therefore, this topic will not be examined further in the EIR.

5.12 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. Widening of Warner Avenue from four to six lanes would require demolition of the structures, thereby exposing new receptors along Warner Avenue to roadway noise. In addition, expansion of Warner Avenue would redistribute traffic on the local roadway network and increase traffic volumes currently on Warner Avenue. Consequently, the combination of these two impacts could substantially increase ambient noise levels at the noise-sensitive land uses and expose noise-sensitive land uses along Warner Avenue to excessive noise levels. The EIR will evaluate the change in noise levels at noise-sensitive receptors. In addition, the EIR will evaluate whether or not noise-sensitive receptors are 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.

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

Potentially Significant Impact. Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses. Heavy trucks, and quite frequently buses, generate the highest earthborne vibrations of normal traffic. The highest traffic-generated vibrations are along the freeways and state routes. According to studies conducted by Caltrans, vibrations measured on freeway shoulders (approximately 16 feet from the centerline of the nearest lane) have never exceeded 0.08 inch per second with the worst combinations of heavy trucks. This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings). Typically, trucks do not generate high levels of vibration because they travel on rubber wheels and do not have vertical movement which generates ground vibration. Vibrations from trucks may be noticeable if there are any roadway imperfections such as potholes. Unless there are extremely large generators of vibration, such as pile drivers, or receptors in close proximity to construction equipment, vibration is generally only perceptible at structures when

vibration rattles windows, picture frames, and other objects. Because vibration-sensitive structures are not and will not be sited within approximately 16 feet from the centerline of the nearest lane of Warner Avenue, any potential for significant vibration impacts is less than significant. Vibration impacts from the operational phase of the project will not be evaluated further in the EIR.

Construction activities can generate varying degrees of ground vibration depending on the procedures and equipment. Ground vibration from construction activities rarely reaches levels that can damage structures, but it can achieve the audible and perceptible ranges in buildings close to a construction site. Groundborne vibration would be generated by the proposed project during construction activities, primarily during the demolition, grading, and foundation phases. Vibration impacts associated with construction will be fully analyzed in the EIR.

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

Potentially Significant Impact. Widening of Warner Avenue from four to six lanes would require demolition of the structures, thereby exposing new receptors to roadway noise. In addition, expansion of Warner Avenue would redistribute traffic on the local roadway network and increase traffic volumes currently on Warner Avenue. Consequently, the combination of these two impacts could substantially increase ambient noise levels at noise-sensitive land uses and expose noise-sensitive land uses along Warner Avenue to excessive noise levels. The EIR will evaluate the change in noise levels at noise-sensitive receptors. In addition, the EIR will evaluate whether or not noise-sensitive receptors are 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.

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

Potentially Significant Impact. Construction activities would periodically elevate the ambient noise environment. Construction is performed in distinct steps, each with its own mix of equipment, and, consequently, its own noise characteristics. Impacts associated with construction activities at nearby noise-sensitive receptors will be fully analyzed in the EIR.

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

No Impact. The project site is not located within an airport land use plan nor is it within two miles of a public airport. The project would not expose people to airport-related noise. No impacts would occur; therefore, this topic will not be examined further in the EIR.

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 site is not located in the vicinity of a private airstrip. The project would not expose people to airport-related noise. No significant noise impacts would occur; therefore, this topic will not be examined further in the EIR.

5.13 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)?

No Impact. The proposed project is a road widening project and would not directly induce any population growth by developing new homes or businesses. It would not extend roads or other infrastructure, or provide support for extension of infrastructure that might support new development in areas that are currently undeveloped. The proposed widening is consistent with the City's and county's roadway designation for Warner Avenue. Therefore, the proposed project would accommodate the existing and future traffic in the area and would not indirectly induce population growth. This topic will not be further addressed in the EIR.

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

Potentially Significant Impact. The proposed project would result in the displacement of residential and commercial structures. The existing land uses along Warner Avenue include single-family residences, office buildings, and retail establishments. The proposed project would require City acquisition of 35 full parcels and a portion of 25 parcels, including structural demolition of 20 single-family units and 11 multifamily buildings. A Relocation Impact Study will be prepared for the proposed project acquisition properties and will identify housing opportunities in the City for displaced residents. The EIR will fully analyze displacement in the EIR.

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

Potentially Significant Impact. The proposed Warner Avenue widening would require the acquisition and displacement of homes and people. This topic will be examined further in the EIR.

5.14 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:

a) Fire protection?

Less Than Significant Impact. On April 20, 2012, the Santa Ana Fire Department disbanded after 128 years of service to the citizens of Santa Ana. The City currently contracts with the Orange County Fire Authority (OCFA) to provide fire services. The OCFA operates 10 fire stations in the City. The proposed project consists of roadway improvements and would not result in an increase in population. Consequently, the project would not result in an increase in demand for fire protection services. No impacts to fire department service ratios or performance objectives would occur and this topic will not be examined further in the EIR.

Potential impacts to emergency services access and circulation due to construction activities are addressed in the Traffic Section.

b) Police protection?

Less Than Significant Impact. The Santa Ana Police Department (SAPD) provides law enforcement services to the City and is the largest municipal police agency in Orange County. SAPD operates a main station at Civic Center Plaza and two community substations. The proposed project consists of roadway improvements and would not result in an increase in population, nor would planned improvements directly generate additional traffic. Consequently, the project would not result in an increase in demand for police protection services. No impacts to police department service ratios or performance objectives would occur and this topic will not be examined further in the EIR.

Potential impacts to emergency services access and circulation due to construction activities will be addressed in the Traffic Section.

c) Schools?

Less Than Significant Impact. The construction area would be adjacent to the playfields in back of Monroe Elementary School. The proposed project would not result in an increase in population and would not result in an increase in student population at this school or any other local schools; therefore, there would not be a need created for the development of additional school facilities. Since project implementation would not require the construction of additional school facilities, this topic will not be examined further in the EIR.

d) Parks?

Less Than Significant Impact. The proposed widening would not induce population growth and thus would not increase the use of area parks. Access to Delhi Park is provided via Halladay Street and Central Avenue, and no acquisition of the park property is proposed. Therefore, the proposed project would not involve park development or displacement. No additional recreational opportunities would be necessary and the use of nearby parks would not be impacted. Therefore, no significant impacts would occur as a result of the proposed project, and this topic will not be examined further in the EIR.

e) Other public facilities?

Less Than Significant Impact. The increase in road width resulting from the proposed project would require additional City staff hours to maintain the pavement and upgraded street landscaping, including the new landscaped median. However, maintenance of the improved area would be included in the regular street maintenance schedule and would not require additional equipment or employees. No other impacts on public facilities are expected, and this topic will not be further addressed in the EIR.

5.15 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?

No Impact. The proposed project would not involve residential development or park displacement. No recreational opportunities would be compromised, and utilization of any nearby recreational resources would not change as a result of the proposed project. No significant impacts would occur as a result of the project and this topic will not be examined further in the EIR.

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

No Impact. The proposed project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities. No adverse impacts related to recreational facilities would occur as a result of the proposed project and this topic will not be examined further in the EIR.

5.16 TRANSPORTATION/TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of 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. The proposed project involves the widening of Warner Avenue in order to better facilitate and accommodate current and future growth. Planned improvements, however, will not directly generate additional traffic. The proposed project would enhance and improve the circulation system by providing unobstructed sidewalks and bike lanes and an additional travel lane. To increase safety the Pacific Electric Bike Path would be rerouted to the newly signaled Maple Avenue intersection, and several local intersections would be converted to right-in/right-out only. A traffic study will be completed for and analyzed in the EIR, and will examine potential impacts upon the existing circulation system, including bicycle, pedestrian, and mass transit. This topic will be fully analyzed in the EIR.

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

No Impact. The Congestion Management Program (CMP) in effect in Orange County was approved by the Orange County Transportation Authority (OCTA) in October 2011. All freeways and toll roads and selected arterial roadways in Orange County are designated parts of the CMP Highway System. Neither Warner Avenue nor any of the intersections within the project site are designated part of the CMP Highway System. The nearest CMP roadway to the project site is SR-55, the Costa Mesa Freeway, 0.3 mile east of the site. The nearest CMP arterial roadway to the project site is Edinger Avenue 0.75 mile north of the site (OCTA 2011).

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). The project would not develop trip-generating land uses, and the project would not provide direct access from the project site to any CMP roadway. Analysis of traffic impacts to CMP roadways is not required, and the proposed project would not result in the exceedance of level of service on any CMP designated roads or highways. This topic will not be examined further in the EIR.

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 revised project is not located within the vicinity of any major airports, nor would it conflict with any air traffic patterns. John Wayne Airport is the nearest airport to the project site, located

approximately eight miles south of the project site. No air traffic pattern impacts would occur and this topic will not be examined further in the EIR.

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. Warner Avenue would be widened and improved per City design standards and would not result in hazards. At project completion Warner Avenue widening would reduce traffic congestion, and pedestrian and bicycle hazards because adequate provisions would be made for all types of mobility. The project would reduce hazards from cross traffic exiting from local collector streets onto Warner Avenue by installing a raised center median. Additionally, construction-related design hazards would be less than significant. The City would implement a traffic control plan to ensure the safety of pedestrians and bicyclists, and the smooth flow of traffic through the construction areas. This topic will not be examined further in the EIR.

e) Result in inadequate emergency access?

Potentially Significant Impact. During construction lane closures would be required. Further evaluation is required to determine whether the project could result in inadequate emergency access within the project area, or to nearby land uses. This topic will be fully analyzed in the EIR.

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. During construction there could be a disruption of or decrease the performance of transit, bicycle lanes, and sidewalks. Therefore, the potential for conflict with adopted policies, plans, or programs supporting alternative transportation will be evaluated in the EIR.

5.17 UTILITIES AND SERVICE SYSTEMS

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

Less Than Significant Impact. Due to shallow groundwater depths groundwater may be encountered during construction activities and may require dewatering. Additionally, stormwater that flows off the site during construction and operation of the roadway may contain pollutants such as gasoline, oils, grease, solvents, and lubricants. These items, along with concrete debris and trash, could be washed into storm drains and the river channel during heavy rains.

Discharges from Warner Avenue would flow to the Santa Ana - Delhi Channel and then ultimately to Upper Newport Bay. The bay is listed on the State WRCB 303(d) list for impaired water bodies. Local storm drains are regulated under Santa Ana RWQCB Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062, Waste Discharge Requirements for the County of Orange (MS4 Permit). Additionally, construction on sites of one acre or larger are required to meet requirements of the Construction General Permit issued by the SWRCB, through preparation and implementation of a SWPPP. Implementation of the project SWPPP would keep polluted discharges from flowing into the drainage system in compliance with the MS4 Permit, and no additional BMPs would be needed for compliance with the MS4 Permit. Project-related water quality impacts would be less than significant; therefore, this topic will not be examined further in the EIR.

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?

No Impact. The project would not require any long-term operational use of water except for irrigation of landscaping and would not generate any wastewater. The construction phase would not impact water or wastewater services. No building of new or expanded water treatment or wastewater treatment facilities would be required. The proposed roadway widening would not cause increases in water or wastewater demand; therefore, no new water or wastewater treatment facilities would be required. This topic will not be examined further in the EIR.

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. The proposed project may involve the construction and/or relocation of new storm drains due to the widening of Warner Avenue. Any impacts due to the potential development and/or repositioning of storm drains will be analyzed in the EIR.

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

Less than 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 Main 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). Project operation would not use significant amounts of water and would not impact City water supplies. Project construction would use some water for a limited duration for uses such as cleaning and mixing concrete. Water use by project construction would not have a substantial adverse impact on City water supplies, and no new or expanded water supplies would be needed. The landscaped median and upgraded street landscaping would require water; however drought-tolerant plant species are anticipated to be planted and once established would not require significant water to maintain. Impacts would be less than significant and this topic will not be examined further in the EIR.

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?

No Impact. The proposed project would not generate wastewater flows to increase the wastewater treatment provider's service demand. No impacts would occur and this topic will not be examined further in the EIR.

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

Less Than Significant Impact. The City of Santa Ana participates in a construction and demolition recycling program, contracting with Waste Management of Orange County and Ware Disposal for the pick-up and haul of construction-related waste.

Construction and Demolition Debris Recycling Facilities

Demolition would occur as parcels are acquired over an approximately five-year period.

The exact disposal method of demolition waste is currently unknown and would be determined by the waste hauler contracted for the project. Assuming approximately 98,000 square feet of structural demolition, approximately 2,450 CY of construction waste are anticipated. The project is anticipated to haul demolition debris such as concrete to a construction and demolition debris recycling facility. The specific facility is currently unknown and would be determined by the construction contractor. The two nearest facilities to the project site are the Stanton Recycling and Transfer Facility at 11292 Western Avenue in the City of Stanton and the Rainbow Transfer/Recycling Company at 17121 Nichols Street in the City of Huntington Beach (CalRecycle 2012a). The permitted throughputs of the facilities are 1,800 tons per day (TPD) for Stanton and 2,800 TPD for Rainbow (CalRecycle 2012b). There is adequate construction and demolition debris recycling capacity in the region for project-generated demolition debris, and the project would not require construction of new or expanded recycling facilities or landfills.

Landfills

The project may involve disposal of some debris at landfills if it is not of suitable quality for use as fill on other projects. Remaining capacities and estimated closure dates of the Frank Bowerman and Olinda-Alpha Landfills are listed in Table 1.

Table 2
Landfills

Facility	*City/Community*	*Permitted Disposal Rate*[1]	*Average Disposal Rate*[1]	*Remaining Capacity*[2]	*Estimated Closure Date*
Olinda Alpha	Brea	8,000	5,000	47,700,000	2021
Frank Bowerman	Irvine	11,500	5,000	198,100,000	2053

Source: Goh 2012.
[1] Amounts shown are in tons per day (TPD).
[2] Amounts shown are in cubic yards. One cubic yard landfill capacity corresponds to approximately 0.53 ton of solid waste.

If all debris is hauled to a landfill, it would not exceed approximately 2.6 TPD; therefore the amount would not exceed the permitted capacity of the landfill.

The City would make every effort to recycle, reuse, and/or reduce the amount of construction and demolition materials (e.g., concrete, asphalt, wood) generated by the project that would otherwise be taken to a landfill. Additional solid waste generation during construction would be temporary; the project would not develop solid-waste-generating land uses, and project operation would not generate solid waste. Therefore, impacts would be less than significant and this topic will not be examined further in the EIR.

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.

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 341goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

The project would haul at least 75 percent of the construction debris to a recycling facility. The project would have no adverse impact on the City's ability to comply with the existing regulations.

5.18 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. The proposed project would not reduce the population, range, or habitat of a fish or wildlife species, or threaten to eliminate a plant or animal community. However, the project would remove structures and thus might eliminate important examples of the major periods of California history. Impacts to cultural resources will be analyzed 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. Development of the proposed project would result in potentially significant impact in the areas as discussed in the respective sections of this Initial Study. Therefore, the proposed project has the potential to result in cumulatively considerable impact. Because of this potential for significant adverse effects, cumulative impacts will be analyzed 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. Development of the proposed project has the potential to create direct and indirect adverse effects on humans. The project could affect humans through impacts such as air quality, noise, and transportation/traffic. The significance of these impacts will be analyzed in the EIR.

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7. List of Preparers

CITY OF SANTA ANA (LEAD AGENCY)

Kenny Nguyen, Senior Civil Engineer

Sean Thomas, Assistant Engineer

THE PLANNING CENTER|DCE (CONSULTANT TO THE CITY)

JoAnn Hadfield, Director, Environmental Services

Alice Houseworth, AICP, LEED AP, Senior Planner

Michael Milroy, Associate Planner

IBI GROUP (ENGINEERING & TRAFFIC)

Amy Frank, P.E., LEED AP, Civil Engineer

Arturo Vivar, P.E., Civil Engineer

Bill Delo, Traffic Engineer

7. List of Preparers

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