

WARNER AVENUE IMPROVEMENTS AND WIDENING FROM MAIN STREET TO GRAND AVENUE

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VOLUME I of III
Volume I: Response to Comments & Draft EIR Revisions
Volume II: Draft EIR
Volume III: Technical Appendices

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1. Introduction

1.1 FINAL EIR INTRODUCTION

This Final Environmental Impact Report (Final EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the Final EIR consists of:

- (a) The Draft Environmental Impact Report (Draft EIR) or a revision of the Draft;
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the Draft EIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.



CONTENTS AND ORGANIZATION OF THE FINAL EIR

This Final EIR is composed of three volumes:

Volume I Response to Comments and Draft EIR Revisions—This contains an explanation of the format and contents of Volume I; a complete list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the comment letters received by the City of Santa Ana; responses to the comments; and text changes to the Draft EIR.

Volume II Draft EIR—Volume II is the Draft EIR and has the following information: describes the existing environmental conditions on the project site and surrounding vicinity; a detailed project description; analyzes potential project-related impacts on those conditions; identifies mitigation measures that would avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by the proposed project in combination with other past, present, and future projects or growth that could occur in the area; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts.

Volume III Appendices A to M—This volume includes supporting technical data used in the preparation of the Draft EIR and the Revised Traffic Study. Included in this volume are:

Appendix A	Initial Study and Notice of Preparation
Appendix B	Initial Study and Notice of Preparation Comment Letters
Appendix C	Scoping Meeting Slides and Comments

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Appendix D	Air Quality and Greenhouse Gas Emissions Modeling
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Appendix M	Mitigation Monitoring and Reporting Program

1.2 **FORMAT OF THE FINAL EIR - VOLUME I: FINAL EIR - VOLUME I: RESPONSE TO COMMENTS AND DRAFT EIR REVISIONS**

This document contains responses to the comments received on the Draft EIR during the public review period, which began January 12, 2015, and ended on February 26, 2015, and Draft EIR revisions. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document is organized as follows:

Chapter 1. Introduction. This section describes CEQA requirements and content of this Volume.

Chapter 2. Response to Comments. This section provides a list of agencies and interested persons commenting on the Draft EIR. Several common issues were raised in the comment cards and at the public meetings during the Draft EIR public review period. This chapter provides comprehensive responses to recurring comments raised by the public. Copies of all comment letters received during the public review period, and individual responses to written comments are also included in this chapter. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A1 through A6 for letters from agencies; O1 and O2 for organizations; and R1 through R7 for written comments from residents and individuals). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

Chapter 3. Response to Public Meeting Comments. This section provides a list of people that had oral comments at the two public meetings that took place during the Draft EIR public review period. Copies of meeting transcripts and individual responses to oral comments are in this chapter. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (R8 for the February 3rd meeting and R9 for the February 7th meeting). Individual comments have been numbered for each meeting and the meeting transcript is followed by responses with references to the corresponding comment number.

Chapter 4. Revisions to the Draft EIR. This section contains revisions to the Draft EIR text and figures as a result of the comments received by agencies and interested persons as described in Chapter 2 and 3, and/or errors and omissions discovered subsequent to release of the Draft EIR for public review.

The City of Santa Ana staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft EIR for further public comment under CEQA Guidelines Section 15088.5. None of this material indicates that the project

1. Introduction

will result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this Final EIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on Draft EIRs.



1. Introduction

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2. *Response to Comments*

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Santa Ana) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft EIR and prepare written responses.

This section provides all written comments received on the Draft EIR and the City of Santa Ana's responses to each comment.

Letters and comment cards and specific comments are given letters and numbers for reference purposes. Where sections of the Draft EIR are excerpted in this document, the sections are shown indented. Changes to the Draft EIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted written comments on the Draft EIR during the public review period (see Chapter 3 for oral comments).

<i>Number Reference</i>	<i>Commenting Person/Agency</i>	<i>Date of Comment</i>	<i>Page No.</i>
Agencies			
A1	State Public Utilities Commission	2/12/2015	2-11
A2	OC Public Works	2/25/2015	2-15
A3	City of Tustin	2/25/2015	2-19
A4	Governor's Office of Planning and Research, State Clearinghouse	2/24/2015	2-23
A5	Governor's Office of Planning and Research, State Clearinghouse	4/28/2015	2-27
A6	State of California Department of Transportation	1/29/2015	2-31
Organizations			
O1	Santa Ana Active Streets Coalition (comment letter + 12 form letters)	2/26/2015	2-35
O2	Equity for All workgroup / Santa Ana Building Healthy Communities	2/26/2015	2-63
Residents			
R1	Crystal Lee	1/20/2015	2-69
R2	Tina Flores	2/25/2015	2-73
R3	Ryan Horsley	Comment card 2/3 or 2/7	2-77
R4	Gustavo Murillo	Comment card 2/3 or 2/7	2-81
R5	Catherine O'Connor	Comment card 2/3 or 2/7	2-85
R6	Lorena Popoca	Comment card 2/3 or 2/7	2-89
R7	Unidentified Commenter	Comment card 2/3 or 2/7	2-93



2. Response to Comments

2.1 SUMMARY OF GENERAL RESPONSES

Several common issues were raised in the comment cards and at the public meetings during the Draft EIR public review period. This section provides comprehensive responses to recurring comments raised the public.

A. Displaced People and Relocation Assistance

The Warner Avenue Improvements and Widening from Main Street to Grand Avenue project would require additional right-of-way and require the acquisition of private property. Understandably, several commenters were concerned with displacement, relocation, hardship, severe emotional loss associated with the family home, along with confusion about property values, taxes, and the acquisition process. The City follows the California Relocation Assistance and Real Property Acquisition Guidelines, which provide that each Owner from whom the City purchases real property or an interest therein, or each tenant owning improvement on said Property, be provided with information in relation to the acquisition procedures pursuant to the Government Code, Paragraph 7267.2(a). Additionally, the City will hire right-of-way consultants, who play dual role in that they assist the City through the process and ensure the rights of the property owners and tenants being protected.

Property Values. Each parcel or real property is different and therefore no single formula can be devised to appraise all properties. Before making an offer, the City will obtain an appraisal of the property prepared by a qualified real property appraiser licensed by the State of California who is familiar with local property values. The appraiser will inspect the property and state his/her professional opinion of its current fair market value in an appraisal report. According to Civil Procedure Code Section 1263.320, the fair market value of the property taken is the highest price on the date of valuation that would be agreed by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell. The City is required to offer the property owner "just compensation" for the property, which cannot be less than the abovementioned fair market value of the property. Additionally, the City will reimburse an owner of property, up to the amount of \$5,000 for the owner to secure an independent appraisal of property subject to a potential acquisition under Code of Civil Procedure Section 1263.025.

Property Taxes. Buying replacement property would normally mean that the owners would have a new Proposition 13 base-year value based on their acquisition cost and/or the cost of new construction of the replacement property. However, California Proposition 3 provides property tax relief that under certain conditions a person may transfer the base year value of the property to a comparable replacement property if that original property has been taken by eminent domain proceedings, acquisition by a public entity, or governmental action resulting in a judgement of inverse condemnation. To be considered comparable, replacement property acquired through the abovementioned conditions must be similar in size, utility, and function to the taken property. Property owners and tenants should consult with a professional tax advisor for further details.

Federal and State Regulations. If you own real property to be acquired for a city project, you are protected by the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (Federal Uniform Act) and California Relocation Assistance and Real Property Acquisition Guidelines (California Administrative Code, Title 25, Chapter 6, prepared by the Department of Housing and Community Development) (State Guidelines) and the eminent domain laws of the State of California. These laws and guidelines are established:

- (1) To ensure that uniform, fair and equitable treatment is afforded persons displaced from their homes, businesses or farms as a result of the actions of a public entity, in order that

2. Response to Comments

such persons shall not suffer disproportionate injury as a result of action taken for the benefit of the public as a whole

- (2) To ensure consistent and fair treatment for owners of real property to be acquired by public entity
- (3) To encourage and expedite acquisition by agreement with owners of such property in order to avoid litigation and relieve congestion in courts
- (4) To promote confidence in public land acquisition.

Basically, the rights of each property owner are protected by the Fifth and Fourteenth Amendments of the US Constitution and by State Constitution and eminent domain laws which guarantee that if a public agency takes private property it must pay "just compensation" to the owner.

City Relocation Assistance. Title II of the Uniform Relocation Act (URA) specifies certain relocation payments and other assistance which the City must provide to families, individuals, businesses, farms and nonprofit organizations when they are displaced. Relocation benefits offered under the Guidelines include:

- advisory services for assistance in the move process
- replacement housing payment
- moving cost reimbursements
- assistance with closing costs on replacement housing
- supplemental rental assistance, loss of rents payments, certain reestablishment costs (business only)



Additionally, the relocation assistance payments would not adversely affect the social security eligibility of the affected owners and will not be subject to income taxation.

A Draft Relocation Impact Report (RIR) has been prepared to assess the relocation impacts of the proposed project (see Appendix K of the Draft EIR). The Draft RIR considered various relocation factors such as housing prices and supply, vacancy rates, relocating within the current school district, and proximity to employment and public transportation to determine availability of properties for displacees. Additionally, housing must be found that accommodates personal circumstances, and consideration of obtaining financing is essential.

Pursuant to the Guidelines, a Relocation Plan is required to be prepared, and all displaced persons would be contacted by a relocation agent, who is responsible for ensuring that displaced persons receive full relocation benefits, including advisory assistance, and that all activities are conducted in accordance with Federal and State regulations.¹ All displaced residents would receive relocation assistance from the City of Santa Ana. The Guidelines, as implemented by City of Santa Ana, would assure that no residential occupant would be displaced without adequate, decent, safe, sanitary, comparable, and functionally equivalent replacement housing being made available.

The proposed project would displace commercial properties, including one bank and one gas station and smog check business. No industrial/manufacturing businesses, nonprofit organizations, government

¹ Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (Federal Uniform Act) and California Relocation Assistance and Real Property Acquisition Guidelines (California Administrative Code, Title 25, Chapter 6, prepared by the Department of Housing and Community Development) (State Guidelines) and the eminent domain laws of the State of California.

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buildings, or agricultural/farm businesses would be affected by the proposed project. Eligible businesses displaced as a result of the proposed project would be entitled to relocation benefits under State of California Guidelines. Under the Guidelines, hardship advance relocation payments would also be considered.

Before construction can begin on a given parcel of land, the City must obtain legal possession of that parcel. Thus, the acquisition of property rights is directly linked to the ability to meet construction phase deadlines. Property acquisition is affected by the timing of achievement of environmental milestones, receipt of funding, completion of multiple levels of governmental review and approval processes and the cooperation of property owners, development of a highly detailed acquisition plans, vetting the acquisition plan with City departments, property owners, and contractors. In other words, similar to other road widening projects in the City, Warner Avenue Improvements and Widening is a complex process that will take time.

In summary, all displaced residential and commercial owners and tenants would receive relocation assistance from the City of Santa Ana, in accordance with existing regulations. At this time the details of the assistance program and individual assistance packages has not been finalized because the project is still in the environmental phase. However, residential and commercial owners and tenants would be notified at the soonest possible time when more details are known.

B. Eminent Domain

Eminent domain is the power of the government to take private property and convert it into public use. The U.S. Constitution, Bill of Rights, Fifth Amendment provides that the government may only exercise this power if they provide just compensation to the property owners. The Fifth Amendment forbids the confiscation of property "without just compensation", so that anyone whose property is acquired must receive fair compensation. The City would not use eminent domain to acquire private property unless necessary. If a voluntary agreement cannot be reached through negotiations, the City has the option to file a suit in court to acquire the property through an eminent domain proceeding. Eminent domain proceedings are often referred to as condemnations. If the City decides to abandon its intention to acquire, it will immediately give such notice to the property owner.

C. Safe Streets

The City of Santa Ana is fully committed to improving pedestrian safety not only along Warner Avenue as part of this project but throughout the entire city. Recently the Santa Ana Active Streets Coalition hosted the first in a series of Active Transportation Leadership Program workshops at KidWorks. The event was documented an article that the Voice of OC. <http://voiceofoc.org/2015/02/where-the-sidewalk-starts-fighting-for-safer-streets-in-santa-ana/>

Specifically, in response to the Santa Ana Active Street Coalition: at the Active Transportation Leadership Program presentation the speaker, Bryan Jones from Alta Planning + Design, said that "just" adding bike lanes and sidewalks does not necessarily make a roadway safe or complete. Adding bike lanes and sidewalks is movement in the right direction, if they do not exist, but speed and volume of traffic, travel lane widths, and pedestrian crossing widths all create a safe street. The Warner Avenue Improvements and Widening project considers all these features, not just bike lanes and sidewalks, to create a safer street.

The City of Santa Ana is preparing to initiate a Safe Mobility Plan that will further enhance safe movement throughout the city. Additionally, the City adopted a Bikeway Master Plan in 1995 that provides

2. Response to Comments

comprehensive linkages to the City's major activity centers and regional bikeway routes. An update to this plan is currently underway.

The Warner Avenue Improvements and Widening project is fully compliant with the Complete Streets Act. The purpose of the Complete Streets Act of 2008 (Assembly Bill 1358, California Government Code Sections 65040.2 and 65302) 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 General Plan Circulation Element. The Complete Streets Act requires that city general plan circulation elements comply with the complete streets principals (planning for all modes). With completion of the project, Warner Avenue would be consistent with the City's General Plan Circulation Element and therefore would comply with the Complete Streets Act. The improvements would also make Warner Avenue consistent the County Master Plan of Arterial Highways.

The proposed Warner Avenue Improvements and Widening, including bike lanes along the full length of the project site, would provide connection between the Pacific Electric Bikeway and a Class II bikeway along Grand Avenue. Therefore, the proposed project would improve the overall bikeway connectivity and safety in the City.

Additionally, provision of safe, level, unobstructed sidewalks that are a consistent width (typically 5 to 7 feet) would be provided as part of the City's effort to improve the existing system of pedestrian facilities. The project would also improve safety for people in wheelchairs and people with strollers.

The landscaped center median and parkways would provide additional safe zones, and improved lighting would increase nighttime safety. Although two additional lanes would be constructed to increase roadway capacity, all lanes would be narrowed for safety by slowing down through traffic and reducing the crossing distance at intersections.

The City supports an integrated multimodal circulation system by improving convenience and safety for pedestrians, bicyclists, and users of public transportation and wheelchairs. Implementation of the proposed Warner Avenue Improvements and Widening project would be consistent with the current and future plans for improved safety and mobility throughout the City.

D. Traffic detours through neighborhoods

Construction would be completed in 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. 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.

As part of the final Warner Avenue Improvements and Widening project design process, the City will prepare a traffic management plan that will identify alternative traffic routes and traffic detours that will be in place during construction of the project. The objective of this traffic management plan is to provide for continued traffic operations in the Warner Avenue corridor during construction and detours of traffic to designated routes along alternative arterial streets to minimize potential impacts to surrounding neighborhoods from detoured traffic during construction.



2. Response to Comments

E. Project Alternatives

Several comments relate to changes in the proposed project design and the need for more resident input into the design. The City of Santa Ana considered a range of potential improvement alternatives in order to choose one that best meets the project's objectives, while minimizing impacts to the community and environment. In defining the scope of the proposed improvements, the following major design variables were considered:

- Arterial Street Typical Cross-Section. According to the City of Santa Ana Standard Plan 1103A, two standard roadway classifications can be applied for a six-lane divided arterial. The City's general plan shows this segment of Warner Avenue as a Major Arterial. A Major Arterial is one of the City's various standard classifications. It includes a 120-foot total right-of-way width and provides a 14-foot raised median, 10-foot sidewalks, and 43-foot curb-to-curb widths in each direction. The 43-foot paved areas allow for three 12-foot lanes and a 7-foot bike lane in each direction. The original City project designs were developed to comply with the standard 120-foot cross-section, then subsequently revised to 110-foot to minimize impacts to residential property.
- Roadway Alignments. As with customizing the right-of-way, the City evaluated several roadway alignment alternatives in an effort to minimize property acquisition. Alternatives were developed for various cross-sections with the following alignment options:
 - Maintaining the existing roadway center line and widen the existing street on both sides. This results in right-of-way (ROW) and construction impacts to both sides of the existing street.
 - Maintain the existing ROW line on the north or south side of the street, which restricts ROW impacts to one side only. The ROW could vary by segment along the corridor depending on the nature of the properties lining the street.

The preferred design for the Warner Avenue from Main Street to Grand Avenue evolved over several years from the study of numerous alternatives considering optional road cross-sections (widths of traffic lanes, center median, bike lanes, parkways, sidewalks) and varying alignments.

Each iteration of the conceptual design had to fulfill the following project objectives.

1. Increase vehicular safety and reduce accidents by removing left turn hazards.
2. Comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks.
3. Minimize property acquisition including public facilities.
4. Alleviate traffic congestion and delays within the Warner Avenue project limits.
5. Provide roadway capacity to accommodate existing and future traffic volumes.
6. Design and construct Warner Avenue to be consistent with the City's General Plan Circulation Element and County of Orange Master Plan of Arterial Highways (MPAH) designation as a major arterial.
7. Improve stormwater drainage and water quality.

2. Response to Comments

After several rounds of revisions, the following project alternatives were identified. Generally, “Center” alternatives would retain the existing right-of-way centerline and widen both sides of the street. “North” and “South” alternatives would move the centerline north or south and result in the majority of property take to the north and south sides of the street, respectively.

- No Project Alternative
- Alternative Project Site
- 100-foot Right-of-Way Alternative
- 110-foot North Alternative
- 110-foot Center Alternative
- 110-foot South Alternative
- 120-foot North Alternative
- 120-foot Center Alternative
- 120-foot South Alternative
- Revised Construction Alternative

The proposed project along with four project alternatives were analyzed in the EIR.

- 110-foot North (proposed project)
- No Project Alternative
- 110-foot South Alternative
- 120-foot South Alternative
- Revised Construction Alternative

The City assessed many alternatives in an effort to reduce the number of residential properties impacted. During the final design phase, the City will coordinate with the public for proposed safety and mobility features.



F. Additional Community Outreach

Several comments received on the Draft EIR requested more meetings, public participation, and public outreach for the project. The City went well beyond public noticing and participation required by the California Environmental Quality Act (CEQA). This section summarizes the CEQA requirements and shows the public outreach process to date.

CEQA has strict rules that require the City to notify agencies and the public about projects like the Warner Avenue Improvements and Widening. Under Section 15087 of the CEQA Guidelines: Notice shall be mailed to the last known name and address of all organizations and individuals who have previously requested such notice in writing, and shall also be given by at least one of the following procedures:

1. Publication at least one time by the public agency in a newspaper of general circulation in the area affected by the proposed project. If more than one area is affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.
2. Posting of notice by the public agency on and off the site in the area where the project is to be located.

2. Response to Comments

3. Direct mailing to the owners and occupants of property contiguous to the parcel or parcels on which the project is located. Owners of such property shall be identified as shown on the latest equalized assessment roll.

The City used method #3 for the noticing, but instead of just noticing the contiguous parcels they expanded the mailings to everyone within a 500-foot radius along with hand delivery of notices to contiguous parcels. Significant public outreach has taken place during the environmental process.

Public CEQA Noticing

- Notice of Preparation of a Draft EIR (NOP): 30-day public comment period was from October 1, 2012 to October 30, 2012.
 - mailed to 968 addresses.
- Notice of Availability of the Draft EIR (NOA): 45-day public comment period was from January 12, 2015 to February 26, 2015.
 - mailed to over 1,400 addresses.
 - hand delivered to all properties adjacent to Warner Avenue between Main Street and Grand Avenue, including individual units in two apartment complexes within 500 feet of the project.
 - published in Orange County Register and the Excelsior newspapers.

Public Meetings

- Meetings were held to increase public awareness and involvement in the project and environmental process.
- May 22, 2012 – Open House Meeting to provide background and gather feedback
- June 12, 2012 – South Main Business Association – Presentation
- July 10, 2012 – Open House Meeting to obtain comments and feedback
- February 13, 2013 – Cherry Aerospace – Meeting
- May 13, 2013 – Environmental & Transportation Advisory Committee – Meeting
- January 23, 2015 – Delhi Neighborhood Meeting – Personal invitation to attend Draft EIR public meeting
- January 29, 2015 – Memorial Park Neighborhood Meeting – Personal invitation to attend Draft EIR public meeting
- April 8, 2015 – Various coalitions (Santa Ana Active Streets, Equity for All, and others) – Meeting to go over project information and right-of-way process
- April 29, 2015 – Delhi Neighborhood Association – Question and Answer Session at special meeting called by the Association

2. Response to Comments

- May 21, 2015 – Delhi Neighborhood Association – Provided updated information and right-of-way process at regularly scheduled meeting
- June 18, 2015 – Delhi Neighborhood Association – Provided updated information and right-of-way process at regularly scheduled meeting
- July 23, 2015 – Delhi Neighborhood Association Meeting
- City staff called or knocked on the door of every residential property identified as a full or partial acquisition and personally invited the homeowner or tenant to meet with the City. These meetings focused on the property acquisition and relocation process and also addressed other project questions.
- City was available for individual meetings with interested parties if requested. As of August 10, 2015 the City staff conducted 25 individual meetings. Meetings will continue to be scheduled.

Draft EIR Meetings

- October 18, 2012 - Scoping Meeting – to present CEQA and EIR process and gather comments
- February 3, 2015 – Public Meeting to present Draft EIR findings and gather comments
- February 7, 2015 – Public Meeting to present Draft EIR findings and gather comments

The Draft EIR public meeting slide presentation and the information below is available on the Santa Ana public works agency web site at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>.

- Notice of Availability
- Draft Environmental Impact Report
- Warner Avenue Draft EIR Meeting Presentation
- Warner Avenue Project Information Presentation
- Presentation to Delhi Neighborhood Association 6-18-15
- Presentation to Delhi Neighborhood Association 7-23-15
- Property Acquisition / Relocation Process - English / Spanish

The public also has the opportunity to comment on the project at the City Council hearing. All schedule updates and public hearing information will be posted on the City's website; be sure to check the City website to confirm the hearing schedule. The City has exceeded its obligation for public outreach for this project. Additional meetings and noticing is not warranted.



2. Response to Comments

2.2 RESPONSES TO COMMENTS

This section provides copies of comment letters and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A1 through A4 for letters from agencies; O1 and O2 for organizations; and R1 through R7 for written comments from residents and individuals). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

2. Response to Comments

LETTER A1 – Public Utilities Commission (1 page)

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



February 12, 2015

Mr. Kenny Nguyen, Project Manager
City of Santa Ana - Department of Public Works
20 Civic Center Plaza
Santa Ana, CA 92702

SCH 2012101004 Santa Ana Warner Avenue Widening from Main Street to Grand Avenue, DEIR

Dear Mr. Nguyen:

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration and closure of crossings. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed City of Santa Ana (City) Warner Avenue Widening from Main Street to Grand Avenue project.

According to the DEIR, the City proposes to widen Warner Avenue from Main Street to Grand Avenue to accommodate for six (6) 11-foot lanes, a 14-foot raised landscaped median, 5-foot bike lanes, 4-foot parkways and 6-foot sidewalks. The Warner Avenue at-grade crossings (CPUC No. 001BK-519.10 & DOT No. 761248L) is within the proposed project site. Currently, there are approximately two (2) train movements per day, at a maximum speed of 10 miles per hour.

Any roadway modification adjacent to or near the railroad right-of-way (ROW) should be planned with the safety of the rail corridor in mind. Roadway widening will increase traffic volumes not only on streets and at intersections, but also at any adjacent at-grade rail crossing. Language should be in place so that any traffic impact studies undertaken should also address rail crossing safety analysis and associated proposed mitigation measures. Safety analysis should include queuing on tracks, pedestrian movements, turning movements and sightlines. Additional safety improvement measures may include the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes (e.g., addition or upgrade of crossing warning devices, active and passive signs, and channelization fencing).

In addition, any modification to an existing public rail crossing requires authorization from the Commission. RCEB representatives are available for consultation on any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/index.htm>.

If you have any questions, please contact [Chi Cheung To](#) at (213) 576-5766.

Sincerely,

Chi Cheung To, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044

A1-1



2. Response to Comments

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2. Response to Comments

A1. Response to Comments from Public Utilities Commission, dated February 12, 2015

- A1-1 Traffic safety impacts at the grade crossing are discussed in Draft EIR Section 5.10, *Transportation and Traffic*. The Draft EIR identifies the Commission's jurisdiction over grade crossings. The City of Santa Ana will contact the California Public Utilities Commission (CPUC) Rail Crossings Engineering Section (RCES) staff to arrange a diagnostic meeting with representatives of the CPUC and Union Pacific Railroad to discuss any proposed changes at the crossing. This crossing would fully comply with CPUC plans and policies. The proposed project would not conflict with the CPUC plans or policies or otherwise decrease the performance or safety of the rail facility.



2. Response to Comments

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2. Response to Comments

Letter A2 – Orange County Public Works (1 page[s])



NCL 15-002

February 25, 2015

Mr. Kenny Nguyen
City of Santa Ana
20 Civic Center Plaza M-36
P.O. Box 1988
Santa Ana, California 92702

SUBJECT: Notice of Availability of a Draft Environmental Impact Report (EIR) for the Warner Avenue Improvements and Widening Project:

Dear Mr. Nguyen:

The County of Orange has reviewed the Notice of Availability of a Draft Environmental Impact Report for the Warner Avenue Improvements and Widening Plan located in City of Santa Ana and has no comments at this time. We would like to be advised of any further developments on the project. Please continue to keep us on the distribution list for future notifications related to this project.

A2-1

Sincerely,


Laree Brommer, Manager, Planning Division
OC Public Works Service Area/OC Development Services
300 North Flower Street
Santa Ana, California 92702-4048
Laree.brommer@ocpw.ocgov.com

LB/yj

300 N. Flower Street, Santa Ana, CA 92703
P.O. Box 4048, Santa Ana, CA 92702-4048

www.ocpublicworks.com
714.667.8800 | Info@OCPW.ocgov.com



2. Response to Comments

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2. Response to Comments

A2. Response to Comments from OC Public Works, dated February 25, 2015

- A2-1 Comment acknowledged. The OC Public Works will be included in the distribution list for the Final EIR and future project-related notifications.



2. Response to Comments

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2. Response to Comments

LETTER A3 – City of Tustin (2 page[s])

Community Development Department

February 25, 2015

Mr. Kenny Nguyen
City of Santa Ana
20 Civic Center Plaza, M-36
P.O. Box 1988
Santa Ana, CA 92702



SUBJECT: REVIEW OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF SANTA ANA WARNER AVENUE IMPROVEMENTS AND WIDENING PROJECT

Dear Mr. Nguyen:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the Warner Avenue Improvements and Widening Project in the City of Santa Ana. According to the Draft EIR, the proposed project includes the improvement and widening of the one-mile segment of Warner Avenue from Main Street to Grand Avenue from four to six lanes to improve mobility and safety and create a consistent major arterial as designated in the City of Santa Ana General Plan Circulation Element and the County of Orange Master Plan of Arterial Highways.

The City of Tustin offers the following comments at this time:

1. Page 5.10-2: The Level of Service (LOS) range should start at .91 for LOS E. | A3-1
2. Page 5.10-11: The reference to 23,814 should be LOS E. AM and PM column headings are missing. Also missing is a note for the unsignalized intersection and corresponding footnote based on delay in seconds in parentheses for intersection #11. | A3-2
3. Figure 5.10-4: #3 - Is there a shared westbound second through/second right-turn lane? #4 - Is there a shared westbound through/right-turn lane with a through lane on either side? #5: Is there a shared westbound third through/second left-turn lane (with one receiving lane on Halladay Street)? #6 - Is there a shared westbound third through/second right-turn lane? #11 - Is there a shared westbound and eastbound third through/second left-turn lane with a through lane to the left? | A3-3
4. Page 5.10-18: The reference to 23,814 should be LOS E. | A3-4
5. Page 5.10-19: The Tustin Ranch Road extension is complete and opened in November 2013. | A3-5
6. Page 5.10-21: #3 - Flower St. and Warner Ave. PM LOS with project should be LOS C. #7 - Grand Ave. and Warner Ave. PM LOS with project should be LOS A. | A3-6
7. Page 5.10-22: #1 - Main St. and Edinger Ave. PM LOS with project should be LOS E. #3 - Flower St. and Warner Ave. AM with project should be a positive difference according to the values shown. #3 - Flower St. and Warner Ave. PM LOS with project should be D with a | A3-7

300 Centennial Way, Tustin, CA 92780 • P: (714) 573-3100 • F: (714) 573-3113 • www.tustinca.org



2. Response to Comments

Ms. Kenny Nguyen
Warner Avenue DEIR
February 25, 2015
Page 2

negative difference according to the values shown and therefore not significantly impacted (narrative would change). A3-7
cont'd

The City of Tustin appreciates the opportunity to provide comments on this project. I would appreciate receiving a copy of the Final EIR when it becomes available.

If you have any questions regarding the City's comments, please call me at (714) 573-3016 or Krys Saldivar, Public Works Manager, at (714) 573-3172.

Sincerely,



Scott Reekstin
Principal Planner

cc: Elizabeth A. Binsack, Community Development Director
Douglas S. Stack, Public Works Director
Ken Nishikawa, Deputy Director of Public Works/Engineering
Justina Willkom, Assistant Director – Planning
Krys Saldivar, Public Works Manager

S:\Cdd\SCOTT\Environmental etc\Santa Ana Warner Avenue Widening EIR Letter.DOC

2. Response to Comments

A3. Response to Comments from City of Tustin, dated February 25, 2015

- A3-1 Table 5.10-3 has been revised to show that LOS E starts at 0.91. These changes have been incorporated into the EIR as documented in Section 4.2, *Revisions to the Draft EIR* and the attached revised traffic study.
- A3-2 Table 5.10-6 has been updated to reflect that the 23,814 volumes correspond to LOS E. These changes have been incorporated into the EIR as documented in Section 4.2, *Revisions to the Draft EIR* and the attached revised traffic study.
- A3-3 All of the lanes in gray color are existing lanes to be eliminated according to the legends at the bottom left. The existing westbound shared right-through movement at Flower Street and Warner Avenue (#3) will be replaced with a through westbound lane and an additional right turn lane at this intersection. For the intersection of Warner Avenue and Main Street (#4), the westbound shared right-through lane will be replaced with the additional dedicated through and right-turn lanes. For the intersection of Warner Avenue and Halladay Street (#5), the westbound shared left-through lane will be replaced with the additional dedicated through lane and additional left-turn lane. For the intersection of Warner Avenue and Standard Avenue (#6), the westbound dedicated left-turn lane will be replaced with the shared right-through lane. For the intersection of Warner Avenue and Maples Street (#11), the eastbound and westbound shared left-through lanes will be replaced with the additional dedicated through lane and additional left-turn lanes.
- A3-4 Table 5.10-7 has been updated to reflect that the 23,814 volumes correspond to LOS E. These changes have been incorporated into the EIR as documented in Section 4.2, *Revisions to the Draft EIR* and the attached revised traffic study.
- A3-5 Text has been updated to include statement that this roadway opened in Fall 2013. Note that the existing conditions analysis was completed for Year 2012. Since this improvement was not complete at that time the Warner Avenue traffic study was initiated (and project NOP released) it is not included in the baseline conditions for analysis purposes; it is listed as a future project.
- A3-6 Table 5.10-10 has been updated to correct the noted LOS values at intersections #3 and #7. These changes have been incorporated into the EIR as documented in Section 4.2, *Revisions to the Draft EIR* and the attached revised traffic study.
- A3-7 Table 5.10-11 has been updated to correct the noted LOS values at intersections #1 and #3. Narrative below this table will also change to reflect that there is no significant impact in this analysis year. These changes have been incorporated into the EIR as documented in Section 4.2, *Revisions to the Draft EIR* and the attached revised traffic study.






2. Response to Comments

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2. Response to Comments

LETTER A4 –State Clearinghouse (1 page[s])

	<p>STATE OF CALIFORNIA GOVERNOR'S OFFICE of PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT</p>	
<p>EDMUND G. BROWN JR. GOVERNOR</p>		<p>KEN ALEX DIRECTOR</p>
<p>February 24, 2015</p>		
<p>Kenny Nguyen City of Santa Ana 20 Civic Center Plaza Santa Ana, CA 92702</p>		
<p>Subject: Warner Avenue Widening SCH#: 2012101004</p>		
<p>Dear Kenny Nguyen:</p>		
<p>The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 23, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.</p>		
<p>Please note that Section 21104(c) of the California Public Resources Code states that:</p>		
<p>"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."</p>		
<p>These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.</p>		
<p>This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.</p>		
<p>Sincerely,</p>		
		
<p>Scott Morgan Director, State Clearinghouse</p>		
<p>Enclosures cc: Resources Agency</p>		
<p>1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044 (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov</p>		



A4-1

2. Response to Comments

Document Details Report State Clearinghouse Data Base

SCH# 2012101004
Project Title Warner Avenue Widening
Lead Agency Santa Ana, City of

Type EIR Draft EIR
Description 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 media, 5-foot bike lanes, 4-foot parkways, and 6-foot sidewalks. The project requires City acquisition of 35 full parcels and a portion of 27 parcels.

Lead Agency Contact

Name Kenny Nguyen
Agency City of Santa Ana
Phone 714 647 5013
email
Address 20 Civic Center Plaza
City Santa Ana **State** CA **Zip** 92702
Fax

Project Location

County Orange
City
Region
Lat / Long 33° 42' 57" N / 117° 52' 04" W
Cross Streets Warner Avenue/Main St to Warner Ave/Grand Ave
Parcel No.
Township 05S **Range** 9W **Section** 30 **Base** San Bern

Proximity to:

Highways SR-55
Airports
Railways BNSF
Waterways Santa Ana - Santa Fe
Schools 2 High Schools, 2 Middle Schools, and 6 Elementary Schools
Land Use Land Use: Zoning: General Plan: Roadway is Major Arterial in GP Circulation Element, numerous GP & Zoning designations (residential & commercial) for fronting parcels.

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

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 12; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 01/08/2015 **Start of Review** 01/08/2015 **End of Review** 02/23/2015

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

2. Response to Comments

A4. Response to comments from Governor's Office of Planning and Research, State Clearinghouse, dated February 24, 2015

A4-1 No response required.






2. Response to Comments


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2. Response to Comments

LETTER A5 –State Clearinghouse (1 page)

 Edmund G. Brown Jr. Governor	<p>STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit</p>	 Ken Alex Director
<p>April 28, 2015</p>		
<p>Kenny Nguyen City of Santa Ana 20 Civic Center Plaza Santa Ana, CA 92702</p>		
<p>Subject: Warner Avenue Widening SCH#: 2012101004</p>		
<p>Dear Kenny Nguyen:</p>		
<p>The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 23, 2015. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.</p>		
<p>The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.</p>		
<p>Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2012101004) when contacting this office.</p>		
<p>Sincerely, </p>		
<p>Scott Morgan Director, State Clearinghouse</p>		
<p>Enclosures cc: Resources Agency</p>		
<p>1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044 TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov</p>		

A5-1



2. Response to Comments

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2. Response to Comments

A5. Response to comments from Governor's Office of Planning and Research, State Clearinghouse, dated April 28, 2015

A5-1 No response required.




2. Response to Comments

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2. Response to Comments

LETTER A6 –State of California Department of Transportation (2 page[s])

<small>STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY</small>		<small>EDMUND G. BROWN Jr., Governor</small>
DEPARTMENT OF TRANSPORTATION DISTRICT 12 3347 MICHELSON DRIVE, SUITE 100 IRVINE, CA 92612-8894 PHONE (949) 724-2086 FAX (949) 724-2592 TTY 711 www.dot.ca.gov	<i>late</i> <i>2/23/15</i> <i>?</i>	 <i>Serious drought. Help save water!</i>
January 29, 2015	RECEIVED APR 28 2015	
Mr. Kenny Nguyen Project Manager City of Santa Ana Public Works Agency 20 Civic Center Plaza, Santa Ana, CA. 92702	STATE CLEARING HOUSE	File: IGR/CEQA SCH#: 2012101004 Log #: 3104B SR-55
<p>Dear Mr. Nguyen:</p> <p>Thank you for the opportunity to review and comment on Draft Environmental Impact Report for the Warner Avenue Widening from Main Street to Grand Avenue. 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 projected growth and current congestion.</p> <p>Warner Avenue is designated within the General Plan Circulation Element Master Plan of Streets and Highways as a Major Arterial. A major arterial is defined by the City generally as a six-lane divided arterial. The Orange County Master Plan of Arterial Highways also designates Warner Avenue within the Santa Ana limits as a Major Arterial, which it defines as a six-lane divided arterial designed to accommodate 45,000 to 60,000 vehicles per day. Existing traffic volumes range between 24,300 and 25,000 vehicles per day along Warner Avenue between Main Street and Grand Avenue. By the year 2035, estimated traffic volumes along this segment are forecast to be 27,500 to 29,600 vehicles per day.</p> <p>The project would also extend the six-lane cross-section of Warner Avenue west of its existing terminus at Grand Avenue. A Class II bikeway will be implemented for the full distance between Main Street and Grand Avenue. The City's General Plan Circulation Element Bikeway Master Plan calls for a Class II onstreet bikeway along Warner Avenue from Flower Street to the existing Class I bike trail that crosses Warner Avenue in the vicinity of Rouselle Street.</p> <p>The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right of way, an encroachment permit will be required.</p>		
<small>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</small>		



A6-1

2. Response to Comments

Mr.Kenny Nguyen
January 29, 2015
Page 2

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

A6-1
Cont'd

Sincerely,



MAUREEN EL HARAKE
Branch Chief, Regional-Community-Transit Planning
District 12

c: Lee Haber, Traffic Operations North
Scott Morgan, Office of Planning and Research

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

2. Response to Comments

A6. Response to comments from State of California Department of Transportation, Dated January 29, 2015

A6-1 Comment acknowledged. The CalTrans will be contacted if any activity affects State transportation facilities or requires a CalTrans encroachment permit.



2. Response to Comments

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2. Response to Comments

LETTER O1 – Santa Ana Street Coalition (26 page[s])

Santa Ana Active Streets Coalition

Contact: Alex Green, 714-679-3970 | alex@el-fenix.org | saascoalition.org

02/26/2015


Att: Kenny Nguyen:

We, the Santa Ana Active Streets Coalition, are deeply concerned with the current timeline for the Warner Avenue Improvements Project. Santa Ana Active Streets is in favor of creating safer and healthier streets for all users. But, we are also in favor of responsible development. We respectfully request that the City:

- **POSTPONE** further action on the Warner Avenue Improvements Project for up to six months.
- Direct city staff to host monthly community meetings to inform local residents and stakeholders about the project, its impacts, and discuss with multiple community groups and residents the findings of the Draft Environmental Impact Report.
- Direct city staff to include a street design option that keeps Warner Avenue at four lanes, that keeps homes intact, and introduces bicycle infrastructure options such as, but not limited to, a protected bicycle lane, Class II bicycle lane, and a bicycle boulevard.
- Direct city staff to work with residents and local stakeholders in designing the street.

The Warner Avenue Improvements Project will impact housing, commerce, and transit in Santa Ana for many years. This project, which will affect a roughly one-mile stretch on Warner Avenue between Grand Avenue and Main Street, is proposing to develop on land where up to 37 residential and 8 commercial properties reside. While the proposed sidewalk enhancement and bike lane is a much needed asset to create a comprehensive active transportation network in the City, adding a sidewalk and bike lane doesn't mean the street will be safer for pedestrian and bicyclists. At Santa Ana Active Streets' Active Transportation Leadership Program workshop on February 21, 2015, Alta Planning + Design's Senior Planner Bryan Jones said: "The mere fact of adding bike lanes and sidewalks does not make a roadway safe, it has to do with the greater design."







- SAAS contends that the proposed Warner Avenue Improvements project that plans to widen the street and add two travel lanes for automobiles, totaling six for automobiles after project completion, would negate the benefits of the bike lane and place undue risk on bicyclists and pedestrians.



O1-1

O1-2

(Continued . . .)





2. Response to Comments

Santa Ana Active Streets Coalition

Contact: Alex Green, 714-679-3970 | alex@el-fenix.org | saascoalition.org



- Santa Ana Mayor Miguel Pulido’s recent support of the U.S. Department of Transportation’s “Mayors’ Challenge for Safer People, Safer Streets” would also put this project into contrast with the Mayor’s commitment of making streets safer in the City.

O1-2
cont'd

With these sorts of potential impacts to safety, a lengthier discussion is needed.

The widening perpetuates the historic culture within the City and region of designing streets to funnel people through the city of Santa Ana, thus ignoring the City’s viability as a destination. “Right now Santa Ana is designed for the through. People are driving through Santa Ana, not to Santa Ana, and they are creating unsafe streets for Santa Ana residents,” Jones said. While local industry delivery trucks and public transportation require adequate access to thoroughfares, continuing plans that hasten traffic to pass through the city could be a lost economic development opportunity. This is especially true on Warner Avenue.

O1-3

The Draft Environmental Impact Report became available on January 12, 2015 and the public has been given until February 26, 2015 to respond. This is a limited time frame for residents to make informed decisions when prior to the release of the Draft EIR the last community meetings about the project were more than two years ago in 2012. More time is needed to see if this is the best project for residents, and the City.

The subsequent pages include letters from residents affected by the Warner Ave Improvements Project supporting our requests. These letters were collected between February 25-26, 2015 by Santa Ana Active Streets coalition and Santa Ana Building Healthy Communities Equity for All workgroup.

O1-4

Sincerely,

El Centro Cultural de Mexico

KidWorks

NeighborWorks Orange County

The Bicycle Tree

Latino Health Access

El Fenix

SAAS Mission: To cultivate diverse community participation in creating a safe and accessible environment for active transportation in Santa Ana.



2. Response to Comments

Fecha: 2-26-2015

Atte. Consejo Municipal de Santa Ana:

Yo, Quirino Vargas, estoy profundamente preocupado por el plan de mejoras a la avenida Warner. Yo estoy a favor de la creación de calles más seguras y saludables para todas las personas y los diversos modos que utilizan para transportarse. Pero, también estoy a favor de un desarrollo responsable. Solicito respetuosamente que el consejo municipal:

- Posponga por seis meses cualquier acción en las mejoras de la avenida Warner.
- Pedir al personal de la ciudad a cargo que organice reuniones mensuales con la comunidad para informar a los residentes y los negocios locales sobre el proyecto, sus impactos, y discutir con las partes interesadas las conclusiones del Informe de Impacto Ambiental.
- Pedir al personal de la ciudad a cargo que cree un diseño de la avenida Warner con cuatro carriles, donde se mantengan intactas las viviendas, pero se incorporen opciones de infraestructura para bicicletas, pero no limitado a un carril de bicicleta protegido, carril de bicicleta clase II, y a un boulevard de bicicletas.
- Pedir al personal de la ciudad a cargo que trabaje juntos con los residentes y con las partes interesadas en el diseño de la calle.

El proyecto de mejoras a la avenida Warner impactará vivienda, comercio y tránsito en Santa Ana por muchos años. Este proyecto, que afectará aproximadamente una milla de la avenida Warner entre la avenida Grand y la calle Main, se propone desarrollar en terrenos donde se encuentran hasta 37 residencias y ocho propiedades comerciales. Aunque el carril de bicicletas que se está proponiendo es muy necesario para crear una red integral de bicicletas en la ciudad, añadiendo carriles de bicicletas no significa que las calles estarán más seguras para los ciclistas. En el taller de Transporte Activo que ofreció la coalición de Santa Ana Calles Activas (SAAS) el día 21 de febrero del 2015, como parte de su Programa de Liderazgo de Transporte Activo, el experimentado Planeador de Alta Planning + Design Bryan Jones dijo: "El solo hecho de añadir carriles de bicicletas y banquetas no hace una carretera segura, tiene que ver con la creación de un diseño mayor".

- SAAS entiende que la propuesta en el proyecto de mejoras a la avenida de Warner pretende ampliar la calle y añadir dos carriles de circulación para automóviles, teniendo en total de seis carriles para los automóviles después de finalizado el proyecto, negando los beneficios de un carril de bicicletas y poniendo en riesgo indebido a los ciclistas y peatones.
- Recientemente el Alcalde de Santa Ana Miguel Pulido apoyó el "Desafío de Alcaldes para Gente segura y Calles seguras" del Departamento de Transporte de Estados Unidos, lo que significa que este proyecto está en contraste con el compromiso del alcalde de hacer las calles más seguras en la Ciudad.

Con este tipo de impactos potenciales a la seguridad, es necesario un debate más largo.

La ampliación perpetúa la cultura histórica dentro de la ciudad y el diseño de las calles para canalizar a las personas a través de la ciudad de Santa Ana, ignorando así la viabilidad de la ciudad como destino,



2. Response to Comments

dijo Jones. "En este momento Santa Ana está diseñada para pasar por ella. La gente está conduciendo a través de Santa Ana, no a Santa Ana, y están creando calles inseguras para los residentes de Santa Ana", dijo Jones. Mientras que los camiones de reparto de la industria local y el transporte público requieren de vías de acceso adecuado, una oportunidad potencial de desarrollo económico podría perderse por los continuos planes que aceleran el paso del tráfico de la ciudad. Esto es especialmente cierto en la avenida Warner.

Se ha dado al público hasta el 26 de febrero la oportunidad de responder a las conclusiones del Informe Proyecto de Impacto Ambiental; es decir, dos meses para formular observaciones sobre el proyecto de EIR para un proyecto que impactará a la comunidad circundante, residencias, y los viajeros futuros - el proyecto de EIR estuvo disponible el 12 de enero de 2015. Es irracional esperar que los residentes tomen decisiones informadas antes del lanzamiento del proyecto EIR cuando las últimas reuniones de la comunidad sobre el proyecto fueron hace más de dos años en 2012. Se necesita más tiempo para ver si este es el mejor proyecto para los residentes, y la Ciudad.

Atentamente,

Nombre: QUIRINO VARGAS

Dirección: 2243 S MAPLE

Teléfono: 714) 643 0207

2. Response to Comments

Fecha: 2-26-15

Atte. Consejo Municipal de Santa Ana:

Yo, Maria Gomez, estoy profundamente preocupado por el plan de mejoras a la avenida Warner. Yo estoy a favor de la creación de calles más seguras y saludables para todas las personas y los diversos modos que utilizan para transportarse. Pero, también estoy a favor de un desarrollo responsable. Solicito respetuosamente que el consejo municipal:

- Posponga por seis meses cualquier acción en las mejoras de la avenida Warner.
- Pedir al personal de la ciudad a cargo que organice reuniones mensuales con la comunidad para informar a los residentes y los negocios locales sobre el proyecto, sus impactos, y discutir con las partes interesadas las conclusiones del Informe de Impacto Ambiental.
- Pedir al personal de la ciudad a cargo que cree un diseño de la avenida Warner con cuatro carriles, donde se mantengan intactas las viviendas, pero se incorporen opciones de infraestructura para bicicletas, pero no limitado a un carril de bicicleta protegido, carril de bicicleta clase II, y a un boulevard de bicicletas.
- Pedir al personal de la ciudad a cargo que trabaje juntos con los residentes y con las partes interesadas en el diseño de la calle.

El proyecto de mejoras a la avenida Warner impactará vivienda, comercio y tránsito en Santa Ana por muchos años. Este proyecto, que afectará aproximadamente una milla de la avenida Warner entre la avenida Grand y la calle Main, se propone desarrollar en terrenos donde se encuentran hasta 37 residencias y ocho propiedades comerciales. Aunque el carril de bicicletas que se está proponiendo es muy necesario para crear una red integral de bicicletas en la ciudad, añadiendo carriles de bicicletas no significa que las calles estarán más seguras para los ciclistas. En el taller de Transporte Activo que ofreció la coalición de Santa Ana Calles Activas (SAAS) el día 21 de febrero del 2015, como parte de su Programa de Liderazgo de Transporte Activo, el experimentado Planeador de Alta Planning + Design Bryan Jones dijo: "El solo hecho de añadir carriles de bicicletas y banquetas no hace una carretera segura, tiene que ver con la creación de un diseño mayor".

- SAAS entiende que la propuesta en el proyecto de mejoras a la avenida de Warner pretende ampliar la calle y añadir dos carriles de circulación para automóviles, teniendo en total de seis carriles para los automóviles después de finalizado el proyecto, negando los beneficios de un carril de bicicletas y poniendo en riesgo indebido a los ciclistas y peatones.
- Recientemente el Alcalde de Santa Ana Miguel Pulido apoyó el "Desafío de Alcaldes para Gente segura y Calles seguras" del Departamento de Transporte de Estados Unidos, lo que significa que este proyecto está en contraste con el compromiso del alcalde de hacer las calles más seguras en la Ciudad.

Con este tipo de impactos potenciales a la seguridad, es necesario un debate más largo.

La ampliación perpetúa la cultura histórica dentro de la ciudad y el diseño de las calles para canalizar a las personas a través de la ciudad de Santa Ana, ignorando así la viabilidad de la ciudad como destino,



2. Response to Comments

dijo Jones. "En este momento Santa Ana está diseñada para pasar por ella. La gente está conduciendo a través de Santa Ana, no a Santa Ana, y están creando calles inseguras para los residentes de Santa Ana", dijo Jones. Mientras que los camiones de reparto de la industria local y el transporte público requieren de vías de acceso adecuado, una oportunidad potencial de desarrollo económico podría perderse por los continuos planes que aceleran el paso del tráfico de la ciudad. Esto es especialmente cierto en la avenida Warner.

Se ha dado al público hasta el 26 de febrero la oportunidad de responder a las conclusiones del Informe Proyecto de Impacto Ambiental; es decir, dos meses para formular observaciones sobre el proyecto de EIR para un proyecto que impactará a la comunidad circundante, residencias, y los viajeros futuros - el proyecto de EIR estuvo disponible el 12 de enero de 2015. Es irracional esperar que los residentes tomen decisiones informadas antes del lanzamiento del proyecto EIR cuando las últimas reuniones de la comunidad sobre el proyecto fueron hace más de dos años en 2012. Se necesita más tiempo para ver si este es el mejor proyecto para los residentes, y la Ciudad.

Atentamente,

Nombre: Mania Song

Dirección: 2246 OAK ST.

Teléfono: 971-365-6091

2. Response to Comments

Date: 2-26-15

Att: Santa Ana City Council:

Lupe Fernandez, am deeply concerned with the current timeline for the Warner Avenue Improvements. I am in favor of creating safer and healthier streets for all people and the various modes they use to travel. But, I am also in favor of responsible development. I respectfully request that the City Council:

- **POSTPONE** further action on the Warner Avenue Improvements project for up to six months.
- Direct city staff to host monthly community meetings to inform local residents and stakeholders about the project, its impacts, and discuss with multiple community groups and residents the findings of the Draft Environmental Impact Report.
- Direct city staff to include as a street design option a plan that keeps Warner Avenue at four lanes, that keeps homes intact, and introduces bicycle infrastructure options such as, but not limited to, a protected bicycle lane, Class II bicycle lane, and a bicycle boulevard
- Direct city staff to work with residents and local stakeholders in designing the street.

The Warner Avenue Improvements project will impact housing, commerce, and transit in Santa Ana for many years. This project, which will affect a roughly one-mile stretch on Warner Avenue between Grand Avenue and Main Street, is proposing to develop on land where up to 37 residential and eight commercial properties reside. While the proposed bike lane is a much needed asset to create a comprehensive bicycle network in the City, adding bike lanes doesn't mean the streets will be safer for bicyclists. At Santa Ana Active Streets' Active Transportation Leadership Program workshop on February 21, 2015, Alta Planning + Design's Senior Planner Bryan Jones said: "The mere fact of adding bike lanes and sidewalks does not make a roadway safe, it has to do with the greater design."

- SAAS contends that the proposed Warner Avenue Improvements project that plans to widen the street and add two travel lanes for automobiles, totalling six for automobiles after project completion, would negate the benefits of the bike lane and place undue risk on bicyclists and pedestrians.
- Santa Ana Mayor Miguel Pulido's recent support of the U.S. Department of Transportation's "Mayors' Challenge for Safer People, Safer Streets" would also put this project into contrast with the Mayor's commitment of making streets safer in the City.

With these sorts of potential impacts to safety, a lengthier discussion is needed.

The widening perpetuates the historic culture within the City and region of designing streets to funnel people through the city of Santa Ana, thus ignoring the City's viability as a destination, Jones said. "Right now Santa Ana is designed for the thru. People are driving through Santa Ana, not to Santa Ana, and they are creating unsafe streets for Santa Ana residents," Jones said. While local industry delivery



2. Response to Comments

trucks and public transportation require adequate access to thoroughfares, a potential economic development opportunity could be lost by continuing plans that hasten traffic to pass through the city. This is especially true on Warner Avenue.

The public has been given until February 26 to respond to the Draft Environmental Impact Report's findings; that is two months to comment on the draft EIR for a project that will impact the surrounding community, residences, and future commuters - the draft EIR became available on January 12, 2015. It is unreasonable to expect residents to make informed decisions when prior to the release of the Draft EIR the last community meetings about the project were more than two years ago in 2012. More time is needed to see if this is the best project for residents, and the City.

Sincerely,

Name: Lupe Hernandez

Address: 2245 MAPLE ST
Santa Ana Ca

Phone: _____

2. Response to Comments

Fecha: 2-26-15

Atte. Consejo Municipal de Santa Ana:

Yo, Jose Hernandez, estoy profundamente preocupado por el plan de mejoras a la avenida Warner. Yo estoy a favor de la creación de calles más seguras y saludables para todas las personas y los diversos modos que utilizan para transportarse. Pero, también estoy a favor de un desarrollo responsable. Solicito respetuosamente que el consejo municipal:

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2. Response to Comments

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Atentamente,

Nombre: Jose Hernandez

Dirección: 809 E - Warner Ave S.A.

Teléfono: 714 675-8352

2. Response to Comments

Date: 2-25-2015

Att: Santa Ana City Council:

I, Alison Corley, am deeply concerned with the current timeline for the Warner Avenue Improvements. I am in favor of creating safer and healthier streets for all people and the various modes they use to travel. But, I am also in favor of responsible development. I respectfully request that the City Council:

- **POSTPONE** further action on the Warner Avenue Improvements project for up to six months.
- Direct city staff to host monthly community meetings to inform local residents and stakeholders about the project, its impacts, and discuss with multiple community groups and residents the findings of the Draft Environmental Impact Report.
- Direct city staff to include as a street design option a plan that keeps Warner Avenue at four lanes, that keeps homes intact, and introduces bicycle infrastructure options such as, but not limited to, a protected bicycle lane, Class II bicycle lane, and a bicycle boulevard.
- Direct city staff to work with residents and local stakeholders in designing the street.

The Warner Avenue Improvements project will impact housing, commerce, and transit in Santa Ana for many years. This project, which will affect a roughly one-mile stretch on Warner Avenue between Grand Avenue and Main Street, is proposing to develop on land where up to 37 residential and eight commercial properties reside. While the proposed bike lane is a much needed asset to create a comprehensive bicycle network in the City, adding bike lanes doesn't mean the streets will be safer for bicyclists. At Santa Ana Active Streets' Active Transportation Leadership Program workshop on February 21, 2015, Alta Planning + Design's Senior Planner Bryan Jones said: "The mere fact of adding bike lanes and sidewalks does not make a roadway safe, it has to do with the greater design."

- SAAS contends that the proposed Warner Avenue Improvements project that plans to widen the street and add two travel lanes for automobiles, totaling six for automobiles after project completion, would negate the benefits of the bike lane and place undue risk on bicyclists and pedestrians.
- Santa Ana Mayor Miguel Pulido's recent support of the U.S. Department of Transportation's "Mayors' Challenge for Safer People, Safer Streets" would also put this project into contrast with the Mayor's commitment of making streets safer in the City.

With these sorts of potential impacts to safety, a lengthier discussion is needed.

The widening perpetuates the historic culture within the City and region of designing streets to funnel people through the city of Santa Ana, thus ignoring the City's viability as a destination, Jones said. "Right now Santa Ana is designed for the thru. People are driving through Santa Ana, not to Santa Ana, and they are creating unsafe streets for Santa Ana residents," Jones said. While local industry delivery trucks and public transportation require adequate access to thoroughfares, a potential economic



2. Response to Comments

development opportunity could be lost by continuing plans that hasten traffic to pass through the city. This is especially true on Warner Avenue.

The public has been given until February 26 to respond to the Draft Environmental Impact Report's findings; that is two months to comment on the draft EIR for a project that will impact the surrounding community, residences, and future commuters - the draft EIR became available on January 12, 2015. It is unreasonable to expect residents to make informed decisions when prior to the release of the Draft EIR the last community meetings about the project were more than two years ago in 2012. More time is needed to see if this is the best project for residents, and the City.

Sincerely,

Name: Glenn Carlson

Address: 2245 S Orange

Apex, CA Calif 92707

Phone: 714-417-4006

2. Response to Comments

Date: 02-25-15

Att: Santa Ana City Council:

Jose Lujano, am deeply concerned with the current timeline for the Warner Avenue Improvements. I am in favor of creating safer and healthier streets for all people and the various modes they use to travel. But, I am also in favor of responsible development. I respectfully request that the City Council:

- **POSTPONE** further action on the Warner Avenue Improvements project for up to six months.
- Direct city staff to host monthly community meetings to inform local residents and stakeholders about the project, its impacts, and discuss with multiple community groups and residents the findings of the Draft Environmental Impact Report.
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Sincerely,

Name: Jose Legado
Address: 309 E Warner Ave
Santa Ana CA 92707
Phone: (714) 604-3098

2. Response to Comments

Date: 2/25/15

Att: Santa Ana City Council:

I, Lorena Basurto, am deeply concerned with the current timeline for the Warner Avenue Improvements. I am in favor of creating safer and healthier streets for all people and the various modes they use to travel. But, I am also in favor of responsible development. I respectfully request that the City Council:

- **POSTPONE** further action on the Warner Avenue Improvements project for up to six months.
- Direct city staff to host monthly community meetings to inform local residents and stakeholders about the project, its impacts, and discuss with multiple community groups and residents the findings of the Draft Environmental Impact Report.
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The Warner Avenue Improvements project will impact housing, commerce, and transit in Santa Ana for many years. This project, which will affect a roughly one-mile stretch on Warner Avenue between Grand Avenue and Main Street, is proposing to develop on land where up to 37 residential and eight commercial properties reside. While the proposed bike lane is a much needed asset to create a comprehensive bicycle network in the City, adding bike lanes doesn't mean the streets will be safer for bicyclists. At Santa Ana Active Streets' Active Transportation Leadership Program workshop on February 21, 2015, Alta Planning + Design's Senior Planner Bryan Jones said: "The mere fact of adding bike lanes and sidewalks does not make a roadway safe, it has to do with the greater design."

- SAAS contends that the proposed Warner Avenue Improvements project that plans to widen the street and add two travel lanes for automobiles, totaling six for automobiles after project completion, would negate the benefits of the bike lane and place undue risk on bicyclists and pedestrians.
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2. Response to Comments

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Sincerely,

Name: Loirena Basurto
Address: 2246 Maple St
S.A.
Phone: 714-957-599-6884

2. Response to Comments

Date: 2-25-2015

Att: Santa Ana City Council;

I, Isaac Amara, am deeply concerned with the current timeline for the Warner Avenue Improvements. I am in favor of creating safer and healthier streets for all people and the various modes they use to travel. But, I am also in favor of responsible development. I respectfully request that the City Council:

- **POSTPONE** further action on the Warner Avenue Improvements project for up to six months.
- Direct city staff to host monthly community meetings to inform local residents and stakeholders about the project, its impacts, and discuss with multiple community groups and residents the findings of the Draft Environmental Impact Report.
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The Warner Avenue Improvements project will impact housing, commerce, and transit in Santa Ana for many years. This project, which will affect a roughly one-mile stretch on Warner Avenue between Grand Avenue and Main Street, is proposing to develop on land where up to 37 residential and eight commercial properties reside. While the proposed bike lane is a much needed asset to create a comprehensive bicycle network in the City, adding bike lanes doesn't mean the streets will be safer for bicyclists. At Santa Ana Active Streets' Active Transportation Leadership Program workshop on February 21, 2015, Alta Planning + Design's Senior Planner Bryan Jones said: "The mere fact of adding bike lanes and sidewalks does not make a roadway safe, it has to do with the greater design."

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Sincerely,

Name: Isaac Almazan

Address: 209 - E Warner Ave #2

Santa Ana ca 92707

Phone: 714-560-3298

2. Response to Comments

Date: 2.25.15

Att: Santa Ana City Council:

I, Angelica Higareda, am deeply concerned with the current timeline for the Warner Avenue Improvements. I am in favor of creating safer and healthier streets for all people and the various modes they use to travel. But, I am also in favor of responsible development. I respectfully request that the City Council:

- **POSTPONE** further action on the Warner Avenue Improvements project for up to six months.
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Sincerely,

Name: Angelica Higareda

Address: 315 E. Warner Ave.

Santa Ana, CA 92707

Phone: 714.931.3905

2. Response to Comments

Date: 02-025-015

Att: Santa Ana City Council:

I, GABRIELA OROPEZA, am deeply concerned with the current timeline for the Warner Avenue Improvements. I am in favor of creating safer and healthier streets for all people and the various modes they use to travel. But, I am also in favor of responsible development. I respectfully request that the City Council:

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2. Response to Comments

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The public has been given until February 26 to respond to the Draft Environmental Impact Report's findings; that is two months to comment on the draft EIR for a project that will impact the surrounding community, residences, and future commuters - the draft EIR became available on January 12, 2015. It is unreasonable to expect residents to make informed decisions when prior to the release of the Draft EIR the last community meetings about the project were more than two years ago in 2012. More time is needed to see if this is the best project for residents, and the City.

Sincerely,

Name: GRISCLDA OROPEZA

Address: 219 EWARNER AVE
SANTA ANIA CA 92707

Phone: (57) 218-6878

2. Response to Comments

Date: 02-25-15

Att: Santa Ana City Council:

SANTIAGO PEREZ am deeply concerned with the current timeline for the Warner Avenue Improvements. I am in favor of creating safer and healthier streets for all people and the various modes they use to travel. But, I am also in favor of responsible development. I respectfully request that the City Council:

- **POSTPONE** further action on the Warner Avenue Improvements project for up to six months.
- Direct city staff to host monthly community meetings to inform local residents and stakeholders about the project, its impacts, and discuss with multiple community groups and residents the findings of the Draft Environmental Impact Report.
- Direct city staff to include as a street design option a plan that keeps Warner Avenue at four lanes, that keeps homes intact, and introduces bicycle infrastructure options such as, but not limited to, a protected bicycle lane, Class II bicycle lane, and a bicycle boulevard.
- Direct city staff to work with residents and local stakeholders in designing the street.

The Warner Avenue Improvements project will impact housing, commerce, and transit in Santa Ana for many years. This project, which will affect a roughly one-mile stretch on Warner Avenue between Grand Avenue and Main Street, is proposing to develop on land where up to 37 residential and eight commercial properties reside. While the proposed bike lane is a much needed asset to create a comprehensive bicycle network in the City, adding bike lanes doesn't mean the streets will be safer for bicyclists. At Santa Ana Active Streets' Active Transportation Leadership Program workshop on February 21, 2015, Alta Planning + Design's Senior Planner Bryan Jones said: "The mere fact of adding bike lanes and sidewalks does not make a roadway safe, it has to do with the greater design."

- SAAS contends that the proposed Warner Avenue Improvements project that plans to widen the street and add two travel lanes for automobiles, totaling six for automobiles after project completion, would negate the benefits of the bike lane and place undue risk on bicyclists and pedestrians.
- Santa Ana Mayor Miguel Pulido's recent support of the U.S. Department of Transportation's "Mayors' Challenge for Safer People, Safer Streets" would also put this project into contrast with the Mayor's commitment of making streets safer in the City.

With these sorts of potential impacts to safety, a lengthier discussion is needed.

The widening perpetuates the historic culture within the City and region of designing streets to funnel people through the city of Santa Ana, thus ignoring the City's viability as a destination, Jones said. "Right now Santa Ana is designed for the thru. People are driving through Santa Ana, not to Santa Ana, and they are creating unsafe streets for Santa Ana residents," Jones said. While local industry delivery trucks and public transportation require adequate access to thoroughfares, a potential economic



2. Response to Comments

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Sincerely,

Name: SANTIAGO LOPEZ

Address: 319 - E WARNER AVE

SANTA ANA CAL - 92707

Phone: 657-218-6878

2. Response to Comments

Date: 2-25-15

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2. Response to Comments

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Sincerely,

Name:

Mendez Cesar M.

Address:

230 E Warner Ave.
Santa Ana Ca 92707

Phone:

714 (552) 5623

2. Response to Comments

O1. Response to comments from Santa Ana Active Streets Coalition, dated February 26, 2015

O1-1 The public outreach for this project started almost three years ago with several public meetings. The City has sent notices and had other meetings and has made all documents available for public review. The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. The Draft EIR public meeting slide presentation and other information is available on the Santa Ana public works agency web site at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>. The City has exceeded its obligation for public outreach for this project under the California Environmental Quality Act (CEQA). See references below for comprehensive responses to other bullet items in this comment.

- See General Response #F at the beginning of this chapter for a more comprehensive response related to postponement of the project.

- See General Response #F at the beginning of this chapter for the response related to monthly community meetings.

- See General Response #E at the beginning of this chapter for the response related to street design options.

- See General Response #E at the beginning of this chapter for the response related to involvement in designing the street.

O1-2 One of the main reasons for the Warner Avenue roadway improvements is to improve safety and mobility as established in two of the project objectives: Increase vehicular safety and reduce accidents by installing a raised center median and removing left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks. The additional travel lane will carry more vehicles while maintaining the same 40 mph speed limit. City staff plans to host additional workshops to gather additional feedback on safety and mobility features, including widths of bike lanes, sidewalks, travel lanes and medians. See General Response #C at the beginning of this chapter for a comprehensive response related to safe streets.

O1-3 The City supports an integrated multimodal circulation system by improving safety and mobility for pedestrians, bicyclists, and users of public transportation and wheelchairs. Implementation of the proposed Warner Avenue Improvements and Widening project would be consistent with the current and future plans for improved safety and mobility throughout the city. By improving multimodal access, circulation, safety, and aesthetics for all users, economic viability along Warner Avenue is anticipated to improve.

O1-4 The City has endeavored to provide ample opportunity to review and comment on the project and environmental document. A Project Information Meeting was held for SAAS and Equity for All on April 8, 2015, and a Question and Answer session was



2. Response to Comments


held for the Delhi Neighborhood Association. Both meetings were outside the CEQA process and were more focused on the Right-of-Way procedures and protections plus outreach about the goals and benefits of the project, especially the safety and mobility goals. The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. See General Response #F at the beginning of this chapter for a comprehensive response related to public outreach. Residents can make additional comments during the City Council hearing.

2. Response to Comments

LETTER O2 – Building Health Communities (3 page[s])

EQUITY
FOR ALL

Right to Remain,
Reclaim and
Thrive



February 26, 2015

Kenny Nguyen
City of Santa Ana
Public Works Agency
20 Civic Center Plaza M-36
Santa Ana, CA 92701
warner@santa-ana.org

**Re: Warner Ave Improvement and Widening Project Draft Environmental Impact Report (EIR)-
Public Comments**


Dear Mr. Nguyen,

The Equity for All Coalition is concerned about the environmental, health and safety effects that nearby residents will experience from the implementation of the Warner Ave Widening and Improvement Project. **We request that the City of Santa Ana delay any decision to be made on the Warner Ave Improvement and Widening Project for at least six months and to allow for adequate time for resident notification and relocation plans, improvement of mitigation measures, and amending the plan to complement Complete Streets.**

Equity for All is a coalition that formed from residents of the Santa Ana Building Healthy Communities Initiative. Equity for All represents a widespread effort to ensure equitable development meets the needs of underserved communities and individuals in Santa Ana. By utilizing projects, programs, and policies that are inclusive in their planning and implementation, we aim to reduce disparities while fostering places that are healthy, vibrant and diverse. We are made up of several organizations and residents including, Cambodian Families, El Centro Cultural de Mexico, Kennedy Commission, KidWorks, Latino Health Access, Orange County Communities Organized for Responsible Development, Public Law Center, and Santa Ana Collaborative for Responsible Development. Our motto is: "Santa Ana residents have a right to remain, reclaim, and thrive."

We believe in the right for communities to remain and thrive in Santa Ana and be safe from the unintended consequences of development that raise property values making the cost of living unaffordable, or that change the surrounding environment to where they no longer belong. From January 31- February 26, 2015, the Equity for All coalition contacted the surrounding:

1



O2-1

2. Response to Comments



Right to Remain,
Reclaim and
Thrive



neighborhoods to research how informed residents were about the Warner Ave and Improvement Project and the impacts it may have on their community. Residents expressed various concerns and every resident we spoke with preferred to be relocated in Santa Ana. Santa Ana is their home, their community and where their family is. It is our concern that these residents, both owners and tenants, are not fully aware of the project implications and consequences, or of their relocation options. We urge the City to conduct its “due diligence” by delaying any decision made on this project for at least six months to ensure parties affected by this project are fully aware of their options and their rights before moving forward with the project. The Environmental Impact Report needs to include more comprehensive and stringent mitigation measures for the impacts to the neighborhoods that are being displaced. There should be a comprehensive mitigation plan for relocating displaced residents within Santa Ana and a process for ensuring that this is done in a timely manner and does not burden residents with additional costs. We assert our support to explore ways to work with the City to ensure residents are made fully aware of the project, its implications, and their rights as residents, in order to uphold principles of inclusive, equitable, and responsible development that we can all celebrate.

O2-1
cont'd

O2-2

We believe in the need to reclaim our streets for safe and accessible active transportation for all users, regardless of age, ability, or mode of transportation. However, Complete Streets infrastructure should not displace Latino residents or Latino cultural businesses. Currently the plan to widen Warner Ave can do more to support Complete Streets. Through our trainings and workshops from planning consultants and engineers, we learned that it is possible to implement safe infrastructure and enhance access to existing businesses by not widening streets and displacing homes. The delay of at least six months for any decision-making to occur on the Warner Improvement and Widening Project will allow for adequate time for residents, city planners, engineers, local organizations and businesses to review Complete Streets plans and create an integrated design for all modes of transportation.

O2-3

We believe in the need for a partnership amongst residents, local community organizations, businesses and the City of Santa Ana where we create a culturally relevant, community serving, accessible and affordable community that does not displace but is inclusive of its Latino identity and people.

2. Response to Comments



Right to Remain,
Reclaim and
Thrive



For those reasons stated above, we request the following:

- 1) We request that the City of Santa Ana delay for at least six months any decisions made in regards to the design, infrastructure, or relocation efforts on the Warner Ave Improvement and Widening project. The nearby community must be engaged with every process and phase of this project. More time will allow an opportunity for city staff, local organizations, and residents to work together on the best plan to ensure residents have the right to remain, reclaim, and thrive.
- 2) We ask that the City of Santa Ana support collaborative efforts to reach out to the community and structure a process that will educate City staff and residents on alternative decisions.
- 3) We ask that the city review Complete Streets concepts to ensure all infrastructure improvements accommodate all users, including bicyclists, pedestrians, or motorists, in an equitable approach.

O2-4

Sincerely,

Equity for All workgroup
Santa Ana Building Healthy Communities



2. Response to Comments

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2. Response to Comments

O2. Response to comments from Equity for All workgroup / Santa Ana Building Healthy Communities, dated February 26, 2015

O2-1 The public has had ample opportunity to review and comment on the project and environmental document and the City has fully complied with the California Environmental Quality Act (CEQA) regulations for public noticing and receipt of comments. Residents can make additional comments during the City Council hearing. Also, residents can comment outside of the CEQA process. The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. The City has posted several informational presentations on the City website at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>.

- See General Response #F at the beginning of this chapter for the response related to more review time.
- See General Response #A at the beginning of this chapter for the response related to relocation plans and assistance.
- See General Response #F at the beginning of this chapter for the response related to resident notification.
- See General Response #C at the beginning of this chapter for a comprehensive response related to Complete Streets.

O2-2 In compliance with state regulations, the City is required to prepare a relocation plan. All displaced residential and commercial owners and tenants will be contacted by a relocation agent. The agent will ensure that residential and commercial owners and tenants understand and receive eligible relocation benefits and advisory assistance in accordance with state regulations. A Draft Relocation Impact Report (RIR) has been prepared to assess the relocation impacts of the proposed project (see Appendix K of the Draft EIR). The Draft RIR considered various relocation factors such as housing prices and supply, vacancy rates, relocating within the current school district, and proximity to employment and public transportation to determine availability of properties for displaces. The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. The City has posted several informational presentations on the City website at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance, and General Response #F for the response related to resident notification.

O2-3 The landscaped center median and parkways would provide additional safe zones. The installation of raised center medians has also been shown to provide safety benefits in terms of the number and severity of traffic accidents, both for automobiles



2. Response to Comments

and pedestrians, when compared an undivided street like Warner Avenue is today. Additionally, narrower traffic lanes typically help to reduce traffic speeds. Improved lighting would increase nighttime safety.

Along with creating a safer street for all modes of travel and compliance with Complete Street Act, the project objectives include alleviate traffic congestion and delays, provide capacity for future traffic, minimize property acquisition, improve stormdrains and water quality, and be consistent with City's General Plan Circulation Element and County of Orange Master Plan of Arterial Highways (MPAH). Therefore several criteria need to be fulfilled. See General Response #C at the beginning of this chapter for a full response related to Complete Streets Act. See General Response #F at the beginning of this chapter for the response related to delay of the project.

2. Response to Comments

LETTER R1 – Crystal Lee (2 page[s])

From: c r y s t a l yachin Lee
Sent: Tuesday, January 20, 2015 8:59 AM
To: warner
Subject: draft EIR question (increase storm drain size)

hi kevin-

after reviewing the draft EIR for warner ave widening project, the following item caught my attention:

"The proposed project would also include improvements, including improvements for pedestrian and bike mobility and safety, such as raised landscaped medians and parkway, wider sidewalks, dedicated bike lanes, increased STORM DRAIN size..."

i am a resident in downtown lofts since 2004. over the year we have noticed downtown streets can be flooded easily due to heavy rainfall. years ago i had a conversation with the previous head of public works, james ross, regarding this. i was told then in order to improve the downtown urban flooding, storm drain improvement needs to be done over in the warner ave area.

my observation is that during heavy rainfalls, some downtown streets and intersections turns into rivers easily. it is nerve recking for the residents and business owners to place sandbags at the right time. in fact, my colleagues at cal poly pomona once comment on the situation as how laughable and distinguish it is about downtown santa ana being a sandbag city in rainy days.

therefore, i am interested to find out has such study or discussion being considered for the warner widening project.
if not, will it be reevaluated prior to the construction?

greatly appreciate your feedback.

p.s. i am attaching a few photos and one video for your reference.
all images were taken at bush and e. 3rd street, one block away from the new e. 4th street market.

crystal yachin lee

[2 photos attached: DSCN2054.JPG, DSCN2058.JPG]
[video attached: bushRiver0248.mov]

R1-1



2. Response to Comments

crystal yachin lee, Sent: Tuesday, January 20, 2015 8:59 AM. page 2 of 2 (photo attachments)



DSCN2054.JPG



DSCN2058.JPG

2. Response to Comments

R1. Response to comments from Crystal Lee, dated January 20, 2015

- R1-1 The commenter's observations are correct, Warner Avenue needs storm drain upgrades. A drainage study has been completed and is included in the Draft EIR as Appendix I-1. Storm drain analysis is also fully analyzed in the Draft EIR, Chapter 5.6, *Hydrology and Water Quality* and in Chapter 5.11, *Utilities and Service Systems*. The proposed project would upgrade and expanded stormwater drainage facilities in Warner Avenue from Main Street to Grand Avenue. After project completion, storm drainage facilities within the project segment would be adequate to convey drainage from a 10-year storm.



2. Response to Comments

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2. Response to Comments

LETTER R2 – Tina Flores (1 page)

<p>From: Tina Flores Sent: Wednesday, February 25, 2015 8:08 PM To: warner Subject: Warner Ave Widening Project</p>	
<p>As a resident I have several concerns about the proposed Warner Avenue widening project.</p>	
<p>The plan will allow traffic to turn left off of Warner at only two streets. One of these streets is Maple St. a very narrow residential street not designed for heavy traffic flow. The first intersection along Maple is at Anahurst which is a two way stop that has an obstructed view. Cars park along Anahurst street and it is difficult to see oncoming traffic to cross this intersection of Maple and Anahurst. This will cause traffic to back up. Are there plans to help traffic flow better along Maple St?</p>	R2-1
<p>The residents along Maple street have not been notified that their street will become a major artery for traffic coming off Warner. Only residents within a 500 ft zone of Warner Ave have been notified of the proposed changes. The residents of Maple St will be affected well past 500 ft and deserve to know of this major change to their neighborhood.</p>	R2-2
<p>Will there be signs to prohibit large trucks from using Maple St?</p>	R2-3
<p>The current noise level and vibrations from traffic along Warner Ave is very high at this time and will only get worse with added lanes. Are there plans to build noise reducing walls?</p>	R2-4
<p>Several businesses along Warner have voiced concerns about access for customers and well as delivery vehicles. I hope that these concerns are addressed and changes made so that these businesses do not leave Santa Ana.</p>	R2-5
<p>Currently Main St. is bumper to bumper during rush hour and will only get worse as traffic increases. There need to be previsions in the current plan to address the traffic issues on Main St. Not addressing the traffic issues along Main St will cause traff to back up onto Warner Ave even with the added lanes.</p>	R2-6
<p>The widening project ends at Main street and narrows back to two lanes between Main and Bristol in each direction. How is this not going to cause congestion and increased traffic accidents?</p>	
<p>Currently Flower St is bumper to bumper at rush hour and causes traffic to back up. The traffic issues on Flower St need to be addressed to prevent traffic back up onto Warner.</p>	
<p>Once Warner Ave is newly widened and smoothly paved it will become a magnet for street racing. Are there provisions in the current plan to prevent street racing?</p>	R2-7
<p>As a long time resident of Santa Ana I understant why Warner Ave needs to be widened but I hope that the city takes the time to address all the issues of the surrounding streets, residents and businesses. The problems caused by the past attempts to widen Warner Ave should be a warning to what can go wrong a plan is not well thought out. Displacing residents and spending milloins of taxpayers dollars should be reason enough to warrent a more detailed look at the best way to improve our streets.</p>	R2-8
<p>Tina Flores</p>	



2. Response to Comments

R2. Response to comments from Tina Flores, dated February 25, 2015

- R2-1 Project traffic impacts are fully analyzed in the 2014 traffic study (Draft EIR Appendix L) and summarized in the Draft EIR Section 5.10, *Transportation and Traffic*. The traffic study analyzed 11 intersections – six on Warner Avenue, including Maple Street. The number of vehicles turning north on Maple Street would not significantly increase. Additionally, prior to completion of the final design a determination will be made for all signalized intersections about the safety of permitting u-turn movements. City traffic department would monitor traffic movements and signals to ensure potential traffic congestion is reduced.
- R2-2 Although residents along Maple Street that are farther than 500 feet from Warner Avenue did not receive individual direct mail notices, they otherwise have had several opportunities to know about this proposed project. The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. The City has posted several informational presentations on the City website at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>. See General Response #F at the beginning of this chapter for a comprehensive response related to public outreach. Additionally, public notices for the environmental documents and the 5 public meetings were available on the City web site. Notices of meetings were provided to the neighborhood associations which extend beyond the 500 feet buffer. See General Response #F at the beginning of this chapter for full description of public outreach efforts for this project.
- R2-3 A significant increase in large trucks along Maple Street is not anticipated. If residents see issues with traffic congestions or large trucks they can contact the City Public Works, Planning Department, City Council, and Santa Ana Police Department to notify the City and request assistance.
- R2-4 Yes, sound walls would be constructed along Warner Avenue. Specific details of sound wall location and design would be determined based on final design plans and additional noise studies. Sound walls are discussed in detail in Draft EIR Section 5.8, *Noise*.
- R2-5 Drivers traveling westbound on Warner Avenue would be required to make a U-turn at Main Street to access businesses along the south side of Warner Avenue at the west end of the project. Two left turn lanes would be provided for turns from westbound Warner Avenue to southbound Main Street. U-turns would be permitted from the left-turn lane closer to the median, thus providing westbound drivers on Warner Avenue an access route to the business.
- R2-6 The traffic study fully analyzed existing and post-project conditions at 11 intersections:
- Main St & Edinger Ave
 - Grand Ave & Edinger Ave
 - Flower St & Warner Ave

2. Response to Comments

- Main St & Warner Ave
- Halladay St & Warner Ave
- Standard Ave & Warner Ave
- Grand Ave & Warner Ave
- Wright St & Warner Ave
- Main St & Dyer Rd
- Grand Ave & Dyer Rd
- Maple St & Warner Ave

Project traffic impacts are analyzed in detail in EIR Section 5.10, *Transportation and Traffic*. This project consists of improvements from Main Street to Grand Avenue; however, as part of the proposed improvements, there would be an additional westbound right-turn lane at Warner Avenue and Flower Street. The City General Plan Circulation Element identifies the improvements throughout the citywide arterial network, including Main Street and the remaining segment of Warner Avenue.

R2-7 The landscaped center median and parkways would provide additional safe zones. The installation of raised center medians has also been shown to provide safety benefits in terms of the number and severity of traffic accidents, both for automobiles and pedestrians, when compared an undivided street like Warner Avenue is today. Additionally, narrower traffic lanes typically help to reduce traffic speeds. Improved lighting would increase nighttime safety.

R2-8 This project has gone through extensive planning and analysis. The preferred design for the Warner Avenue from Main Street to Grand Avenue evolved over several years from the study of numerous alternatives considering optional road cross-sections (widths of traffic lanes, center median, bike lanes, parkways, sidewalks) and varying alignments. Additionally, because of past experiences the City is better equipped to implement a more effective roadway segment for Warner Avenue. See General Response #E at the beginning of this chapter for the response related to project alternatives.




2. Response to Comments


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2. Response to Comments

LETTER R3 – Ryan Horsley (1 page)



Warner Avenue Improvements and Widening Project
(Main Street to Grand Avenue)
Proyecto de Mejoramiento y Ampliación de la Avenida Warner
(De La Calle Main A La Avenida Grand)



Draft Environmental Impact Report Meeting: February 3 and 7, 2015
Reunión sobre el Informe Borrador de Impactos Ambientales: 3 y 7 de febrero 2015

Comment Card ~ Tarjeta de Comentarios

Name / Nombre: Ryan Horsley

Property Address / Dirección de la Propiedad:

Email (optional) / Correo Electrónico (opcional): ryan.horsley@gmail.com

Phone / Teléfono: _____

Mailing Address (if different) / Dirección Postal (si es diferente):
555 MAINE AVE #211
Long Beach, CA 90802

Please drop comments in the Comment Box, **OR**

Mail to: / Por correo a:
 Kenny Nguyen
 City of Santa Ana
 Public Works Agency
 20 Civic Center Plaza, M-36
 Santa Ana, CA 92701

Por favor deje comentarios en la Caja de Comentarios, **O**

Email to: / Por correo electrónico a:
 Warner@Santa-Ana.org

Please respond by February 26, 2015 / Por favor responda antes del 26 de febrero 2015

..... FOLD ALONG LINE / DOBLE SOBRE LA LINEA

The City of Santa Ana would appreciate your comments on the proposed Warner Avenue Improvements and Widening Project. Thank you!

La Ciudad de Santa Ana apreciaría sus comentarios acerca de este Proyecto De Mejoramiento Y Ampliación De La Avenida Warner. ¡Gracias!

<p>I have the following comments regarding the proposed improvements on Warner Avenue. (Please print) <i>Tengo los siguientes comentarios sobre las mejoras propuestas en la Avenida Warner (Por favor escriba en letra de molde)</i></p>	
<p><i>* I would like an explanation as to the rating scale for project impact (ie. Grade "F") and what the criteria is for each grade.</i></p>	R3-1
<p><i>* I would also like to know about how compensation for acquired homes is determined. Is this different than other eminent domain processes?</i></p>	R3-2



2. Response to Comments

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2. Response to Comments

R3. Response to comments from Ryan Horsley, submitted during public meeting February 3 or 7, 2015.

R3-1 Project related traffic is assessed based on Levels of Service (LOS) as discussed in the Draft EIR Section 5.10, *Transportation and Traffic*. LOS is a rating of roadway segment and intersection operation ranging from LOS A indicating free-flowing traffic with no delays, to LOS F indicating severe congestion with long delays.

R3-2 Property values would be determined during the appraisal process. Each parcel or real property is different and therefore no single formula can be devised to appraise all properties. See Section 2.1 A. “Displaced People and Relocation Assistance” for more information. If desired, the City allows for each property owner to obtain their own appraisal and will reimburse up to \$5,000 provided the appraiser is licensed by the state of California.

The City would not use eminent domain to acquire private property unless necessary. If negotiations with property owners cannot be resolved, then and only then, do the property owners have the right to have the courts determine their compensation. See General Response #B at the beginning of this chapter for the response related to eminent domain.




2. Response to Comments

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2. Response to Comments


LETTER R4 – Gustavo Murillo (1 page)



Warner Avenue Improvements and Widening Project
(Main Street to Grand Avenue)
Proyecto de Mejoramiento y Ampliación de la Avenida Warner
(De La Calle Main A La Avenida Grand)

Draft Environmental Impact Report Meeting: February 3 and 7, 2015
Reunión sobre el Informe Borrador de Impactos Ambientales: 3 y 7 de febrero 2015

Comment Card ~ Tarjeta de Comentarios



Name / Nombre: Gustavo Murillo Phone / Teléfono: 714-910 3010

Property Address / Dirección de la Propiedad: 204 E Warner Mailing Address (if different) / Dirección Postal (si es diferente): _____
SANTA ANA _____

Email (optional) / Correo Electrónico (opcional): murillogus@yahoo.com

Please drop comments in the Comment Box, **OR** *Por favor deje comentarios en la Caja de Comentarios, O*
Mail to: / Por correo a: *Email to: / Por correo electrónico a:*
 Kenny Nguyen Warner@Santa-Ana.org
 City of Santa Ana
 Public Works Agency
 20 Civic Center Plaza, M-36
 Santa Ana, CA 92701


Please respond by February 26, 2015 / Por favor responda antes del 26 de febrero 2015
 FOLD ALONG LINE / DOBLE SOBRE LA LINEA

The City of Santa Ana would appreciate your comments on the proposed Warner Avenue Improvements and Widening Project. Thank you!

La Ciudad de Santa Ana apreciaría sus comentarios acerca de este Proyecto De Mejoramiento Y Ampliación De La Avenida Warner. ¡Gracias!

I have the following comments regarding the proposed improvements on Warner Avenue. **(Please print)**
Tengo los siguientes comentarios sobre las mejoras propuestas en la Avenida Warner (Por favor escriba en letra de molde)

My Business on 204 E Warner would be AFFECTED By THE fact of cars
going West Bound on Warner Have NO Access To Making a left
Turn into my Business. Light on Main St Does not allow U turns.
Customers will also have difficult Time entering Business.
Business will be AFFECTED.



2. Response to Comments

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2. Response to Comments

R4. Response to comments from Gustavo Murillo, submitted during public meeting February 3 or 7, 2015.

R4-1 As part of the project, two left-turn lanes would be provided for westbound Warner Avenue vehicles turning southbound on Main Street. U-turns would be permitted from the left-turn lane closest to the center median, and would have full access route to the business along the south side of Warner Avenue.




2. Response to Comments

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2. Response to Comments


LETTER R5 – Catherine O'Connor (1 page)



Warner Avenue Improvements and Widening Project
(Main Street to Grand Avenue)
Proyecto de Mejoramiento y Ampliación de la Avenida Warner
(De La Calle Main A La Avenida Grand)

Draft Environmental Impact Report Meeting: February 3 and 7, 2015
Reunión sobre el Informe Borrador de Impactos Ambientales: 3 y 7 de febrero 2015

Comment Card ~ Tarjeta de Comentarios



Name / Nombre: Catherine O'Connor

Phone / Teléfono: 714 540-0103

Property Address / Dirección de la Propiedad:
2075 S. Towner St.
Santa Ana, CA 92707
cator123@sbcglobal.net

Mailing Address (if different) / Dirección Postal (si es diferente):

Email (optional) / Correo Electrónico (opcional): _____

Please drop comments in the Comment Box, **OR** *Por favor deje comentarios en la Caja de Comentarios, O*

Mail to: / Por correo a:
 Kenny Nguyen
 City of Santa Ana
 Public Works Agency
 20 Civic Center Plaza, M-36
 Santa Ana, CA 92701

Email to: / Por correo electrónico a:
 Warner@Santa-Ana.org

Please respond by February 26, 2015 / Por favor responda antes del 26 de febrero 2015

..... FOLD ALONG LINE / DOBLE SOBRE LA LINEA

The City of Santa Ana would appreciate your comments on the proposed Warner Avenue Improvements and Widening Project. Thank you!

La Ciudad de Santa Ana apreciaría sus comentarios acerca de este Proyecto De Mejoramiento Y Ampliación De La Avenida Warner. ¡Gracias!

I have the following comments regarding the proposed improvements on Warner Avenue. **(Please print)**
 Tengo los siguientes comentarios sobre las mejoras propuestas en la Avenida Warner **(Por favor escriba en letra de molde)**

Traffic during construction, even if one or two lanes are open, will more likely be diverting to local side streets that are not made or prepared for such congestion.

Have plans prepared for temporary + permanent diversion of traffic during construction process which keeps flow of traffic, especially during peak hours, moving through appropriate streets that can SAFELY handle more cars. With signage, blockades, (such as those used along Flower-Edinger, McFadden area) or no turn signs. Make sure on/off traffic is NOT going through residential neighborhoods with SCHOOLS + PARKS.



2. Response to Comments

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2. Response to Comments

R5. Response to comments from Catherine O'Connor, submitted during public meeting February 3 or 7, 2015.

R5-1 As part of the final Warner Avenue Improvements and Widening project design process, the City will prepare a traffic management plan that will identify alternative traffic routes and traffic detours that will be in place during construction of the project. Part of the objectives of this traffic management plan is to minimize potential impacts to surrounding neighborhoods. See General Response #D at the beginning of this chapter for a comprehensive response related to diversion of traffic into neighborhoods during construction.




2. Response to Comments

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2. Response to Comments


LETTER R6 – Lorena Popoca (1 page)



Warner Avenue Improvements and Widening Project
(Main Street to Grand Avenue)
Proyecto de Mejoramiento y Ampliación de la Avenida Warner
(De La Calle Main A La Avenida Grand)

Draft Environmental Impact Report Meeting: February 3 and 7, 2015
Reunión sobre el Informe Borrador de Impactos Ambientales: 3 y 7 de febrero 2015

Comment Card ~ Tarjeta de Comentarios



Name / Nombre: LORENA Popoca Phone / Teléfono: _____

Property Address / Dirección de la Propiedad: 2246 S Kilson Dr Mailing Address (if different) / Dirección Postal (si es diferente): _____
SANTA Ana CA 92707

Email (optional) / Correo Electrónico (opcional): lvpopoca@hotmail.com

Please drop comments in the Comment Box, **OR** *Por favor deje comentarios en la Caja de Comentarios, O*

Mail to: / *Por correo a:* _____ Email to: / *Por correo electrónico a:* _____
 Kenny Nguyen Warner@Santa-Ana.org
 City of Santa Ana
 Public Works Agency
 20 Civic Center Plaza, M-36
 Santa Ana, CA 92701

Please respond by February 26, 2015 / Por favor responde antes del 26 de febrero 2015

..... FOLD ALONG LINE / DOBLE SOBRE LA LINEA

The City of Santa Ana would appreciate your comments on the proposed Warner Avenue Improvements and Widening Project. Thank you!

La Ciudad de Santa Ana apreciaría sus comentarios acerca de este Proyecto De Mejoramiento Y Ampliación De La Avenida Warner. ¡Gracias!

I have the following comments regarding the proposed improvements on Warner Avenue. (Please print) <i>Tengo los siguientes comentarios sobre las mejoras propuestas en la Avenida Warner (Por favor escriba en letra de molde)</i>	R6-1
• Will we ^{we} be be able to keep our same property tax bracket. (Grandfather our property for taxes)	
• How will you assist property owner's having to move? How will the value be calculated?	
•	
•	



2. Response to Comments

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2. Response to Comments

R6. Response to comments from Lorena Popoca, submitted during public meeting February 3 or 7, 2015.

R6-1 Buying replacement property would normally mean that the owners would have a new Proposition 13 base-year value based on their acquisition cost and/or the cost of new construction of the replacement property. However, California Proposition 3 provides property tax relief that under certain conditions a person may transfer the base year value of the property to a comparable replacement property if that original property has been taken by eminent domain proceedings, acquisition by a public entity, or governmental action resulting in a judgement of inverse condemnation. To be considered comparable, replacement property acquired through the abovementioned conditions must be similar in size, utility, and function to the taken property. The purchase price for individual homes will be determined based on fair market value following completion of the relocation plan. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance.




2. Response to Comments

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2. Response to Comments


LETTER R7 – Unidentified Commenter (1 page)



Warner Avenue Improvements and Widening Project
(Main Street to Grand Avenue)
Proyecto de Mejoramiento y Ampliación de la Avenida Warner
(De La Calle Main A La Avenida Grand)

Draft Environmental Impact Report Meeting: February 3 and 7, 2015
Reunión sobre el Informe Borrador de Impactos Ambientales: 3 y 7 de febrero 2015

Comment Card ~ Tarjeta de Comentarios



Name / Nombre: _____ Phone / Teléfono: _____

Property Address / Dirección de la Propiedad: _____ Mailing Address (if different) / Dirección Postal (si es diferente): _____

Email (optional) / Correo Electrónico (opcional): _____

Please drop comments in the Comment Box, **OR** *Por favor deje comentarios en la Caja de Comentarios, O*
Mail to: / Por correo a: _____ Email to: / Por correo electrónico a: _____

Kenny Nguyen
 City of Santa Ana
 Public Works Agency
 20 Civic Center Plaza, M-36
 Santa Ana, CA 92701

Warner@Santa-Ana.org

Please respond by February 26, 2015 / Por favor responda antes del 26 de febrero 2015

..... FOLD ALONG LINE / DOBLE SOBRE LA LINEA

The City of Santa Ana would appreciate your comments on the proposed Warner Avenue Improvements and Widening Project. Thank you!

La Ciudad de Santa Ana apreciaría sus comentarios acerca de este Proyecto De Mejoramiento Y Ampliación De La Avenida Warner. ¡Gracias!

I have the following comments regarding the proposed improvements on Warner Avenue. **(Please print)**
Tengo los siguientes comentarios sobre las mejoras propuestas en la Avenida Warner (Por favor escriba en letra de molde)

Podría revisar las otras propuestas de obra?, usted menciono hay otras (en su presentación de powerpoint) y me gustaria verlas...

Muchas gracias.

English Translation: Could I review the other work proposals? You mentioned that there were others in your powerpoint presentation. I would like to see them. Thank you.



2. Response to Comments

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2. Response to Comments

R7. Response to comments from Nameless, submitted during public meeting February 3 or 7, 2015.

R7-1 The City of Santa Ana considered a range of potential improvement alternatives in order to choose one that best meets the project's objectives, while minimizing impacts to the community and environment. See General Response #E at the beginning of this chapter for a comprehensive response.



2. Response to Comments

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3. Response to Public Meeting Comments

As often happens, most written comments submitted and oral comments recorded during the Warner Avenue project CEQA public review periods do not relate to the environmental document. Comments on Draft EIRs should focus on the sufficiency of the EIR in identifying and analyzing possible impacts on the environment and ways that significant impacts might be avoided or mitigated.

CEQA does not require written responses to comments that are not submitted in writing or that do not address the adequacy of the environmental document. The lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response (CEQA Guidelines Section 15088 (a)). When responding to comments, lead agencies only need to respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204 (a)).

However, in an effort to fully communicate with the public, the City of Santa Ana is including this chapter to fully respond to all oral comments recorded at the Draft EIR public meetings.

Specific comments are given numbers and the commenters last name for reference purposes. Because specific comments may be difficult to locate in the public meeting transcript, to assist the reader in reviewing the comments and responses in this section, the overall comment is summarized before the response. Please understand that the court reporter has checked names against the sign-in sheet, however, some misspelled names are likely.

Changes to the Draft EIR text are shown in underlined text for additions and ~~strikeout~~ for deletions. The following is a list of persons that spoke during the February 3, 2015 and February 7, 2015 public meetings.



Public Meeting Comments			
R8	Public Meeting Transcript	February 3, 2015	3-3
	Ms. Figueroa		
	Richard Alvarado		
	Salvador Arreola		
	Jeannette Castro		
	Javier Delgado		
	Ray Escobar		
	Robert Fernandez		
	Richard Garcia		
	Jose Hernandez		
	Sam McHalfey		

3. Response to Public Meeting Comments

Public Meeting Comments			
	Patricia Mejia		
	Gustavo Murillo		
	Sandra Popoca		
	Rosa Regalado		
	Clarence Williams		
	Maria Zacarias		
R9	Public Meeting Transcript	February 7, 2015	3-67
	Virginia Ambriz		
	Ariel Castro		
	Peter Katz		
	Noemi Maldonado		
	Vivian Martinez		
	Catherine O'Connor		
	Lorena Popoca		
	Marina Ramirez		
	Jessica Rendon		
	Luis Valdez		
	Cesar Vargas		
	Tina Flores		

3. Response to Public Meeting Comments

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Santa Ana, California

Tuesday, February 3, 2015

6:10 p.m.

WARNER AVENUE IMPROVEMENTS AND WIDENING PROJECT

Public Hearing

MR. NGUYEN: Good evening, everyone. My name's Kenny Nguyen from the City of Santa Ana Public Works. I would like to welcome and thank everyone who came to tonight's meeting.

Before I go to the presentation, I want to introduce some of the key staff on this. To my left is my assistant, Sean Thomas. On my back, my other assistant is Thu. My supervisor, Jason Gabriel, in the back. Also Scott Tucker from the Community Involvement Agency.

So tonight's purpose of the meeting is to go over the finding and the Draft Environmental Impact Report. It's also known as EIR. We probably will say EIR throughout the whole process so that you understand what EIR means. So for tonight's meeting, the purpose is to go over the finding and the process of the EIR of the Warner Avenue Improvement and Widening Project from Main Street to Grand Avenue.

So we also want to get your feedback and comments

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3. Response to Public Meeting Comments

1 on this process because it's very important to us to
2 understand what are the concerns for this project before we
3 move on with the design phase, environmental phase,
4 construction, and so on and so forth. So tonight's agenda
5 includes summarizing the project and also including the
6 process of the EIR process, and at the end, we look forward
7 to your comments, so that we can put them into the final
8 EIR.

9 So there's a few ways to comment that I will
10 mention. Basically there's three ways. Either you submit
11 the comments on the comment card on the back table back
12 there. If you can't think of any comments, you can bring
13 that comment card home and then mail it back to us at a
14 later date, by February 26. Or the third option is, we
15 have the court reporter on my right here. So you can go to
16 the microphone, state your name and your comments so that
17 we can record it. I want to also note that all the
18 comments basically will be in writing in the final EIR.

19 So as most of you already know, Warner Avenue is
20 pretty heavily used by residents, commercial business of
21 the surrounding area. It's also like a major lane with the
22 City of Fountain Valley to the west and Tustin on the east.
23 So currently it's at four lanes from Main Street to Grand
24 Avenue. Heavily used. I mean, average daily traffic is
25 about 24,000 vehicles per day. And you could see that some

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3. Response to Public Meeting Comments

1 of the issues that we see here is heavy traffic congestion
2 in the segment that kind of increase the chance of
3 accidents and stuff in that area.

4 Another issue that we facing is there's no
5 dedicated bike lane. So bicyclists have to share the lane
6 with pedestrians or vehicle, and that's a little dangerous,
7 and you can also see that this issue throughout the
8 corridor, the utility poles on the sidewalk, they don't
9 have room for especially wheelchair access, so they have to
10 kind of go around by going to the street. So it's pretty
11 dangerous. So with the proposed improvement for this
12 project, we can solve all these issues with a wider
13 sidewalk and a dedicated bike lane.

14 So basically based on the existing condition and
15 all the public feedback in past public meetings, we
16 developed seven different project objectives for this
17 project. So one of them is reduce traffic congestion along
18 the corridor between Main Street and Grand especially. The
19 other one is a common grove within the area. Another
20 objective is increase safety for both pedestrians,
21 bicyclists, especially in the area. And also we try, what
22 our goal is, also try to minimize or avoid major property
23 acquisition along the corridor, especially also like any
24 impact to the public facility, include Delhi Park, Monroe
25 Elementary, and also the National Guard Armory.

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3. Response to Public Meeting Comments

1 And another project objective is to reduce
2 flooding in the area and also improve the water that kind
3 of flowing to our ocean. It's been like a big movement in
4 the past recent year about water quality that's draining to
5 the ocean. It's kind of a major issue, so we want to take
6 care of that.

7 So all these proposed improvements will have this
8 corridor, Warner between Main Street and Grand Avenue, with
9 an ecosystem that's a circulation element, that's a city
10 circulation element, and so on and so forth. And also it's
11 also consistent with the county master plan arterial
12 highway, that plan is for like the major arterial in the
13 whole county, like 34 agencies in the County of Orange
14 County. And last, but not least is also comply with the
15 Complete Street Act which is kind of like provide access
16 for all users, including bicyclists, pedestrian, transit
17 rider and also motorists.

18 So based on like past public meeting and feedback
19 and stuff, we analyzed several different alternatives. So
20 the no project is pretty much everything stays as is, stays
21 the same. No change at all. The cross-section is kind of
22 widen the street for accomodating additional lane, but
23 there's no bike lane consideration. The 110 and 120 feet
24 are similar, like provide additional lane and also bike
25 lane and so on and so forth. The only difference is just

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3. Response to Public Meeting Comments

1 like the lane width for vehicles and bike.

2 The last one, the revised alternative, is pretty
3 much similar to the 110 and the 120. The only difference
4 is that they try to consider different type of equipment
5 used during construction and also construction time frame
6 to see whether we could like reduce some of the impact of
7 the noise during construction.

8 So all the alternatives listed previously, except
9 the no project and the 100-foot cross-section, all of them
10 consist, the 110 and the 120 consist of all these other
11 features, like six through lanes, a 14-foot raised median,
12 class II bike lane, four-foot parkway, and also a six-foot
13 sidewalk, with ADA compliance, landscape theme and bus pads
14 along the corridor.

15 So after we reveal all the things that I
16 mentioned earlier, the no project is everything stay as is.
17 So it's only one of seven objectives, minimize the right of
18 way impact. So that option is not feasible to address any
19 issue along this corridor. The second one is the 100-foot
20 cross-section. So there's no bike lane, so the safety for
21 cyclists is still out there, so it would not be another
22 feasible option either.

23 For the 120-foot cross-section, its impact one
24 additional row of driveways paved with 110 foot. So
25 basically that is kind of defeat one of our objectives

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3. Response to Public Meeting Comments

1 like impact a lot of property along the corridor, so that
2 option is also eliminated.

3 So this comes down to pretty much the option, the
4 best option that pretty much like best meet all the
5 previous mentioned objective is 110-foot cross-section.
6 Basically it includes six 11-foot through lanes, the
7 five-foot bike lane, four-feet parkway, six-foot sidewalk
8 and 14-foot raised median.

9 So with all the 110-foot cross-section, let's go
10 over the first one. So the first one is 110. We widen
11 both sides of the street. So basically like we need
12 additional lanes and bike lanes, so we widen both sides of
13 the street. So with this option is basically it impact 43
14 residential, eight commercial, and all the public facility
15 like Delhi Park, Monroe Elementary, and the National Guard
16 Armory.

17 For 110-foot south everything is kind of pretty
18 much widened to the south side of the corridor. Basically
19 this impact will impact pretty much all the public
20 facilities on the south end, so it will impact all that.
21 On top of that it will impact 32 residential and eight
22 commercial.

23 For 110-foot north is impact 37 residential,
24 eight commercial, but since it's widening to the north end,
25 it doesn't impact any public facility. I mean, it's maybe

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3. Response to Public Meeting Comments

1 like a few here and there, but that's not really a major
2 impact. Like a couple feet. That's it.

3 So after all this, we kind of analyze say, okay,
4 110 foot is impact way too many properties, like impact the
5 most among all of them. The 110 cross-section, so we move
6 on and eliminate that option. Even though the 110 south
7 impact five less residential properties than the 110 north,
8 but it impact all the public facilities used by the whole
9 community.

10 And to keep in mind that like in general, on an
11 average, county-wide on an average of each city is about 41
12 acres of green space, that means like open space, park and
13 stuff, per 1,000 residents. For Santa Ana, we are less
14 than five set back. So we try to conserve as many green
15 space as much as possible. That's why the project the 110
16 north is the better overall option for this project.

17 So I just want to go over some of the main
18 features of this 110 widening is including like major
19 signal light intersection. The only new one is that Maple
20 Street will be additional signal light intersection right
21 there. The rest will be like a new traffic signal and
22 timing along the corridor.

23 Other features, like with the raised landscaped
24 median to minimize accidents, only the right lane right now
25 access is located at the following unsignalized

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3. Response to Public Meeting Comments

1 intersections of Cypress Avenue, Orange Avenue, Oak Street,
2 Kilson Drive, Hickory Street, Halladay Street, Cedar
3 Street, Evergreen, Hathaway, and Edison substation on the
4 south end.

5 So the overall project benefit and impact is
6 listed here. So as mentioned previously, it's like improve
7 traffic flow, better accessibility for both pedestrians and
8 bicyclists. Also safer streets with like all those narrow
9 lanes because 110 foot is slightly less than 120 feet so
10 those narrow lanes kind of deter some speed through the
11 corridor. Pedestrian path for pedestrians and bicyclists
12 and raised median and new longer left turn kind of
13 potentially reduce the accidents along the corridor.

14 So the other major impact right now for this type
15 of proposed improvement is, unfortunately it has to involve
16 possession of several properties along the corridor. And
17 also limited left turn access potentially could cause some
18 inconvenience for some folks, but hopefully for safety
19 reasons, we could put a little more effort in that and go
20 around to certain signal light intersections. Taking a
21 look at the chart, the impact include the noise and
22 traffic. We will work with the contractor to try to
23 minimize as much noise and traffic impact as much as
24 possible.

25 So with all this said, we analyzed like all the

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3. Response to Public Meeting Comments

1 topics based on the recommendation and on the feedback that
2 we gather that we had at a past public meeting and we
3 summarized this. So the two major significant, and we
4 cannot do anything to avoid it, are the noise and the
5 traffic during construction, but it's short-term, and as I
6 said, we will work with the contractor to try to minimize
7 these impact as much as possible to make sure that it's
8 convenient for the surrounding business and residents.

9 Other one is, the population, housing, and
10 relocation, you know, based on the environmental guideline
11 analyzed, it can be reduced to less than significant impact
12 with the available housing within the vicinity and the
13 city, but I just want to ensure that city and our
14 consultant will work, during the right of way phase, we
15 will work closely with all impact on the owner and tenants
16 to make sure that everything will go smoothly, and we can
17 try to assist as much as we can, like including making
18 property based on fair market value and also provide
19 relocation benefit or any lost payments and stuff like that
20 as much as possible. I mean, these all like have to be
21 governed within federal and state regulation, we cannot go
22 behind the table and do that.

23 The other topic on here with the asterisk on the
24 next slide, so first of all for air quality, we just need
25 to make sure that city staff make sure that during the

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3. Response to Public Meeting Comments

1 construction, we kind of like make sure the contractor kind
2 of like hauling all the debris in certain ways to make sure
3 that it doesn't spread out in all of the whole air.

4 As far as the cultural resource, we will make
5 sure that we have an archeologist to provide some kind of
6 training to the contractor and to our staff to make sure
7 that if we find anything, what needs to be done, and
8 potentially we might need to prepare a monitoring plan for
9 the whole construction, so like with the staff, this will
10 be done, some of that.

11 For the noise, basically we will go out there
12 and kind of like do a study and analyze where's the impact
13 on the noise because there's the travel ways is going to be
14 closer to some residents, so potentially the noise level
15 might increase. So we will analyze that and we will do
16 what's necessary to lower any issue, any noise level that
17 exceeds the allowable level along the corridor, and we also
18 restrict like certain types of equipment to make sure that
19 the noise level is kept at a certain level.

20 As far as traffic, we will try to minimize lane
21 closures, especially in peak hours, to make sure everybody
22 can move smoothly through the area. We also will provide
23 advanced proper signage so you guys can plan ahead. And
24 also anybody that, transit rider and stuff, we will
25 coordinate with OCTA to make sure of the bus route and that

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3. Response to Public Meeting Comments

1 we provide proper notice to everyone so that everybody can
2 plan ahead of time.

3 So basically all these proposed improvements
4 similar to this Warner project, we had to go through
5 environmental process like based on the California
6 Environmental Quality Act, also known as CEQA. Basically
7 this one to make sure that all the project when they go
8 through this whole analysis and stuff, they will analyze
9 properly, so it doesn't miss anything or any type of
10 impact, we need to try to see what we can do to minimize it
11 if we cannot avoid it.

12 So basically this green box are like, I mean
13 yellow box is basically where we want your feedback. The
14 staff would like the public to get involved, to give us
15 feedback, to know what your concern is, so we're able to
16 address this beforehand. We don't want to like go down the
17 road and start construction and we start hearing some
18 complaints, what's going on and stuff like that. So we
19 want to kind of make sure that this whole process is as
20 smooth as possible and minimize impact as much as we can.

21 So right now we are currently at draft EIR
22 meetings. So today is one meeting. This Saturday for some
23 folks who work on the evening or on weekdays could attend.
24 And the goal is probably about like, for City Council, to
25 recommend to City Council certain options on April 7th.

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3. Response to Public Meeting Comments

1 So pretty much like once the City Council adopt
2 the EIR, then we proceed with the design phase. So right
3 now, the first phase is identified as Main to Oak. So
4 after the adoption, we will go there and finalize the
5 design document for the phase one, Main to Oak, and then
6 after that, then probably around October when like grant
7 application, like OCJ or by other agency or other loan, we
8 start applying for the next phase, which is the right of
9 way funding.

10 So the earliest time frame for design phase to
11 start from Main to Oak is going to be July 2016 because we
12 have to go through the application process and so on and so
13 forth. So if we get the funding, then the earliest we
14 start for phase one will be July 2016. And afterward we
15 apply for construction funding and it usually take about 18
16 to 24 months for the right of way process to complete. So
17 the earliest for construction is around September 2018. So
18 I mean, right now, we want to take care of this and other
19 phase from Oak to the rest of the corridor to Grand Avenue,
20 we currently don't have the funding planned yet. So it
21 could be one phase. It could be two phase. We haven't
22 decided. But we will keep you posted when we decide on
23 that and we will you give proper notice and we also going
24 to announce it through the association and stuff like that.

25 So the estimate cost for phase one from Main to

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3. Response to Public Meeting Comments

1 Oak is about 24 million dollars and the total project is
2 about 55 million dollars. You know, like it's a pretty
3 expensive project. So we need to find all the funding as
4 much as possible.

5 So do all of you know like Tustin Legacy east of
6 here. It's at the former Marine Corp air station. If you
7 guys don't know, it's starting about 2005. So as part of
8 that development, the City of Santa Ana and Tustin pretty
9 much came to a co-op agreement that required to set aside
10 some funding to fund for the improvement of the area nearby
11 within, nearby the Tustin Legacy.

12 So basically as of today, we were able to secure
13 about almost 11 million dollars right here from various
14 different development within nearby to this Warner segment,
15 and we also were able to secure about like a small amount
16 of money to start the preliminary design for the first
17 phase of Main to Oak.

18 But on another note, I think in the past, a lot
19 of people think that the Tustin Legacy basically pay us,
20 pay Santa Ana, pretty much to widen the streets because
21 they improve, but I do want to give you a background on
22 that. So back in 2005, before the Tustin Legacy even
23 started, this corridor of Warner, Oak, got a service
24 level F. I forgot to mention that. Basically like traffic
25 engineers have to evaluate the corridor based on the level

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1 of service, and the way the civil ratings go is, A is the
2 best and F is the worst. So this corridor is only
3 operating a level F with almost 25,000 vehicles per day
4 back in 2005. That's before the Tustin Legacy even
5 started. And today it's still at level service F. So
6 nothing has changed. We don't have funding in the past ten
7 years to improve this corridor. So now with this available
8 funds, it's our chance to kind of improve this corridor to
9 make sure that safety and traffic flow and so on and so
10 forth.

11 Basically, those are basically the summary of my
12 project background, EIR process, status, and so on and so
13 forth. We really want your input. So we done extensive
14 public outreach. We mail out -- basically this project
15 limit is like along Warner from Main to Grand. So we
16 mailed out within 500-foot radius all the mailing, the
17 notice, up to 500-foot radius like almost about 1400
18 address that we mail it to. On top of that, based on
19 feedback in the past, we also put like hang on doorknob of
20 an apartment complex and all the property, especially along
21 adjacent to the corridor, like hanging notices like that,
22 like on the doorknob.

23 We also kind of had two neighborhood association
24 meetings at Santa Ana Memorial Park and also at Delhi to
25 invite people, personally invite people to review the

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1 document and attend these public meetings. I also make a
2 call to the president of the Madison Square Park to
3 indicate the same thing, to say, people, please invite
4 people to come to this meeting. We really want your input.
5 I mean, I don't want to miss anything. So that we can
6 incorporate it into the final EIR before we recommend it to
7 council to adopt this project.

8 So the public review period is from January 12th
9 through February 26th. There are hard copy at the four
10 locations is the City of Santa Ana public work counter.
11 That's at City Hall like 1st floor. Also on the city post
12 office, at the City Hall on the 8th floor, at Delhi Center,
13 and also at the Santa Ana Main library. It's also
14 available on the website, public works, too, if it's
15 convenient for your computer to take a look at those
16 documents.

17 So as I mentioned earlier, there's several ways
18 of submitting comments. Either by the end of tonight,
19 please before you leave, please fill out a comment and put
20 it into the box back there. If you can't think what your
21 comments are, you could take that home and mail it back.
22 There's a mailing address on there. Also you could also
23 like go up here. Please state your name before you make a
24 comment. The name is very important because later on, if
25 you don't think that we fully addressed your comment, you

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1 could contact us and we could discuss and see what was our
2 understanding to address your comments. Another way is,
3 you could also e-mail to this e-mail address,
4 warner@santa-ana.org. That kind of simplify the process,
5 but also all this information is available on the Public
6 Works website.

7 UNIDENTIFIED SPEAKER: Are you going to be taking
8 questions?

9 MR. NGUYEN: We will take comments. So you come up
10 here at the end of the presentation, you speak right here,
11 and our court reporter will record a comment. As I said
12 earlier, all these comments will be addressed in writing in
13 the final EIR, so that, you know, we could evaluate the
14 comments, the content of the comments, and then look back
15 at the document to see how we best address the comment,
16 like the wording and stuff like that. So yeah, at the end
17 of the presentation, you can come up here and provide your
18 comments.

19 UNIDENTIFIED SPEAKER: Can we ask a question?

20 MR. NGUYEN: You can. If some general question like,
21 when's the next meeting, then I could tell you then and
22 there. You don't have to wait and put it in writing. But
23 like I said, any technical kind of question or comment, we
24 would prefer, because that's based on the guideline, that
25 we want to address each comment. We don't want to kind of

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1 like burden our court reporter in there and try to tie up
2 question and answer. Just stick to comments that we can
3 address later.

4 So basically, if you don't have a comment card,
5 you know, you forgot about it, you can write it to me,
6 address it to me. I mean the comment card is also
7 addressed to me. Or you could e-mail it, or you could go
8 to our city website, check it out, and also there's the
9 general public work design phone number and you could call
10 and ask if you need some additional information how to
11 comment, where to review, and so on and so forth.

12 So basically, that's it. Thank you. And let's
13 let the public comments start. I would like to go -- I
14 think I should go row by row and ask if you have any
15 comments, come up, and then you could go up there and state
16 your name and your comment so that we can record it onto
17 our court reporter. And you could comment in Spanish
18 because we have a translator who can translate for our
19 court reporter. And then we will address that in the EIR.
20 So if you would like to speak in Spanish, that's not a
21 problem.

22 MS. FIGUEROA: I have a comment, but it would be
23 really nice if we could get back to the slide of the
24 cross-section of the street.

25 MR. NGUYEN: I'm saying, if it's related to technical,

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1 we prefer the comment.

2 MS. FIGUEROA: Well, no, yeah, but for me, to more
3 simply and more efficiently address my question, I need to
4 look at the cross-section of -- that one. Okay, the bike
5 lane, that's five feet?

6 MR. NGUYEN: Right.

7 MS. FIGUEROA: Right. Would it be possible to move
8 that curb five feet out allowing for additional safety for
9 the bike riders?

10 MR. NGUYEN: Five feet out?

11 MS. FIGUEROA: Yes, and then the bike on the sidewalk,
12 pedestrians and bikes are on the same level. Because of
13 the curb when you're driving, that would allow for an
14 additional barrier between the cars and the bikes.

15 MR. NGUYEN: For your question, can you come up here
16 and state your name.

17 MS. FIGUEROA: I'm a little bit incapacitated at the
18 moment.

19 MR. NGUYEN: Oh, I see. I prefer to answer that on
20 the document.

21 MS. FIGUEROA: My name is LuzAnna Figueroa and my
22 question slash comment is addressing the level of the bike
23 lane. As it is being shown here, it's on the same level as
24 the pavement with the traffic. There's no bumper between
25 the cars and the bicyclists. If that curb could be kicked

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3. Response to Public Meeting Comments

1 out to that five-foot dimension, allowing for the bikes to
2 be separated by the parkway, but on the same level as the
3 pedestrians, it would allow for additional safety for the
4 bicyclists for that stretch. And does that impact the cost
5 at all?

R8-1
cont'd

6 MR. NGUYEN: I will address that when we consult with
7 our team and we will give you the chance to review those
8 documents, you know, if you don't find it.

9 MS. FIGUEROA: I have one more. I'm also curious,
10 in the acquisition phase, if the city or any of the
11 contractors and the powers that be are making any
12 allowances for architectural salvage for the benefit of any
13 of the charitable building groups like Habitats For
14 Humanity, Corazon, things that are located here in Santa
15 Ana for a lot of the lower income housing, so that not
16 everything gets scrapped and maybe we can salvage some and
17 make some good out of what's going to be happening here in
18 the next few years.

R8-2

19 MR. NGUYEN: Thank you. I mean those are actually
20 great comments and we will address those in the document.

21 So let's go on the first row. Who else had
22 comments?

23 MS. ZACARIAS: My name is Maria Zacarias. I would
24 like to see if there is an alternative way to have less of
25 an impact on the residents because the lower, I believe it

R8-3

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1 was 37, and if there's anything we could do to lessen --
2 32. So if there's anything we could do to lessen that
3 impact because it's hard to find residential housing for 32
4 residents.

R8-3
cont'd

5 And then my second comment was also, if there's
6 a way that the city could host a Q&A to present all the
7 answers to the questions other than having to read a pdf
8 file that we have to dig through and find the appendix. I
9 myself have a hard time doing that, and I've been reading a
10 lot of EIRs before and this is something hard. So if all
11 of these findings could be presented back to the community
12 in some sort of Q&A manner by the city, it would be great.

R8-4

13 MR. NGUYEN: Thank you. I mean, this is, I'm doing
14 this, it's just to follow the CEQA guideline that they
15 require that we have to be provided it one way or another,
16 so that we can address it in the document, so that's great
17 comments. I will go back to our team and see what we can
18 do to see if maybe we might need to host another meeting to
19 address all these comments.

20 On the first row, anybody else have comments?

21 Second row? Second row?

22 MR. GARCIA: Hi, I'm Richard Garcia. I'm with the
23 Santa Ana Memorial Park Neighborhood Association. We just
24 had a meeting last week regarding these particular issues.
25 Our concern is the fact that the majority of the traffic

R8-5

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1 going eastbound is going to hit all the neighborhoods, in
2 the Delhi area where the project is and also past Flower
3 Street. It's bad enough right now. It backs up from
4 Bristol all the way to actually Flower.

5 So my issue is to have the EIR impact these
6 issues, so the neighborhoods will not get overjammed with
7 traffic. And like I said, it's bad enough now in the
8 morning and in the afternoon, and everybody here can attest
9 to that, because I been living in this area for 10 years
10 and I'm a native of Santa Ana all my life. I'm 52 years
11 old. So my issue is to the fact not to do this, but how is
12 this traffic going to be rerouted?

13 And again, the majority of the people that are
14 going to lose their homes, how is it going to impact these
15 people and how are they going to be able to transfer into
16 another home? Some of these people have been living there
17 all their lives and they would like to stay in the area.
18 And then I have a gentleman back there that lives on
19 Standard. That's another major street that's going to be
20 impacted.

21 So that's all we're asking is the main impact of
22 the traffic, where is it going to be directed to besides
23 Main Street and especially past Warner and Main?

24 MR. NGUYEN: Thank you. Thank you, sir. Anybody else
25 in the second row?

R8-5
cont'd

R8-6

R8-7

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1 MR. MURILLO: Hello. My name is Gustavo Murillo,
2 owner of Olis Bakery, 204 East Warner. My comment is, I
3 don't see any entrances or intersections either for
4 pedestrians or vehicles to go into our business, and we are
5 kind of impactful to the business, whether for goods or
6 services, and I'd like to see if there's something that can
7 be provided or assistance to the business owners because
8 right now, I'm the only one here, but there's about nine
9 businesses that are affected due to this and we're going to
10 see what the impact is and basically whether we're going to
11 get any help or how can we work together on this.

R8-8

12 MR. NGUYEN: Thank you. Anybody else?

13 MR. ARREOLA: I am Salvador Arreola. I am living in
14 2246 South Standard Avenue. My concern was that, as well
15 as the lady, to see the less impact to the owners of these
16 projects. Maybe there's a way that you can take the garden
17 areas near to the widening instead of taking the whole
18 property. Maybe. Don't know if that is possible.

R8-9

19 That's my main concern because today, the housing
20 prices are getting high, and that way it's difficult for me
21 to try to get a house with the same rooms, with the same
22 space, and if we try to get this kind of house, it would be
23 out of the area where we work or where we used to live. So
24 it's kind of impacting, I mean. That's the only comment
25 that I have.

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1 MR. NGUYEN: Thank you. Anybody else on the second
2 row? Third row?

3 MR. WILLIAMS: My name is Clarence Williams. I'm four
4 generations Santa Ana, four generations from Delhi. My
5 great-grandfather, Salvador Cruz, built that house at 128
6 East Warner. It's the big brown house right behind the
7 thrift store, and that's why the strip mall runs that way
8 because my mother wouldn't budge, but they have their strip
9 mall. But that house was built in 1902, and so yeah, my
10 mom and all her siblings have passed on. They were born in
11 that house. My grandmother was born there as well and
12 crocodile tears and all that good stuff.

13 But over the years, I know my mom told me a long
14 time ago, they're going to widen the street. They're going
15 to widen the street. When they built this house, it was
16 horses and buggies, dirt roads. Then it was two lanes,
17 then it was four lanes, then it was sidewalks, and they
18 just kept pushing their way towards the house. And if you
19 look at how the sidewalks run, it's going to run right to
20 the very front door. So I don't really know how long that
21 house is going to stand.

22 And when the gentleman bought the strip mall, he
23 had to give up the property already and that was back in
24 the eighties or nineties. So you know, when the Warner
25 Street bridge was torn down, it went from four lanes to six

R8-10

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1 lanes. And I work in the district and I didn't know that
2 they were building the infrastructure so the six lanes are
3 going to be running on that side all the way up to Grand
4 and it's going to get narrow again.

5 And you know, it's just changes throughout. I
6 know it's going to happen. It happened on Bristol. It
7 happened on a lot of other streets. I hope that they can
8 work with people, and you know, help them out and ease
9 their fears. We sold that property so we don't have the
10 fears that all these people have just not knowing and
11 what's going to happen and just the change and the
12 transition of moving from one place to another, which is
13 one of the most stressful times in people's lives. It's up
14 there with the death of a loved one and other things.

15 So it's, you know, you guys don't have the money
16 yet. So we're just basically, it's still in the planning
17 phase and it's just a matter of time. I'm just curious to
18 see what's going to happen. I just came here just because
19 I want to see how much longer I can hold onto my memories
20 and see my next-door neighbors, the Cabelsons, and Yolanda
21 was born in her house and her mother was born in that house
22 and her mother used to push my mom in her baby buggy. So
23 there's a lot of emotion, a lot of sentiment, a lot of
24 multi-generational families, you know. And I'm glad you're
25 here tonight. I appreciate you guys communicating with us.

R8-10
cont'd



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3. Response to Public Meeting Comments

1 MS. FLORES: My name is Tina Flores. First off, my
2 in-laws will be losing their home. My husband and I moved
3 to this neighborhood so that we could take care of them, so
4 that they could live their remaining years in their home.
5 That's gone. Fine.

6 My biggest issue is, you're going to do all of
7 this and you're not going to solve the traffic problem.
8 You're simply moving it down one more block to Flower
9 Street. You're not solving the issue on Main Street.
10 You're not solving the issue on Flower Street. There's
11 still going to be traffic backup after all of this. You
12 need to solve the problems in the whole neighborhood. Not
13 just one mile. All of this, all these people lose their
14 homes and it's not going to help. It's ridiculous.

15 MR. NGUYEN: Thank you. Anybody else on the third
16 row? Fourth one?

17 MS. MEJIA: My name is Patricia Mejia and I just
18 recently bought my house. I moved out of Orange County and
19 I came back to Santa Ana. I've been here for over 40
20 something years, but now they want to take my house. So,
21 hmm. I'm not too happy about that.

22 MR. NGUYEN: Thank you. Anybody else on the fourth
23 row here? Fifth row?

24 (Through Interpreter):

25 MR. HERNANDEZ: Jose Hernandez. He asked what

R8-11

R8-12

R8-13

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1 happens to the project if not everybody agrees? What
2 happens if not everybody agrees to selling the house, their
3 homes?

4 UNIDENTIFIED SPEAKER: Would the project stop if
5 everyone is opposed?

6 (Through Interpreter):

7 MR. HERNANDEZ: That's the question for him. He
8 doesn't know if the city or the county has knowledge of how
9 to help us move. Like the other person said, if we lose
10 our homes, the city wins, the banks win, but we don't. We
11 lose the money. We're not able to get another property
12 like the one we have. We will only get about half. We
13 wouldn't be able to get another property along with the
14 interest that's really high. All our loans are at a lower
15 value. And are they going to take all the property or just
16 half because the houses are too close to this crosswalk.
17 That's all.

18 MS. CASTRO: My name is Jeannette Castro and I live at
19 2245 Orange right on the corner and my question was for my
20 in-laws. My mother-in-law's retired and my father-in-law
21 only works part-time. How will that affect him? Is he
22 going to be able to qualify to get a new house? That's my
23 concern there. Thank you.

24 MR. NGUYEN: Thank you. Anybody on the last row?

25 MR. McHALFFEY: My name's Sam McHalfey and I work at

R8-13
cont'd

R8-14

R8-15



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1 Cherry Aerospace down on 1224 East Warner Avenue. I've
2 been in the City of Santa Ana all my life. I grew up here.
3 Our concern, and I know we met with the city about two
4 years ago, we have several concerns about semi trucks
5 coming into our facility. You guys talk about the safety
6 of making a left-hand turn into our driveway, but if you go
7 back and you look at the police reports for the accidents,
8 they were all made by people making a right-hand turn into
9 our driveway where the cars go underneath the semi truck
10 trailers. The reason why is because they have to go to the
11 far inside lane, which would be the center medium, in order
12 to make a wide enough turn to get into our facility, and
13 when they do that, people don't pay attention. They try to
14 dart out around them and they end up getting stuck
15 underneath the semi trailers. If you go back to the Santa
16 Ana Police Department, look at the records, and probably 90
17 percent of the accidents right there are caused by that.
18 Not people actually making a left-hand turn into our
19 facility.

20 Also we have an issue where we have chemicals
21 brought into our facility over on the far east side of our
22 plant. When a truck comes in and it's like a 40-foot
23 trailer, they pull up. They actually have to cross the
24 center median right by the railroad tracks. They have to
25 pull out, they have to block the whole road, and then the

R8-15
cont'd

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1 trucks have to back into our facility. With the medium in
2 the middle right there, they're not going to be able to do
3 that. So how are they going to get into our facility to
4 deliver that?

5 MR. NGUYEN: That's a good comment.

6 MR. McHALFFEY: So those are some of the issues
7 anyway. That is going to take up a lot of our parking lot.
8 We have to completely reconfigure our parking lot. The way
9 you have it on the map, everybody has to enter our parking
10 lot at Stanford instead of off of Warner where we normally
11 come in and out. So as far as coming in and out itself,
12 it's going to have an impact on our parking.

13 And as the gentleman stated ever here, through
14 the neighborhood, when you start construction, we have a
15 gate that exits onto Central and I can almost guarantee you
16 a hundred percent that's how we're getting in and out. We
17 have to post guards there because we have certain homeland
18 security requirements because of the chemicals at the
19 facility. So that's going to have to be one of the major
20 thoroughfares for everybody to go in and out is through the
21 neighborhood and I know it's going to upset them and we
22 don't want to do it, but that's the only way we can get in
23 and out.

24 MR. NGUYEN: Thank you. Anybody else on this row?

25 MR. ALVARADO: Okay. My name is Richard Alvarado and

R8-15
cont'd



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R8-16

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1 I live at 1115 St. Gertrude, right on the corner, and the
2 overflow is going to hit Gertrude and St. Andrews, the
3 alley in the back of my house. It's bad now. Does the
4 city plan on doing anything to try and lessen that because
5 it's bad now as it is, and once they start building, it's
6 going to get crazy and it's crazy now. I mean people are
7 idiots. It's what they are. And they drive and shoot down
8 that street. There's a big dip right on Evergreen and more
9 than one time I've seen a car bottom out and rip out its
10 front end and I don't think it's going to get any better.
11 Is the city going to do anything about that?

12 MR. NGUYEN: Thank you. Anybody? Hold on one second.
13 Anybody on this side here? Okay, next to last.

14 MR. ESCOBAR: Hi, my name is Ray Escobar. We recently
15 moved into this house and I have a question. What happens
16 when you guys value the property? You guys want to try to
17 put a wall, a six-foot wall.

18 MR. NGUYEN: An eight-foot wall.

19 MR. ESCOBAR: Because we have a carport, right, on
20 Warner Avenue, this house, and you guys try to make those
21 three or four lines, they affect me to entrance for the
22 garage, you know, and I'm also letting you know that you
23 guys, they want to give me a permit to close that garage
24 and make it another room, or you guys going to give me the
25 permit to do another garage on the side. That's my

R8-16
cont'd

R8-17

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1 question because this house, they have a very, very
2 dangerous entrance on Warner Avenue because when I try to
3 use the parking the car right there, you know, I was
4 waiting for 10 minutes, you know, when the traffic lane
5 stopped on Main, so I can get out, you know, or sometimes I
6 need to park in the middle of the night because we don't
7 have any traffic. So it's very dangerous. And I know I
8 don't want to lose this house, I love this house, but I
9 want to ask the city if they're going to give me permits
10 for those house if they want to buy half the house.

R8-17
cont'd

11 MR. NGUYEN: We will answer that and we'll address all
12 those in our committee.

13 Anybody else on this row? Anybody from this
14 third row?

15 MR. FERNANDEZ: Hi, I'm Robert Fernandez. I grew up
16 in this neighborhood. My parents actually lived on Maple
17 Street which is on the list to be gone.

18 A couple questions I have. The first one is that
19 my parents cannot afford -- okay, they're going to get a
20 new house. Maybe they're going to get money for their
21 property, but they can't afford the property taxes for
22 a new household. So I mean right now their property taxes
23 are based on Proposition 13 which is very low. If they buy
24 a new house, it's going to be subject to the new property
25 taxes. They won't be able to afford it. They can't afford

R8-18

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1 that. So basically they're out on their own. They're not
2 going to be able to live anywhere unless they live with me
3 or my brother. They won't be able to live independent like
4 they are right now. That's one problem.

R8-18
cont'd

5 The second problem is that I grew up on Maple
6 Street. I grew up in the neighborhood. I don't know if
7 any of you remember me. Probably not. But I played, you
8 know, sports on the streets of Santa Ana. We played
9 football. We played baseball. Just did this on the
10 streets. You really can't do that now because there's too
11 many cars in the area and you're talking about adding all
12 these other cars to it at Maple Street, which is
13 basically -- how many houses on the street? To get to the
14 stop sign down at Rouselle or St. Virgil. That's going to
15 be backed up from all the cars turning left and other cars
16 that are turning right. It's just going to be backed up.
17 There's going to be no place for people to go, no place to
18 move. You're basically just adding a huge wedge in the
19 middle of the whole thing.

R8-19

20 UNIDENTIFIED SPEAKER: St. Gertrude is a two-way stop.

21 MR. FERNANDEZ: No, it's not. It's a one-way stop.
22 No, it is a two-way stop, not a four-way stop, and so you
23 have to watch for cars back and forth. All the cars have
24 to go around and it's just going to be a mess with traffic.
25 So that's my concern is that my parents will be out of

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1 there if this project works, but it's the existing
2 neighborhood that it's going to have a huge impact on.
3 That's my thoughts, so okay. Thanks.

R8-19
cont'd

4 MS. MEJIA: My name is Patricia Mejia. I just wanted
5 to know, have you ever like really spent time in the
6 neighborhood, like just watching cars, maybe sitting there
7 maybe like a whole nine hours or something? Like a whole
8 week doing that?

R8-20

9 MR. NGUYEN: I personally don't remember, but this is
10 a comment and we will respond.

11 MS. POPOCA: Hi, my name is Sandra Popoca and I'm from
12 the area. However, I'm here on behalf of my cousin who has
13 a property on Kilson, 2245 to be exact. And I think the
14 thing, and I'm hearing a lot of it tonight is that the
15 acquisition phase of taking people's properties and fair
16 market value and how they're going to transition from their
17 current home into another home, concerns about property
18 taxes. So at what point in time can they address these
19 issues that we're really concerned about?

R8-21

20 We have a duplex right on the corner. Do we get
21 half or fair market value? Do we sell now? So there's
22 a lot of concerns. At what point in time will we have, you
23 know, someone approach them to talk about our position, and
24 you're talking about projected dates of 2016, 2017, 2018.
25 Do they sell now? Do they have to disclose that to the new

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1 buyers? They're in a predicament, really, because this is
2 an income property for them. They're retired. So there's
3 a lot of issues I have here for them and that's why I'm
4 here to be their eyes and ears for them. So I wanted this
5 to be on record and to get some feedback, and hopefully
6 somebody will contact them in regards to the acquisition
7 process because they are right on the corner.

R8-21
cont'd

8 And I don't know -- I'm not an engineer. I don't
9 know how to read these maps, so I'm pretty sure -- or the
10 one back there. So maybe at the end of the meeting if
11 someone can interpret the maps for us a little bit.

12 MR. NGUYEN: Sure.

13 MS. POPOCA: Okay, thank you.

14 MR. NGUYEN: Thank you. Anybody on the second row?

15 MS. REGALADO: My name is Rosa Regalado, and I live
16 actually on Warner, 309, and my concern is that I need to
17 be in this neighborhood or very close to it. I have a son
18 with special needs and he goes into a program that I need
19 to be in this neighborhood. What's going to happen? I was
20 already looking at houses around this area that would
21 service that school for my son. I'm not going to be able
22 to afford it. I'm not going to be able to afford these
23 payments. Are you guys going to help us with banks to give
24 us a good mortgage for us to stay in our neighborhood?
25 Because honestly I would have to live in Riverside and go

R8-22

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1 to a whole different program just to get my son his special
2 needs treatment.

3 So what kind of help other than just giving us
4 money as compensation for moving are you guys going to
5 provide, schooling, support on transition, and these kinds
6 of programs? I see there's a lot of people that are going
7 to need different programs and we need to be either in this
8 neighborhood or we would have to relocate where we can get
9 the same program available and those locations or those
10 neighborhoods are not available, at least in my price
11 range, so what will be provided for us in those cases?

12 MR. NGUYEN: Thank you.

13 MS. ZACARIAS: Maria Zacarias. I was looking at the
14 map and maybe an alternative to not affecting so many
15 homes, on the left side, you have a bike lane and maybe if
16 it would be possible to shorten that and maybe even make
17 the medium a little bit smaller because it would make more
18 sense to have the bike lane on the right where there's
19 a lot less property because that would make it closer to
20 public property, like schools and parks and the bike trail.
21 I ride my bike all over the city, so I know that that's a
22 better way, that's a better bike lane, and if we could
23 lessen that bike lane on the side, on the left, or maybe
24 even take it out and do some alternative, alternative like
25 bike lane on that side, so that the houses wouldn't get

R8-22
cont'd

R8-23

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1 impacted because I believe that most of the impact is
2 coming from the left side. So maybe if there's a way to
3 mitigate that.

R8-23
cont'd

4 MR. NGUYEN: Thank you. I think somebody over here.

5 MS. FIGUEROA: This is LuzAnna Figueroa again. My
6 question is regarding the housing that's existing, the
7 stuff that's going to stay. With all of these improvements
8 going on in the street, does that increase the property
9 value for the houses that are not going to be impacted by
10 the acquisition? Are they going to be exempt from
11 reassessment and taxes, or if we sell them obviously they
12 will be reassessed, but for those that are going to be
13 staying with this, does the county assessor reassess the
14 property value at a new rate because of these improvements?

R8-24

15 MR. NGUYEN: Thank you. Anybody else?

16 UNIDENTIFIED SPEAKER: I have a question, and I don't
17 know if you can answer it right away. Is this considered
18 eminent domain? Would this be considered eminent domain,
19 what the city is doing?

20 MR. NGUYEN: Eminent domain is a process. If we
21 cannot reach certain deadline, we have a lot of options and
22 that's called eminent domain, but if we start with accepted
23 offers, that's not called eminent domain.

R8-25

24 UNIDENTIFIED SPEAKER: Because with eminent domain,
25 she's concerned about taxes, so if this is considered

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1 eminent domain, then the current taxes will be rolled over
2 to the new property, if this is considered eminent domain.

3 MR. NGUYEN: Those are technical questions that we
4 have to check.

5 UNIDENTIFIED SPEAKER: Okay, yeah, because the project
6 with the five freeway project with Caltrans, a lot of
7 homeowners rolled over the property taxes onto the new
8 properties because that was considered eminent domain. So
9 that was my question. If they will be able to roll over
10 their property taxes, there's a special form to do that.

11 MR. NGUYEN: We will check into those and give a
12 response. Anybody else?

13 MR. DELGADO: Hi, my name is Javier Delgado. I just
14 live over on 2305, right there on Halladay and Warner, at
15 the very corner, and I don't think it's fair because I seen
16 a lot of accidents happen right there, but all the
17 accidents happen, people crash like crazy not because
18 something, so I don't think it's fair for this project or
19 something.

20 MR. WILLIAMS: Clarence Williams again. I agree on
21 the safety. A lot of this has to do with speed and
22 alcohol. People have been dying up and down Orange Street
23 all the way as far as Raitt, Fairview, and along there.
24 With all the curves, you always see holes in that wall from
25 cars crashing. So a lot of that has to do with those

R8-25
cont'd

R8-26

R8-27

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1 turns. In fact, we actually had drunken marines driving
2 down the side of the street and they went up our driveway
3 and knocked the house off the foundation, in the back where
4 we live.

5 So you know, if there's more traffic signals, if
6 there's, you know, other safety features and crossways and
7 things of that sort, then that would help because I see
8 a lot of people still jaywalking and I still see a lot of
9 cars cutting across, taking very foolish chances. So I
10 know it's going to be a lot of adjustment, a lot of us are
11 used to making left-hand turns certain places and making
12 certain things. So it will be a rough adjustment for a lot
13 of folks. Like I said, you're dealing with families that
14 go back 100 years, so emotion's are going to keep running
15 high until this project gets started.

16 MR. NGUYEN: Thank you.

17 MR. MURILLO: Gustavo Murillo again. One more concern
18 on the protection on the crosswalk. About a week and a
19 half ago on Edinger, we had a gentleman killed during his
20 regular walk in the morning. So that street has a
21 similarity that we're trying to produce over here and that
22 was the whole safety issue, and it actually went down
23 around 6:30 in the morning on Monday, where it's sad to me
24 because it's a relative that we knew.

25 And if you're pushing issues of safety, there's

R8-27
cont'd

R8-28

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1 issues that we have. For example, the street intersection
2 where the accident happened, it's really not well-lit. You
3 know, we had a gentleman that recently just passed right
4 there and there hasn't been any precautions to improve,
5 basically put more lighting somewhere, more awareness of
6 that intersection. So how do we get assurance that this is
7 not going to be neglected once it's been operating?
8 Because, for example, that other one hasn't been two weeks
9 I believe, and no changes. Basically the only thing you
10 see there is the marks of that accident that are still left
11 there, but no other precautions to prevent that a little
12 bit more.

R8-28
cont'd

13 MR. NGUYEN: Thank you. Anybody else?

14 Okay. Thank you, everybody. There was great
15 input and comments. We will address it. We'll come back
16 to the project team to see what the need, how to get these
17 comments properly addressed.

18 So anybody that knows anybody who did not make
19 the meeting for tonight, there will be another similar
20 meeting on this Saturday morning at 10:00 o'clock. So
21 please pass the word. I would like to get comments and
22 feedback similar to the comments we had tonight.

23 Good night, everyone.

24 (TIME NOTED: 7:20 p.m.)

25

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REPORTER'S CERTIFICATE

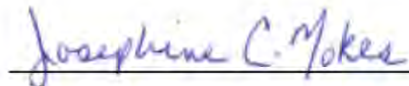
I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were placed under oath; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney or any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: 02/12/2015



JOSEPHINE C. NOKES

CSR No. 9098

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3. Response to Public Meeting Comments

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3. Response to Public Meeting Comments

R8. Response to oral comments at public meeting on February 3, 2015

R8-1 Figueroa Comment: This is a comment related to the design approach proposed by the City for the corridor (asking for a separated bike facility). Response: The City of Santa Ana considered a range of potential improvement alternatives in order to choose one that best meets the project's objectives, while minimizing impacts to the community and environment. The preferred design for the Warner Avenue from Main Street to Grand Avenue evolved over several years from the study of numerous alternatives considering optional road cross-sections (widths of traffic lanes, center median, bike lanes, parkways, sidewalks) and varying alignments. The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. The Draft EIR public meeting slide presentation and other information is available on the Santa Ana public works agency web site at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>. The City of Santa Ana is preparing to initiate a Safe Mobility Plan that will further enhance safe movement throughout the city. City staff is planning to host additional workshops to gather more feedback on safety and mobility features, including widths of bike lanes, sidewalks, travel lanes and medians. Also, see General Response #E for the response related to project alternatives.

R8-2 Figueroa Comment: Curious about architectural salvage for the benefit of charitable building groups. Response: The City will coordinate with appropriate charitable group if any architectural salvage is identified during the demolition phase.

R8-3 Zacarias Comment: Is there an alternative way to reduce impacts to residential housing because it's hard to find housing for people. Response: The City of Santa Ana considered a range of potential improvement alternatives in order to choose one that best meets the project's objectives, while minimizing impacts to the community and environment. The preferred design for the Warner Avenue from Main Street to Grand Avenue evolved over several years from the study of numerous alternatives considering optional road cross-sections (widths of traffic lanes, center median, bike lanes, parkways, sidewalks) and varying alignments. Also, see General Response #E for the response related to project alternatives.

The City of Santa Ana is required to provide relocation assistance payments and counseling to residents in accordance with Federal and State regulations.² According to the Draft Relocation Impact Report an adequate supply of housing stock is anticipated to be available for all persons impacted by the project. City staff will meet with and assist affected property owners and tenants during the right-of-way process. See General Response #A at the beginning of this chapter for the response related to relocation assistance.

² If you own real property to be acquired for a city project, you are protected by the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (Federal Uniform Act) and California Relocation Assistance and Real Property Acquisition Guidelines (California Administrative Code, Title 25, Chapter 6, prepared by the Department of Housing and Community Development) (State Guidelines) and the eminent domain laws of the State of California.



3. Response to Public Meeting Comments

- R8-4 Zacarias Comment: Can the City host a meeting to present all the answers to these questions? Response: The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. The Draft EIR public meeting slide presentation and other information is available on the Santa Ana public works agency web site at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>. The City of Santa Ana is preparing to initiate a Safe Mobility Plan that will further enhance safe movement throughout the city. City staff is planning to host additional workshops to gather more feedback on safety and mobility features, including widths of bike lanes, sidewalks, travel lanes and medians. See General Response #F at the beginning of this chapter for a comprehensive response related to public outreach.
- R8-5 Garcia Comment: Traffic is already bad. Majority of the eastbound traffic will hit all the neighborhoods *[during construction]*. Response: As part of the final Warner Avenue Improvements and Widening project design process, the City will prepare a traffic management plan that will identify alternative traffic routes and traffic detours that will be in place during construction of the project. This is anticipated to minimize potential impacts to surrounding neighborhoods from detoured traffic during construction. See General Response #D for comprehensive response related to project alternatives.
- R8-6 Garcia Comment: How are the people that will lose their homes able to transfer into another home? Response: In compliance with state regulations, the City is required to prepare a relocation plan. All displaced residential and commercial owners and tenants will be contacted by a relocation agent. The agent will ensure that residential and commercial owners and tenants understand and receive eligible relocation benefits and advisory assistance in accordance with state regulations. The City of Santa Ana will provide relocation assistance to residents in compliance with Federal and State regulations.³ City staff will meet with and assist affected property owners and tenants during the right-of-way process. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance.
- R8-7 Garcia Comment: Where will traffic be directed *[during construction]*? Response: As part of the final Warner Avenue Improvements and Widening project design process, the City will prepare a traffic management plan that will identify alternative traffic routes and traffic detours that will be in place during construction of the project. This is anticipated to minimize potential impacts to surrounding neighborhoods from detoured traffic during construction. See General Response #D for comprehensive response related to project alternatives.

³ If you own real property to be acquired for a city project, you are protected by the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (Federal Uniform Act) and California Relocation Assistance and Real Property Acquisition Guidelines (California Administrative Code, Title 25, Chapter 6, prepared by the Department of Housing and Community Development) (State Guidelines) and the eminent domain laws of the State of California.

3. Response to Public Meeting Comments

R8-8 Murillo Comment: I don't see any entrances or intersections for pedestrians or vehicles into businesses. Response: All driveways for businesses along Warner Avenue from Main Street to Grand Avenue will remain open and accessible to the public during the construction phase. Warner Avenue construction would accommodate traffic with one lane in each direction so people go to homes and businesses. Additionally, prior to completion of the final design a determination will be made for all signalized intersections about the safety of permitting u-turn movements.

R8-9 Arreola Comment: Maybe there is a way to not take an entire property because it will be difficult to find a similar house in the area. Response: The City of Santa Ana is required to provide relocation assistance payments and counseling to residents in accordance with Federal and State regulations. See General Response #A at the beginning of this chapter for the response related to property acquisition and relocation.

R8-10 Williams Comment: I know the widening is going to happen as it has on other streets. My great-grandfather built the house in 1902 and I came to see how long I can hold onto my memories. Response: One of the main reasons for the Warner Avenue roadway improvements is to improve safety and mobility as established in two of the project objectives: Increase vehicular safety and reduce accidents by installing a raised center median and removing left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks.

City staff will meet with and assist affected property owners and tenants during the right-of-way process. See General Response #A at the beginning of this chapter for the response related to relocation assistance. Furthermore, City staff has reached out to every residential property owner identified as a full or partial acquisition and personally invited the homeowner or tenant to meet with the City. These meetings focused on the rights and benefits they would receive during the property acquisition and relocation process.

In order to fulfill the objectives of the project and the City's obligation to reduce traffic congestion along Warner Avenue some property acquisition is necessary. All displaced residents would receive relocation assistance from the City of Santa Ana. If the City Council certifies the EIR and approves the project, City staff will apply for right-of-way and construction funding; tentative commencement dates of no earlier than July 2016 and January 2018, respectively is anticipated.

R8-11 Flores Comment: We moved to this neighborhood to take care of my in-laws who are losing their home. The project will just move traffic problems to Flower Street. City needs to solve traffic problems for the whole neighborhood. Response: As part of the proposed improvements, there will be an additional westbound right-turn lane at Warner Avenue and Flower Street allowing for acceptable level of services after completion of the proposed improvements. The City General Plan Circulation Element identifies the improvements throughout the citywide arterial network, including other neighborhoods. Project traffic impacts are analyzed in detail in EIR Section 5.10, *Transportation and Traffic* which outlines measures to reduce traffic



3. Response to Public Meeting Comments

impacts. Following Warner Avenue improvements the City would monitor the traffic pattern and adjust traffic signal timing to reduce traffic congestion, if necessary.

- R8-12 Mejia Comment: I am not happy about losing my house. Response: One of the main reasons for the Warner Avenue roadway improvements is to improve safety and mobility as established in two of the project objectives: Increase vehicular safety and reduce accidents by installing a raised center median and removing left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks.

City staff will meet with and assist affected property owners and tenants during the right-of-way process. See General Response #A at the beginning of this chapter for the response related to relocation assistance. Furthermore, City staff has reached out to every residential property owner identified as a full or partial acquisition and personally invited the homeowner or tenant to meet with the City. These meetings focused on the rights and benefits they would receive during the property acquisition and relocation process.

In order to fulfill the objectives of the project and the City's obligation to reduce traffic congestion along Warner Avenue some property acquisition is necessary. All displaced residents would receive relocation assistance from the City of Santa Ana.

- R8-13 Hernandez Comment: We won't be able to get another house because interest rates are so higher than we have now. What happens to the project if not everyone agrees to sell? Response: One of the main reasons for the Warner Avenue roadway improvements is to improve safety and mobility as established in two of the project objectives: Increase vehicular safety and reduce accidents by installing a raised center median and removing left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks.

City staff will meet with and assist affected property owners and tenants during the right-of-way process. See General Response #A at the beginning of this chapter for the response related to relocation assistance. Furthermore, City staff has reached out to every residential property owner identified as a full or partial acquisition and personally invited the homeowner or tenant to meet with the City. These meetings focused on the rights and benefits they would receive during the property acquisition and relocation process.

In order to fulfill the objectives of the project and the City's obligation to reduce traffic congestion along Warner Avenue some property acquisition is necessary. All displaced residents would receive relocation assistance from the City of Santa Ana..

The City of Santa Ana is required to provide relocation assistance payments and counseling to residents in accordance with Federal and State regulations. According to the Draft Relocation Impact Report an adequate supply of housing stock is anticipated to be available for all persons impacted by the project. City staff will meet with and assist affected property owners and tenants during the right-of-

3. Response to Public Meeting Comments

way process. See General Response #A at the beginning of this chapter for the response related to relocation assistance.

See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance. If a voluntary agreement cannot be reached through negotiations, the City has the option to file a suit in court to acquire the property through an eminent domain proceeding. See General Response #B for a comprehensive response related to eminent domain.

- R8-14 Castro Comment: Will my in-laws qualify to get a new house? Response: One of the main reasons for the Warner Avenue roadway improvements is to improve safety and mobility as established in two of the project objectives: Increase vehicular safety and reduce accidents by installing a raised center median and removing left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks.

City staff will meet with and assist affected property owners and tenants during the right-of-way process. See General Response #A at the beginning of this chapter for the response related to relocation assistance. Furthermore, City staff has reached out to every residential property owner identified as a full or partial acquisition and personally invited the homeowner or tenant to meet with the City. These meetings focused on the rights and benefits they would receive during the property acquisition and relocation process.

In order to fulfill the objectives of the project and the City's obligation to reduce traffic congestion along Warner Avenue some property acquisition is necessary. All displaced residents would receive relocation assistance from the City of Santa Ana..

The City of Santa Ana is required to provide relocation assistance payments and counseling to residents in accordance with Federal and State regulations.⁴ According to the Draft Relocation Impact Report an adequate supply of housing stock is anticipated to be available for all persons impacted by the project. City staff will meet with and assist affected property owners and tenants during the right-of-way process. See General Response #A at the beginning of this chapter for the response related to relocation assistance.

- R8-15 McHaffey Comment A: Cherry Aerospace has concerns about semi-trucks entering the facility. 90-percent of accidents were caused by people not paying attention when trucks make wide right-turns to get into the driveway; not left turns. Comment B: Trucks carrying chemicals must enter on the east side and must cross the center median by the tracks. There are major issues with the construction and operational access to our facility. Response: The City has met with Cherry Aerospace and has revised the preliminary design plans to accommodate truck traffic. The City will

⁴ If you own real property to be acquired for a city project, you are protected by the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (Federal Uniform Act) and California Relocation Assistance and Real Property Acquisition Guidelines (California Administrative Code, Title 25, Chapter 6, prepared by the Department of Housing and Community Development) (State Guidelines) and the eminent domain laws of the State of California.



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continue to work with Cherry Aerospace to refine the remaining issues at the facility during the design phase.

- R8-16 Alvarado Comment: Neighborhood streets will have more traffic. Drivers speed and bottom out on dips in the road. Response: As part of the final Warner Avenue Improvements and Widening project design process, the City will prepare a traffic management plan that will identify alternative traffic routes and traffic detours that will be in place during construction of the project. See General Response #D at the beginning of this chapter for a comprehensive response related to additional traffic in surrounding neighborhoods during roadway construction.

One of the main reasons for the Warner Avenue roadway improvements is to improve safety as established in two of the project objectives: Increase vehicular safety and reduce accidents by installing a raised center median and removing left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks. The additional travel lane will carry more vehicles while maintaining the same 40 mph speed limit. City staff plans to host additional workshops to gather additional feedback on safety and mobility features, including widths of bike lanes, sidewalks, travel lanes and medians.

The landscaped center median and parkways would provide additional safe zones. The installation of raised center medians has also been shown to provide safety benefits in terms of the number and severity of traffic accidents, both for automobiles and pedestrians, when compared an undivided street like Warner Avenue is today. Additionally, narrower traffic lanes typically help to reduce traffic speeds. Improved lighting would increase nighttime safety.

The City supports an integrated multimodal circulation system by improving convenience and safety for pedestrians, bicyclists, and users of public transportation and wheelchairs. Implementation of the proposed Warner Avenue Improvements and Widening project would be consistent with the current and future plans for improved safety and mobility throughout the City. See General Response #C at the beginning of this chapter for a comprehensive response related to safe streets.

- R8-17 Escobar Comment: What will happen to property value? Our carport will lose access so I will need to move the garage. Trying to park in my driveway on Warner Avenue is very dangerous. Response: See General Response #A at the beginning of this chapter for the response related to property values. City staff will meet with and assist affected property owners and tenants during the right-of-way process.

The proposed project would not require removal of portions of homes, garages or access to garages on any properties. Carports and garages on properties that do not require City acquisition for the widening would retain full access.

- R8-18 Fernandez Comment: My parents cannot afford property taxes on a new house. Response: Buying replacement property would normally mean that the owners would have a new Proposition 13 base-year value based on their acquisition cost and/or the cost of new construction of the replacement property. However, California Proposition 3 provides property tax relief that under certain conditions a person may

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transfer the base year value of the property to a comparable replacement property if that original property has been taken by eminent domain proceedings, acquisition by a public entity, or governmental action resulting in a judgement of inverse condemnation. To be considered comparable, replacement property acquired through the abovementioned conditions must be similar in size, utility, and function to the taken property. The purchase price for individual homes will be determined based on fair market value following completion of the relocation plan. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance. Property owners and tenants should consult with a professional tax advisor for further details.

R8-19 Fernandez Comment: There will be too many cars on Maple Street and will create back-ups. Response: The City General Plan Circulation Element identifies the improvements throughout the citywide arterial network, including other neighborhoods. Project traffic impacts are analyzed in detail in EIR Section 5.10, Transportation and Traffic which outlines measures to reduce traffic impacts. Following Warner Avenue improvements the City would monitor the traffic pattern and adjust traffic signal timing to reduce traffic congestion, if necessary.

R8-20 Majia Comment: Have you spent time in the neighborhoods watching cars? Response: The traffic consultant spent time observing traffic movements throughout the study area during the traffic analysis. Also, City staff monitored the traffic condition in the area before planning the project.

R8-21 Popoca Comment: How do people transition from current home, concerns about property taxes. Will our duplex get fair market value? Do we sell now? When will homeowners be contacted? Response: Buying replacement property would normally mean that the owners would have a new Proposition 13 base-year value based on their acquisition cost and/or the cost of new construction of the replacement property. However, California Proposition 3 provides property tax relief that under certain conditions a person may transfer the base year value of the property to a comparable replacement property if that original property has been taken by eminent domain proceedings, acquisition by a public entity, or governmental action resulting in a judgement of inverse condemnation. To be considered comparable, replacement property acquired through the abovementioned conditions must be similar in size, utility, and function to the taken property. The purchase price for individual homes will be determined based on fair market value following completion of the relocation plan. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance.

Property values would be determined during the preparation of the relocation plan. Each parcel or real property is different and therefore no single formula can be devised to appraise all properties. Before making an offer, the City will obtain at least one appraisal of the property by a competent real property appraiser who is familiar with local property values. The appraiser will inspect the property and state his professional opinion of its current fair market value in an appraisal report.

The timing of a purchase offer depends on the following factors: the amount of work required to appraise the property; the availability of funding; and, possible project



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delays caused by factors outside the control of the City. Typically, a written purchase offer is sent within 60 to 90 days of completion of the appraisal. The appraisal of a single family residence takes approximately three to four weeks to complete from the date the property is inspected. A business or industrial property, on the other hand, can take several months to complete due to the much greater complexity involved. City staff will meet with and assist affected property owners and tenants during the right-of-way process. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation.

R8-22 Regaldo Comment: I need to stay in this neighborhood to stay in the same school for my son. Will we get help with mortgage rates? What support are we going to get? Response: All displaced residents would receive relocation assistance from the City of Santa Ana. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance.

R8-23 Zacarias Comment: To reduce impacts on homes you could reduce or eliminate the bike lane on the north side of Warner Avenue and narrow the center median. Response: The City of Santa Ana considered a range of potential improvement alternatives in order to choose one that best meets the project's objectives, while minimizing impacts to the community and environment. The preferred design for the Warner Avenue from Main Street to Grand Avenue evolved over several years from the study of numerous alternatives considering optional road cross-sections (widths of traffic lanes, center median, bike lanes, parkways, sidewalks) and varying alignments.

The current roadway cross section has a 70-foot right-of-way in some locations. A minimum project, 3 lanes in each direction, no bike lanes, and minimal parkway would require a 90-foot ROW. That alone would trigger the same impacts to homes as the proposed project. The proposed project requires a 110-foot ROW which results in the same full acquisitions as a 90-foot section but includes bike and pedestrian features. See General Response #E at the beginning of this chapter for the response related to project alternatives.

R8-24 Figueroa Comment: Will the county reassess the property value at a new rate because of these improvements? Response: Buying replacement property would normally mean that the owners would have a new Proposition 13 base-year value based on their acquisition cost and/or the cost of new construction of the replacement property. However, California Proposition 3 provides property tax relief that under certain conditions a person may transfer the base year value of the property to a comparable replacement property if that original property has been taken by eminent domain proceedings, acquisition by a public entity, or governmental action resulting in a judgement of inverse condemnation. To be considered comparable, replacement property acquired through the abovementioned conditions must be similar in size, utility, and function to the taken property. The purchase price for individual homes will be determined based on fair market value following completion of the relocation plan. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance.

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R8-25 Unidentified Speaker Comment: Is this considered eminent domain? If it is then the current property taxes will get rolled over to new property. Response: Buying replacement property would normally mean that the owners would have a new Proposition 13 base-year value based on their acquisition cost and/or the cost of new construction of the replacement property. However, California Proposition 3 provides property tax relief that under certain conditions a person may transfer the base year value of the property to a comparable replacement property if that original property has been taken by eminent domain proceedings, acquisition by a public entity, or governmental action resulting in a judgement of inverse condemnation. To be considered comparable, replacement property acquired through the abovementioned conditions must be similar in size, utility, and function to the taken property. The purchase price for individual homes will be determined based on fair market value following completion of the relocation plan. See General Response #A at the beginning of this chapter for a comprehensive response related to relocation assistance.

R8-26 Delgado Comment: I don't think this project is fair because of all the accidents. Response: There were 175 accidents in past 5 years; 15 related to bicyclists / pedestrians. One of the main reasons for the Warner Avenue roadway improvements is to improve safety as established in two of the project objectives: Increase vehicular safety and reduce accidents by removing left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks. A detailed traffic study was prepared and can be found in Appendix L of the Draft EIR. The traffic study is summarized in Section 5.10, *Transportation and Traffic* of the Draft EIR. The Warner Avenue Improvements and Widening project is taking place to better meet the needs of the community. A detailed analysis was conducted to ensure the road widening would accommodate all future mobility needs of the community, including cars, trucks, bicycles, pedestrians, wheelchairs, and strollers.



The City of Santa Ana is preparing to initiate a Safe Mobility Plan that will further enhance safe movement throughout the city. Additionally, the City adopted a Bikeway Master Plan in 1995 that provides comprehensive linkages to the City's major activity centers and regional bikeway routes. An update to this plan is currently underway.

Additionally, provision of safe, level, unobstructed sidewalks that are a consistent width (typically 5 to 7 feet) is part of the City's effort to improve the existing system of pedestrian facilities. The project would also improve safety for people in wheelchairs and people with strollers.

The landscaped center median and parkways would provide additional safe zones. The installation of raised center medians has also been shown to provide safety benefits in terms of the number and severity of traffic accidents, both for automobiles and pedestrians, when compared an undivided street like Warner Avenue is today. Additionally, narrower traffic lanes typically help to reduce traffic speeds. Improved lighting would increase nighttime safety. Also, see General Response #C at the beginning of this chapter for a comprehensive response related to pedestrian safety. Other benefits of the project include improved stormdrains and water quality,

3. Response to Public Meeting Comments

consistency with be consistent with the City's General Plan Circulation Element and County of Orange Master Plan of Arterial Highways (MPAH), reduced traffic congestion.

- R8-27 Williams Comment: Speed and alcohol has killed many people along Orange Street and Warner Avenue. If there is more traffic signals and other safety features then that would help. It will be an adjustment to stop making left-hand turns. Emotions are going to keep running high until this project gets started. Response: There were 175 accidents in past 5 years; 15 related to bicyclists / pedestrians. One of the main reasons for the Warner Avenue roadway improvements is to improve safety as established in two of the project objectives: Increase vehicular safety and reduce accidents by removing left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks. A detailed traffic study was prepared and can be found in Appendix L of the Draft EIR. The traffic study is summarized in Section 5.10, Transportation and Traffic of the Draft EIR. The Warner Avenue Improvements and Widening project is taking place to better meet the needs of the community. A detailed analysis was conducted to ensure the road widening would accommodate all future mobility needs of the community, including cars, trucks, bicycles, pedestrians, wheelchairs, and strollers.

The City of Santa Ana is preparing to initiate a Safe Mobility Plan that will further enhance safe movement throughout the city. Additionally, the City adopted a Bikeway Master Plan in 1995 that provides comprehensive linkages to the City's major activity centers and regional bikeway routes. An update to this plan is currently underway.

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- R8-28 Murillo Comment: Recently a gentleman was killed crossing Edinger and nothing has been done to make this safer. Are there assurances that safety precautions will be in place once this road is widened? Response: There were 175 accidents in past 5 years; 15 related to bicyclists / pedestrians. One of the main reasons for the Warner Avenue roadway improvements is to improve safety as established in two of the project objectives: Increase vehicular safety and reduce accidents by removing

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left turn hazards, and comply with the Complete Streets Act by providing safe and accessible travel for bicyclist, pedestrians, and wheelchairs through new bike lanes and wider parkway and sidewalks. A detailed traffic study was prepared and can be found in Appendix L of the Draft EIR. The traffic study is summarized in Section 5.10, *Transportation and Traffic* of the Draft EIR. The Warner Avenue Improvements and Widening project is taking place to better meet the needs of the community. A detailed analysis was conducted to ensure the road widening would accommodate all future mobility needs of the community, including cars, trucks, bicycles, pedestrians, wheelchairs, and strollers.

The City of Santa Ana is preparing to initiate a Safe Mobility Plan that will further enhance safe movement throughout the city. Additionally, the City adopted a Bikeway Master Plan in 1995 that provides comprehensive linkages to the City's major activity centers and regional bikeway routes. An update to this plan is currently underway.

Additionally, provision of safe, level, unobstructed sidewalks that are a consistent width (typically 5 to 7 feet) is part of the City's effort to improve the existing system of pedestrian facilities. The project would also improve safety for people in wheelchairs and people with strollers.

The landscaped center median and parkways would provide additional safe zones. The installation of raised center medians has also been shown to provide safety benefits in terms of the number and severity of traffic accidents, both for automobiles and pedestrians, when compared an undivided street like Warner Avenue is today. Additionally, narrower traffic lanes typically help to reduce traffic speeds. Improved lighting would increase nighttime safety. Also, see General Response #C at the beginning of this chapter for a comprehensive response related to pedestrian safety. Other benefits of the project include improved stormdrains and water quality, consistency with be consistent with the City's General Plan Circulation Element and County of Orange Master Plan of Arterial Highways (MPAH), reduced traffic congestion.



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3. Response to Public Meeting Comments

LETTER R9 – Transcript of Public Meeting held February 7, 2015 (40 pages)

1 TRANSCRIPT OF:
2 WARNER AVENUE IMPROVEMENTS AND WIDENING PROJECT
3 CITY OF SANTA ANA
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6 PUBLIC HEARING
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8 SATURDAY, FEBRUARY 7, 2015
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22 Reported by:
23 JOSEPHINE C. NOKES
24 CSR No. 9098
25 Job No. 2004441
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Santa Ana, California

Saturday, February 7, 2015

10:25 a.m.

WARNER AVENUE IMPROVEMENTS AND WIDENING PROJECT

Public Hearing

MR. NGUYEN: Well, good morning, everyone. My name is Kenny Nguyen from the City of Santa Ana Public Works Agency. We want to thank and welcome everyone to attend today's public meeting for the Warner improvement and widening project. Can everyone hear me okay?

Before I go to the meeting, there are also a couple of city staff helping out with today's meeting. Back there, kind of like overseeing the side area is Marilyn Boothe. On the back is Mr. David Ramirez. He will also help me taking pictures to document this whole process. Anybody feel not comfortable with that?

Okay, let's get the meeting started. So the purpose of today's meeting is to go over the finding and the draft EIR process for the Warner project from Main Street to Grand Avenue. So the meeting agenda, first of all, is to summarize the process of the project, and then also to present the finding and then kind of elaborate on the process of the draft EIR.

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1 And then in the end of the presentation, I would
2 like to gather your input. So there's a comment box back
3 there and a comment card and if you could possibly help
4 fill out your name, address, and then put the comment in
5 the comment box, but if you could not, you know, think of
6 what to comment on, you could bring that comment card home
7 and mail it back, or you could also go to the city website
8 e-mail address on that and you could fill that in and send
9 your comment to us, and I will collect in more detail, but
10 pretty much the deadline for the comments is February 26.
11 And please also note, because this is based on the
12 guideline, we will address all the comments in writing in
13 the final EIR when we recommend to the City Council for
14 adoption this document.

15 So as all of you know, Warner Avenue is heavily
16 used by residents and business community and also it's a
17 connector to the nearby City of Fountain Valley and Tustin,
18 Fountain Valley on the west and Tustin on the east side.
19 Currently this segment of Main Street to Grand Avenue has
20 four lanes with 24,000 vehicle average daily traffic. So
21 traffic engineer usually determine the effectiveness of
22 transportation facility like this on a grade scale similar
23 to grades in school, with A being the best and F being the
24 worst. This corner currently operate, depending on the
25 segment, with either E or F, so that's why we would like to

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1 improve it to the best level that we can. I mean there's
2 no staggering during the peak hour. You go to work, you
3 get off work, and so that's why we want to improve that,
4 those peak hours to a level service A.

5 So you can see in this picture right here, you
6 see like during certain time of the day, it's backed up
7 because there's no lane designated left or right-turn lane,
8 and it's kind of lost through movement, so it's kind of
9 stagnant, a lot of vehicles through here and there's only
10 four lanes. That's not enough to accommodate this
11 capacity.

12 Other issues that you see around here is there's
13 no bike lane. So bikers have to share their movement with
14 pedestrian or they have to go onto the street which is
15 pretty dangerous because there's no designated bike lane
16 there.

17 Another issue is, a lot of utility poles that
18 block the width of the sidewalk, so with this, for
19 wheelchair, they have no other way to get through this,
20 have to go onto the street and go around these power poles.
21 So these are the whole improvements that we want to do is
22 to widen the sidewalk, add a designated bike lane to kind
23 of improve the access and safety for pedestrian and
24 bicyclists.

25 So I'm not sure if any of you recall about 2012,

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1 we attend several public meetings to gather feedback, and
2 based on that feedback and also analyze the existing
3 condition, we develop several different project objectives
4 for this project, including, as I mentioned, reducing
5 traffic congestion, accommodating future traffic in the
6 area, move like additional traffic and business and stuff
7 around the area. Also is increase safety for pedestrian
8 and bicyclists, as I said with the bike lane, wider
9 sidewalk, to eliminate the utility power obstruction,
10 signalized left turn. So those are the improvements that
11 we have.

12 The next is property acquisition. It's really
13 important to us. We want to minimize as much property
14 impact and also impact the public facilities. Another goal
15 is to improve storm drain, to kind of mitigate any kind of
16 flooding in the area, and also improve the water quality
17 that drains to the ocean. That's really important. I mean
18 those are the improvement in the past several years that
19 really critical to the whole community as a whole.

20 So with these improvements, it will make this
21 roadway facility consistent with the city's general plan,
22 how city handles a plan many years ago, like which corridor
23 is like four lanes, six lanes, so on and so forth. So
24 that's what we want to make sure it's consistent and also
25 any like with the city general plan, so we want to be

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1 consistent with that. Currently Warner is not consistent
2 with the city general plan. And another thing is, it has
3 to be consistent with the Orange County master plan
4 arterial highways. That means so it also comply with the
5 Complete Street Act. That means to provide access to all
6 type of users, including pedestrian, bicyclists, transit
7 rider, and motorists.

8 So in the draft EIR that we submit for review
9 right now, we analyze several different alternatives. The
10 first one is no project. That means that everything stays
11 as is, no change at all. Hundred foot cross-section is
12 just widening additional lane for travel, but no bike lane
13 is included. The 110 and the 120 are very similar, include
14 like three through lanes each way and also bike lane, wider
15 sidewalk. The only difference between the two is the lane
16 width for vehicles and bicyclists. The last one on here is
17 revised construction alternative is pretty much similar to
18 the 110 and the 120. The only difference is they analyze
19 some type of different type of equipment and the
20 construction time frame to see if we could minimize the
21 construction noise level.

22 So with all the alternatives I mentioned in the
23 previous slide, everything except the no project and 100
24 foot cross-section have all these features. So this
25 includes six through lanes, landscaped median, bike lane,

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1 parkway, and also wider sidewalk, and also bus pads, ADA
2 access ramps.

3 So after review all the project alternatives, the
4 no project is, everything stays as is. So it only achieves
5 one of the objectives that I mentioned earlier is minimize
6 right of way impact, but it doesn't accomplish anything.
7 So the no project option is kind of not feasible for the
8 improvement recommended here. A hundred foot cross-section
9 is, there's no bike lane, so it doesn't achieve that
10 objective. Not only that, a hundred foot kind has the same
11 amount of public impact as 110 foot, so if you analyze that
12 as a whole, first of all, it has the same amount of public
13 impact and it doesn't solve the bike safety issues. So
14 that option is kind of not feasible either.

15 The other one is 120 foot. It impact one
16 additional row of property compared with the 110. So
17 that's kind of like impact way too many, that we kind of
18 eliminate from the process and consideration because we got
19 to meet all our objectives that I mentioned in the previous
20 slide is right of way impact.

21 So the 110 is pretty much the best to meet all
22 the objectives, you know, pretty much with the following,
23 as you see on that cross-section, include six 11-foot
24 through lanes. These are the through lanes, 11 foot.
25 There's a 14 feet raised median, a five-foot bike lane,

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1 four-foot parkway, and six-foot sidewalk. So with all
2 that, so we kind of nail it down to 110 foot as the most
3 feasible option. So 110 foot center, that means that we
4 widen both sides to the north and the south, and with this
5 option it impact 43 residential, eight commercial, and all
6 public facilities is included, the National Guard and Delhi
7 Park. 110 foot south is, you kind of transition,
8 everything east of Main is slowly like widen to the south
9 end. And with this option it impact 32 residential, eight
10 commercial, and all the public facilities, especially it's
11 widened, this yellow right here is the future sidewalk.
12 Just imagine the existing sidewalk now moving south by at
13 least 40 feet.

14 So if you guys familiar with these facilities
15 right here, there's a little fence, a ladder box, and this
16 elementary right here, that future sidewalk is practically
17 go even an additional 50 feet south back. At the National
18 Guard Armory, it go into the building. So that building
19 has been in this community for a long time. Now it will
20 pretty much wiped out. For this Delhi Park, this go down
21 all the lanes coming through along this existing sidewalk
22 will be all wiped out.

23 If any of you guys kind of like play baseball,
24 the minimum little league from back of box to the edge of
25 the outfield is 200 feet. With this option, from the back

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1 of the box to the sidewalk is only 190 feet. So pretty
2 small. So even little league could hit home run out 200
3 feet. Just imagine you will see a lot of balls fly in the
4 street with this option.

5 For 110, 100 foot north, it will impact 37
6 residential, eight commercial, but it will widen everything
7 to the north end, so all the public facilities that I
8 mentioned earlier like Monroe, National Guard Armory, and
9 Delhi, none of them will be impacted. The one that kind of
10 highlight, kind of sign right over here, this is a
11 potential right of way impact. Remember this is only a
12 preliminary determination, so we haven't done like survey
13 to find an accurate determination, but this is a worst case
14 scenario, we analyze right here, because in order to move
15 like to detail design stuff, we need to make sure that the
16 City Council adopts the alignment first before we go
17 full-blown and spend money on design surveys, and so on, so
18 forth.

19 So let's just go to some of the proposed
20 improvement here. So with all the traffic signals stay as
21 is, which improve the traffic signal equipment, the only
22 new traffic signal is at Maple where we install one
23 additional traffic signal at Maple. Everything stays the
24 same. So with the raised landscape median only dividing,
25 right now access is located at the signal light

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1 intersection is Cypress, Orange, Oak, Kilson, Hickory,
2 Halladay to the north, Cedar, Evergreen, Hathaway, and
3 Edison substation.

4 So these are the summary of all the project
5 benefit and impact of this proposed alignment. It's
6 improve the traffic flow from level service F to A. It's
7 improve the accessibility with the wider sidewalk and
8 additional bike lane and ADA ramps. It's also provide a
9 safer street feature, including the narrow lane compared
10 with the 120 foot, so it's only 11 foot, and the raised
11 median kind of deters some speeding through the area. That
12 has a lot of concern with the community in the past public
13 meeting I gathered. So that's why with the narrow lane,
14 usually they tend not to speed through the area. Right now
15 it's a 12-foot lane. It's also include a street feature
16 for bicycle, pedestrian, transit, and vehicle.

17 The right of way act, unfortunately, any
18 widening project, it will include acquisition of some
19 property. With some limited left turn, it will cause a
20 little inconvenience, but hopefully the safety feature will
21 help you guys kind of support this. The left turn, we only
22 try to limit the left turn access intersection only. And
23 during construction, there will be some traffic and noise
24 impact. We going to go over with our contractor to make
25 sure that it's to a minimal level. So lane closures won't

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1 be like completely shut down the whole corridor during
2 construction. We'll open at least one lane each direction.
3 We're not going to shut down the complete lane, make sure
4 you're not detoured somewhere else.

5 So the finding of the EIR is based on past
6 feedback. Well, what do you guys want to analyze in the
7 draft EIR, and we got feedback and we analyzed this topic,
8 and based on the finding, there's only two significant
9 unavoidable impact. That means no matter what you do, it
10 cannot be avoided, but that is only the noise and the
11 traffic, as I mentioned earlier, during construction, but
12 we going to try to work with the contractor, minimize this,
13 as I said, and also it's only during a short-term. Usually
14 construction of even a corridor take about like nine to 15
15 months. So hopefully, work with us to give us feedback
16 even during construction, before construction, and what
17 we can do to try to minimize all these things to everyone.

18 So based on the environmental guideline, advances
19 on population, housing relocation impact can be reduced to
20 less than significant impact with the current available
21 housing, replacement housing, within the project vicinity.
22 So we are during the right of way phase, city and we going
23 to select our consultant to work closely with all the
24 impacted property owners and business owner, try to make
25 sure that everything, all the transition go smoothly, and

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1 we offer all the benefit within the state and federal
2 guideline. That include like making fair market value
3 offer for your properties or by like relocation impact,
4 relocation benefit, and any lost payment and stuff like
5 that. We'll provide some of that. And everything will
6 stay in the state and federal guideline.

7 And then also in California, there's a Prop 3
8 process that provide tax relief under certain conditions to
9 a person that property got acquired by the government for a
10 similar project like Warner, but please check with your tax
11 advisor or go to county, check it out. They will give you
12 the more better guideline. I'm not a tax advisor, so I
13 don't know how to advise you, but when there's a process
14 that could help you and transform your existing property
15 tax at a lower rate.

16 So the other asterisk have some impact. We need
17 some mitigation to reduce this, to lessen the significance.
18 I will go over those items in the next couple of slides.

19 So the first one is air quality. City make sure
20 that our contractor kind of provide proper debris hauling
21 system so that it isn't like, debris doesn't kind of fly
22 through the air and into traffic and stuff. So for
23 corridor, we want to make sure that we going to have
24 an on-site archeologist to kind of provide us some
25 preconstruction training, and maybe even provide maybe a

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1 plan like establish the procedure, if we find some old
2 stuff in the ground during construction.

3 For the noise is, during the final design phase,
4 we will kind of go out and do some additional studies to
5 see which location have based on the proposed improvement,
6 which one exceeds the noise level allowed, and at those
7 locations, we're going to analyze what type of sound wall
8 we can provide at those locations to bring the noise level
9 down to a standard level, and also we plan to limit some
10 type of equipment that make a lot of noise in the area so
11 that it doesn't impact a lot of property owners in this
12 area during construction.

13 So for traffic, as I said, we're going to limit
14 the lane closures. We provide at least one lane each
15 direction at all times. Maybe at like 1:00 a.m. or 2:00
16 a.m. if we have to work the intersection at Main and
17 Warner, that intersection, we may have to close, but maybe
18 really off hour, hopefully nobody go around at 1:00 or 2:00
19 in the morning. We had a similar project at Bristol and
20 Grand Avenue and so on.

21 So all projects with this type of post
22 improvement, we need to go through an environmental impact
23 report process that defined by California Environmental
24 Quality Act, which is CEQA, CEQA process. That means to
25 determine that all the improvements analyzed according to

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1 proper way, so we're not going to miss anything. So that
2 any impact we need to mitigate to our best level,
3 significant level down as low as possible. So all of these
4 yellow box in the process in the past is where -- right now
5 we are here, but anything that highlighted yellow, that is
6 color that have your input like from the public.

7 So like I said, we had the public draft meeting
8 February 3rd and 7th, so we really need your input to
9 analyze and to know which one to propose to the City
10 Council. So at the City Council, after I gather all the
11 feedback, in April we will recommend to them certain
12 alignment to be adopted in the EIR. So please give us
13 comment, feedback, whatever you can think of, and we'll see
14 if we could address them accordingly at the end of the
15 presentation or mail it to me at a later date.

16 So as I said, so City Council is planning to
17 review and adopt the EIR in April of this year. So for
18 this project, it's pretty complex. So we going to plan to
19 break down like the construction and the process in two or
20 three phase. Right now we identify phase one as Main
21 Street to Oak Street. So we only done preliminary on
22 design right now because we don't want to move full-blown
23 ahead and maybe the comment and feedback from you guys or
24 like from the City Council might answer too quickly in
25 there, so we wait until the final adoption of the EIR

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1 before we proceed with the full-blown design of the phase
2 one, Main to Oak.

3 And then afterward, then we will apply for the --
4 if everything like pass in April, then we'll apply for
5 funding for the right of way in October of this year. So
6 the earliest for right of way for phase one, which is Main
7 to Oak even started is July of 2016. And after that, then
8 we apply for additional funding for the construction. So
9 the earliest for that even happen is January 2018. So it's
10 still a few years. That is only phase one. Not the whole
11 corridor. The remaining corridor, we haven't estimated any
12 funding or stuff for that yet. So we don't know whether we
13 will break from Oak to Grand Avenue into one or two phase,
14 but I will keep you guys posted at a later date when we
15 have a bit more better understanding of available funding
16 and stuff.

17 So the estimated cost of phase one from Main to
18 Oak is 24 million dollars. The whole project is 55 million
19 dollars. So this project is pretty expensive. So you
20 know, we need all the funding as much as we can.

21 Does all of you know like the Tustin Legacy
22 development east of here at the former Marine, I think, Air
23 Corp Station, like Warner/Barranca area. So basically when
24 that, that start around like, construction start happening
25 and stuff in that area around 2005, but before that, City

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1 of Santa Ana and Tustin kind of enter into a co-op
2 agreement require this development need to set aside
3 certain amount of funding as they build and keep true to
4 the city funding to kind of like improve the area that this
5 Tustin Legacy impact.

6 So as of today, we secure almost 11 million
7 dollars from the surrounding local area and we have to use
8 that because, as I said, 55 million, even with 11 million,
9 we barely scratch the bottom. So we had to use that
10 available funding to leverage that to apply for additional
11 funding because other agencies like state, federal and
12 stuff, in order for them to give us the funding to do any
13 work, they always require us to have some funding to match
14 with their funding, either 10 percent, 25 percent, 50
15 percent, whatever. So we have to have a pot of local
16 funding so we can use the development fee to leverage
17 additional funding to complete that 55 million. That's a
18 big number. So anything is kind of helpful to our project.

19 So so far, as I said, we use that limited pot of
20 money to leverage some, so that's for preliminary design of
21 the phase one from Main Street to Oak Street. So slowly
22 that's until the adoption of the EIR. Then we move
23 full-blown and start using some of those development fee
24 and ask for additional funding from other agency.

25 In the past, some of you kind of mentioned and I

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1 responded to those meeting, but actually I want to kind of
2 re-emphasize, what kind of impact does Tustin Legacy to
3 this Warner segment. So basically, if you go back like
4 over 10 years ago, before even the Tustin Legacy even
5 start, this corridor on Warner from Main to Grand is
6 already operate at level service F with almost 25,000
7 average daily traffic. So in the past 10 years, even with
8 all the building and stuff at Tustin Legacy, our segment
9 still the same, more or less consistent. So it's not like
10 they dump a bunch of traffic through our segment. We still
11 have 24, 25,000 average daily traffic for the past 10
12 years, so all in all it's not been don't push the traffic
13 here, so we had to fix that issue. It's not really an
14 issue so far there.

15 So basically, this is going to be helpful. In
16 the past 10 years, we have not had any funding to leverage,
17 but now we are at this part of the development fee that
18 they gave us three or four years ago, so we should kind of
19 put this pot of money into good use to improve that
20 corridor for our safety.

21 Well, that's basically the summary of the EIR
22 process and the status of the project. And now, as I
23 mentioned, I really want public input. We have done like
24 even beyond any guideline out there to get feedback. We
25 really want your input. That's why we kind of mailed out

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1 to everybody. I mean the CEQA guideline technically only
2 requires to anybody impacted that you notify them, and we
3 mailed it out to over 500-foot radius from the project
4 limit, 1400 addresses. Not only that, we go door to door
5 at apartment complex in case we miss anybody from the
6 county database as far as address-wise. We post it door to
7 door, on the doorknob. Hopefully they don't toss it away,
8 something with the city, so what's going on, attend our
9 meeting. We also go door to door along the corridor. Any
10 property adjacent to it that will be impacted, we post
11 notice on top of their mailed notice.

12 So we go beyond on this. I even attend
13 additional neighborhood meeting at Santa Ana Memorial,
14 Delhi, Madison Park residents, because they doesn't have a
15 meeting when we start this whole process. So that's why I
16 kind of go all these things to say, hey, to invite people
17 to come here to see about and listen to the public meeting,
18 go on-line, to review the document, give us feedback,
19 because I really want your feedback to do this project
20 right. I don't want to go on and then you guys going to
21 say, oh, what's going on here? Why you doing this and
22 this? We have done extensively. I mean even like two
23 years ago, we gather feedback and analyze it in this whole
24 process.

25 So the review period is from January 12 to

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1 February 26. So if you cannot comment here today, please
2 e-mail, mail it back, the comment card, write to me,
3 whatever it takes, you know, before the 26th, so that
4 we can incorporate, analyze, so that we could give
5 recommendations to the City Council. So if you don't have
6 access to computer and stuff and you can't go on-line,
7 because all these documents are available on City Public
8 Works website, but you cannot do that, we provide a hard
9 copy at the other locations, like Public Works City Hall
10 counter, City Clerk's office, Delhi Center and the Santa
11 Ana main library nearby the City Hall. So it's out there,
12 so you guys could go there and take a look. I know it's a
13 long document, but try to review it slowly, read through it
14 if you can, and give us feedback.

15 And as I mentioned, the comments must be in
16 writing or at the end of today, public meeting, I mean
17 after my speech, you could record with the court reporter,
18 and then we record that, and we'll address it in the final
19 EIR. So the process is that I will hand you the
20 microphone, go row by row, and ask you if you have any
21 comments. Remember to state your name and your comment.
22 Your name is really important. Why? Because later on, if
23 you kind of like look back at the response that we provide
24 you about your comment and you say like there's something
25 missing, tell me, okay, blah, blah, blah, blah, I comment

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1 on this, but your comment doesn't seem to address my
2 comment, or your response didn't address my comment at all.
3 Let me know. So I kind of go back and find the record and
4 then, you know, we will discuss it afterwards and see
5 what's best to do to address your comment.

6 So you could bring a comment card home, but if
7 something happens and you lost it, you could still mail to
8 to me at that address. You can e-mail it to me,
9 warner@santa-ana.org. Pretty simple. If you have further
10 question, you could call me at the main number, and they
11 will direct it to me and I could try my best to respond,
12 but please do not call me and then comment on the verbal
13 because that's not official. I mean, I could respond to
14 your comment like after the public meeting if you have some
15 basic question and stuff like that, but in order to be
16 incorporated and to be recommended to council, it has to be
17 provided to the City Council. You cannot pick up the phone
18 and say, blah, blah, blah, blah, and then I could tell you
19 then and there. It needs to be recorded in the document.
20 So I hope I answered that.

21 So basically I guess that's it for the
22 presentation. So now let's go over the public comment
23 process. So as I said, so I'm going to go row by row and
24 ask you. I'm going to hand you the microphone and if you
25 can say your name and comment, and if you speak Spanish, we

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1 have a Spanish translator that could help us out to
2 translate that and record it to our court reporter. So
3 let's get this process started on that.

4 MR. VARGAS: I'm Cesar Vargas. I'm interpreting for
5 the court reporter from Spanish to English. So if you only
6 understand English and you want to hear the comments, feel
7 free to gather around so you can hear them, and that way it
8 speeds that process and we don't have to take twice the
9 time to interpret. So if you'd like to hear the comments
10 in Spanish translated to English, feel free to gather
11 around.

12 MR. NGUYEN: Thank you. So let's go with people
13 sitting in the first row. Anybody would like to make a
14 comment, statement?

15 MR. VALDEZ: My name is Luis Valdez, 1012 East Warner.
16 I just wanted to say by way of compliment that the way, in
17 my opinion, the way your office has dealt with this thing
18 up to now has inspired my confidence in you and just
19 continue the way you're doing and it will be fine.

20 MR. NGUYEN: Thank you for the kind words, sir.
21 Second row?

22 MARINA: Hi. Marina. I just wanted to know if we
23 could get that presentation e-mailed to us, or if we could
24 get like a hard copy and translated into Spanish as well?

25 MR. NGUYEN: Let's see what I can do about

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R9-1

R9-2

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1 translation. I think I could post that on-line.

2 MARINA: Okay, translated into Spanish would be
3 excellent. Thank you.

4 MR. NGUYEN: Thank you. Anybody else on the second?
5 Okay, third row?

6 JESSICA: My name's Jessica. I was wondering what's
7 going to be done for the houses that are going to become
8 corner houses, so they're not used to the noise level, the
9 traffic being so close, so how is that going to be handled?

R9-3

10 MR. NGUYEN: I will respond. So those are the
11 comments. So let me repeat. So we got comment. They will
12 be addressed in writing in the EIR. We try to figure out
13 what's the best way to respond at a later date. Maybe post
14 a comment. I don't know yet. But we go back to the team
15 and then see what we can do.

16 UNIDENTIFIED SPEAKER: Hi. You mentioned in the
17 presentation that the traffic capacity on Warner right now
18 has been the same for the last 10 years. That's primarily
19 a function of the current capacity of the street, but as
20 you know, the last 10 years we have increased population,
21 increased demand for the street. My comment is whether any
22 preliminary studies have been done on an anticipated
23 capacity of the street once the lane is done. Essentially
24 if this project is going to meet the needs of the community
25 when it's finished.

R9-4

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1 MR. NGUYEN: Thank you. Anybody on the third row?

2 MS. O'CONNOR: My name is Catherine O'Connor. I have
3 two comments. One regarding the traffic flow during the
4 construction and what is going to be done about ensuring
5 that the flow which will definitely be diverted into other
6 avenues of Santa Ana, to make sure that it's going to
7 streets that can handle the extra flow, and it's not going
8 through residential areas, which it already happens to and
9 already does, but near parks and near schools. So somehow
10 signage, blocking streets possibly, like they've done on
11 Flower and McFadden. Through that little area from Edinger
12 to McFadden, they have blocked streets. Some type of form
13 of diversion. So that's kind of one area of my concern.

R9-5

14 The other one is ways to get more money from
15 Tustin so that they can pay for it, looking into roadways.

16 MR. NGUYEN: Thank you. Let's go row by row. Anybody
17 on this row right here? Let me go around.

18 MR. KATZ: Hi, my name is Peter Katz. I'm with the
19 Common Law Board. My concern is these widening projects
20 are really great, but when you widen the street, and it's a
21 nice try to increase the traffic flow, more cars pour onto
22 that street.

R9-6

23 I think with technology today, the city is not
24 really smart enough to find the problems of the left-turn
25 lanes so those lanes can stay green on a cautionary turn,

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1 so you can move more cars through. Some of these left-turn
2 lanes now, it takes you three or four or five changes of
3 the light and it backs the traffic out into the flow lanes
4 and I see this on every street. And if you look at this
5 morning, it's a perfect example. There's nobody parking
6 downtown, yet every traffic signal, it takes you almost a
7 half an hour to get here from City Hall because the traffic
8 lights aren't synchronized to the point where the traffic
9 can flow and every feet 50 feet, they're stopping. So this
10 is why I think people are hit in crosswalks because drivers
11 become impatient, the light changes to green, they step on
12 the gas, and 50 feet later, they can't stop in time.

13 So I just think left-turn lanes need to be taken
14 another look at. I know in Anaheim and I know on parts of
15 South Bristol, the traffic signals are synchronized and the
16 left-turn arrows work properly, but when you get north of
17 First, they widened Bristol, but you got eight, nine stops
18 there, and all the traffic backs up from 17th to First
19 Street every morning and evening, and it doesn't make any
20 sense because technology can change that.

21 And the other thing I'm thinking is that it's
22 also, the way the buses are on the street, I think OCTA has
23 to address the issue of the heaviness of the buses that are
24 cracking the streets and not reimbursing the city for
25 repairing those streets, and I think there has to be more

R9-6
cont'd

R9-7

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1 bus turnouts. And I think this approach here is to widen
2 the street and it adds more cars to it. It becomes a
3 shortcut from the freeway and so the bottlenecks remain the
4 same.

R9-7
cont'd

5 So I think we have to start thinking smarter and
6 I think we have to have more computerized sychronization
7 traffic signals, and using things like crosswalks with
8 chirping sounds near schools that alert people, the light
9 is going to change color any second. You need to move a
10 little faster across the street. So there are too many
11 pedestrians. There are more pedestrian fatalities than
12 homicides in the city, so that's a concern of mine.

R9-8

13 MR. NGUYEN: Thank you, sir. Anybody on that row?
14 Anybody on this row? The last row.^{R9-7} All right. Let's go
15 back. All right.

16 (Through Interpreter):

17 MR. CASTRO: I will speak Spanish. My name is Ariel
18 Castro, 2245 South Orange. I live there for 27 years. I
19 believe this is a good project as we see accidents daily.
20 Everyday there are accidents, and this is a good project.
21 I approve this project. That's all.

R9-9

22 UNIDENTIFIED SPEAKER: It's a cliché that people of
23 Southern California are accustomed to earthquakes when you
24 go out to Los Angeles. If you live on McFadden, the
25 frequency of car accidents on the street, the crash and

R9-10

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1 bang, that sound, it's just like, oh, there's another one.
2 It happens all the time. And coincidentally, it's right in
3 front of my house or right there or right there, but it's
4 ridiculous. It's so frequent and it's like a joke. But
5 you hear it coming, err, err. Oh, there's another one.
6 Oh, would you like to look. No one's hurt. Oh,
7 everything's cool, and all the first responders and
8 everything, but this is going to take care of that or at
9 least in some ways it will take care of that.

10 MR. NGUYEN: Thank you. Anybody else?

11 MS. MARTINEZ: My name is Vivian Martinez and I have
12 two properties in the south, I guess the Delhi area is what
13 you're calling it. So my concern is, if you're going to
14 take one house deep on the north side of Warner, and for
15 people that own properties that actually live in them, the
16 residents, they're displaced, what's the amount they'll
17 give them for their homes so they can purchase another home
18 to live in?

19 Also if it's a rental, you're going to lose some
20 taxes and some fees that will go to the City of Santa Ana.
21 So where do they recoup that, when you displace a family
22 and they move themselves to maybe another city? I'm sorry,
23 but I'd like to note those concerns because that falls
24 within my concern for the widening.

25 And if it goes to the City Council, when is it

R9-10
cont'd

R9-11

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1 going? I'm sorry. I missed that. And what the date is
2 for that upcoming meeting, and homeowners, will they be
3 addressed as far as a letter going to those people? I'd
4 like to know about that. Thank you.

R9-11
cont'd

5 MR. NGUYEN: Thank you. Just a reminder, we set for
6 the City Council for public hearings around April 7th. For
7 this kind of public hearing, we always post notice, so.

8 MS. MALDONADO: Good morning. We live at 2238
9 Halladay Street and my name is Noemi Maldonado. So my
10 concern is, I agree with the two gentlemen what they say
11 about the car accident because honestly, I don't even like
12 to walk on the sidewalks because they're very narrow, and I
13 don't even want to and I don't like my mom to walk because
14 I see a lot of accidents.

R9-12

15 However, my concern is, as the lady right here
16 said, my house is the second house and then now it will be
17 on the corner and we see -- the house trembles when big
18 buses, trucks pass by. So I'm just concerned what you guys
19 are going to do about that because now we're going to be on
20 that corner. Thank you. No aye may, maldonado.

21 MR. NGUYEN: Thank you.

22 (Through interpreter):

23 VIRGINIA: Hi, my name is Virginia. I live on the
24 corner of Warner and Cedar. I have an accident there a
25 week. In 19 years, 50 times the fence has been broken

R9-13

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1 into. I'm very afraid about what happened there

R9-13

2 MR. NGUYEN: Anybody else?

3 MS. POPOCA: My name is Lorena Popoca and my parents
4 actually live at 2246 South Kilson and I just have one
5 comment. Our house is the one that is going to be
6 demolished when this project goes through, and my dad and
7 my mom, you know, we agree there does need to be change,
8 but at the same time, my parents have planned their life,
9 they're set to retire, and now their house is going to be
10 taken away. So we want to ensure that property taxes for
11 them don't increase and they're able to grandfather their
12 taxes, and if they can't find a house in a certain amount
13 of time, they won't be penalized on the money they do
14 receive because then there will be a hefty tax on them.

R9-14

15 Other concerns that people have addressed that
16 now there's going to be -- you're widening the street,
17 you're going to have more traffic coming through, and we
18 are one of those unfortunate families that cars have
19 knocked down our fence a couple of times, and if that fence
20 wasn't up, we've been told our family would have died like
21 15 years ago. So that's a big concern for the people that
22 are not used to that and then they don't have those brick
23 fences that, you know, you should impose that and you guys,
24 the city, should put that for them because, you know, they
25 might not have the money, but now their house is the last

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1 one. So that's a definite concern for us. And thank you.

R9-14
cont'd

2 MR. NGUYEN: Thank you. Anybody else?

3 LORENA: Hi, my name is Lorena. I live at 2246 Maple
4 Street. My house is going to be one of the houses that is
5 going to be demolished obviously. So I just want the most
6 information that we can get for residents to be relocated,
7 advice as much as the city can offer help to relocate, how
8 much their property's going to be worth. Just pretty much
9 just give them the access, the information, where they can
10 access that information and get the best help they can, so
11 we can relocate ourselves somewhere else.

R9-15

12 MR. NGUYEN: Thank you. Anybody else?

13 JESSICA: I know you said that the 120 was not
14 feasible, but we're kind of like in Tustin where they do
15 have those left lane turns to turn into the neighborhoods.
16 I was wondering if maybe that can be considered where they
17 do have that separate left turning lane just to turn into
18 the neighborhood. Oh, Jessica.

R9-16

19 MR. NGUYEN: Anybody else?

20 UNIDENTIFIED SPEAKER: I just wanted to express,
21 please be kind to the people that you're taking their
22 homes. Please treat them, you know, decently.

R9-17

23 MR. NGUYEN: Definitely. We will try to respond to
24 all these comments as I said in writing and potentially,
25 you know, we will see if we need to have some additional

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1 meeting to clarify some of these concerns and stuff.

2 If you don't have anymore comments, I will hang
3 around with you and answer some questions as I said, but it
4 won't be official in the document, but you could ask me
5 something to clarify something. I will be welcome to stay
6 after if you want to address any questions or concerns that
7 you have quickly.

8 Thank you, everyone.

9 (TIME NOTED: 11:20 a.m.)

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REPORTER'S CERTIFICATE

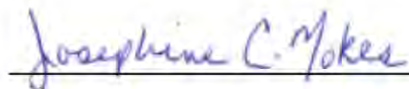
I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were placed under oath; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney or any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: 02/12/2015



JOSEPHINE C. NOKES

CSR No. 9098

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R9. Response to oral comments at public meeting on February 7, 2015

- R9-1 Valdez Comment: Speaker complemented how the City has handled this project. Response: Thank you for your comment.
- R9-2 Marina Comment: Comment: Request for slide presentation to be translated into Spanish and emailed to speaker. Response: The Draft EIR public meeting slide presentation and other public information meetings and right-of-way process presentations are available on the Santa Ana public works agency web site at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>. The City has held 14 public meetings and 26 individual meetings along with talking to every homeowner or tenant on residential property identified as a full or partial acquisition. The City has exceeded its obligation for public outreach for this project under the California Environmental Quality Act (CEQA). All public meetings have had a Spanish interpreter; and certain documents, such as the right-of-way process and meeting notices, have been translated to Spanish. Additionally, Spanish & Vietnamese translation was offered at each individual meeting. The City had determined that the need to translate the Draft EIR public meeting slide presentation into Spanish does not seem necessary at this time.
- R9-3 Jessica Comment: Concerned about the noise impacts on homes that will become corner lots after Warner Ave. is widened. Response: Noise impacts are fully analyzed in Section 5.8, *Noise* of the Draft EIR. Installation of sound walls along the north side of Warner Avenue is required to reduce traffic noise impacts at newly created corner lots. The final acoustical report will determine exact location and placement of individual sound walls during the final design phase.
- R9-4 Unidentified Speaker Comment: Question related to preliminary studies on anticipated capacity of the street after widening is complete. Will the project meet the needs of the community? Response: A detailed traffic study was prepared and can be found in Appendix L of the Draft EIR. The traffic study is summarized in Section 5.10, *Transportation and Traffic* of the Draft EIR. The Warner Avenue Improvements and Widening project is taking place to better meet the needs of the community. The road improvements and widening would accommodate all future mobility needs of the community, including cars, trucks, bicycles, pedestrians, wheelchairs, and strollers. The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. The Draft EIR public meeting slide presentation and other information is available on the Santa Ana public works agency web site at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>. The City of Santa Ana is preparing to initiate a Safe Mobility Plan that will further enhance safe movement throughout the city. City staff is planning to host additional workshops to gather more feedback on safety and mobility features, including widths of bike lanes, sidewalks, travel lanes and medians. Community needs that area addressed by the Warner Avenue Improvements and Widening project are:
- Increase vehicular safety and reduce accidents by removing left turn hazards.
 - Alleviate traffic congestion and delays within the Warner Avenue project limits.



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- Provide roadway capacity to accommodate existing and future traffic volumes.
- Improve stormwater drainage and water quality.

- R9-5 O'Connor Comment A: Question about how City will control traffic flow that will detour into surrounding neighborhoods during construction. Comment B: How can Santa Ana get more money from Tustin to pay for it [road improvements]. Response A: As part of the final Warner Avenue Improvements and Widening project design process, the City will prepare a traffic management plan that will identify alternative traffic routes and traffic detours that will be in place during construction of the project. This is anticipated to minimize potential impacts to surrounding neighborhoods from detoured traffic during construction. See General Response #D at the beginning of this chapter for the response related traffic detours into other streets. Response B: The environmental and engineering effort for Warner Avenue originated as one of the mitigation measures for the proposed Tustin Legacy project, which would redevelop the former Tustin Marine Corps Air Station. The environmental documents prepared by the City of Tustin for the Tustin Legacy project identified significant traffic impacts to the surrounding area, including Warner Avenue, due to traffic generated by the proposed redevelopment. The Cities of Santa Ana and Tustin entered into a cooperative agreement to allocate development fees generated by the Tustin Legacy project.
- R9-6 Katz Comment: Traffic lights are not synchronized and left-turn arrows do not work properly, which causes traffic backups, impatient drivers, and accidents between cars and pedestrians in crosswalks. Response: At project completion all traffic signals along Warner Avenue between Main Street and Grand Avenue will be synchronized and left-turn arrows would work properly. The City will monitor traffic patterns within the project area and will make necessary changes to improve the traffic circulation.
- R9-7 Katz Comment A: OCTA needs to deal with heavy busses that are cracking the streets. OCTA should reimburse the City for repairs; need more bus turnouts. Katz Comment B: Widening the street will add more cars and create a shortcut from the freeway and more traffic impacts. Response A: The new roadway surface will be designed and constructed to withstand the weight of OCTA busses and heavy trucks. Response B: Project traffic impacts are fully analyzed in the traffic study (Draft EIR Appendix L) and summarized in the Draft EIR Section 5.10, *Transportation and Traffic*. The traffic study analyzed 11 intersections, and did not identify significant impacts along this segment of Warner Avenue after completion of the widening project. However, following Warner Avenue improvements the City would monitor the traffic pattern and adjust traffic signal timing to reduce traffic congestion, if necessary.
- R9-8 Katz Comment: Need synchronized traffic signals and crosswalks with chirping sounds near schools for safety; more pedestrian fatalities than homicides in City. Response: At project completion all traffic signals along Warner Avenue between Main Street and Grand Avenue will be synchronized and left-turn arrows would work properly. The City will analyze various types of traffic signals to further improve the pedestrian safety. See General Response #C at the beginning of this chapter for the response related to pedestrian safety. The traffic study found in Appendix L of the Draft EIR included an analysis of pedestrian safety.

3. Response to Public Meeting Comments

As part of the proposed project safety measures required for compliance with the Safe Routes to Schools plans for James Monroe Elementary School and Manuel Esqueda Elementary School would be maintained.

- R9-9 Castro Comment: I approve of project. Response: Thank you for your comment.
- R9-10 Unidentified Speaker Comment: Car accidents happen so frequently that no one pays attention anymore. Response: The City of Santa Ana is preparing to initiate a Safe Mobility Plan that will further enhance safe movement throughout the city. City staff is planning to host additional workshops to gather more feedback on safety and mobility features, including widths of bike lanes, sidewalks, travel lanes and medians. See General Response #F at the beginning of this chapter for a comprehensive response related to public outreach. The landscaped center median and parkways would provide additional safe zones. The installation of raised center medians has also been shown to provide safety benefits in terms of the number and severity of traffic accidents, both for automobiles and pedestrians, when compared an undivided street like Warner Avenue is today. Additionally, narrower traffic lanes typically help to reduce traffic speeds. Improved lighting would increase nighttime safety. See General Response #C at the beginning of this chapter for a comprehensive response related to safety.
- R9-11 Martinez Comment A: What's the amount that will be paid so people can purchase another home; what about rentals units? Comment B: When will this project go to City Council and will we get a notice? Response A: Each parcel or real property is different and therefore no single formula can be devised to appraise all properties. Before making an offer, the City will obtain an appraisal of the property prepared by a qualified real property appraiser licensed by the State of California who is familiar with local property values. The appraiser will inspect the property and state his/her professional opinion of its current fair market value in an appraisal report. According to Civil Procedure Code Section 1263.320, the fair market value of the property taken is the highest price on the date of valuation that would be agreed by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell. The City is required to offer the property owner "just compensation" for the property, which cannot be less than the abovementioned fair market value of the property. Additionally, the City will reimburse an owner of property, up to the amount of \$5,000 for the owner to secure an independent appraisal of property subject to a potential acquisition under Code of Civil Procedure Section 1263.025. See General Response #A at the beginning of this chapter for the response related relocation payments. Response B: This question was addressed at the meeting. This project is anticipated to be discussed at the City Council hearing and there will be a public notice; please be sure to check the City website for the hearing schedule.
- R9-12 Maldonado Comment: I agree about car accidents and narrow sidewalks. My second row houses will become first row and it already trembles when buses and truck pass by; this will get worse. Response: Typically, heavy trucks do not generate high levels of vibration because they travel on rubber wheels and do not have notable vertical movement, with the exception of when they travel over roadway discontinuities (such as large potholes or abrupt elevation breaks between different roadway surface types). The future new roadway surface on Warner Avenue will be smooth with no potholes or abrupt elevation changes for the foreseeable future that



3. Response to Public Meeting Comments

would generate vertical displacement from cars or trucks, or vibration. Additionally, the new street pavement will use material that reduced vehicle vibration. Therefore, implementation of the proposed project is not expected to result in truck-related vibration annoyance.

- R9-13 Virginia Comment: There is an accident per week at Warner and Cedar, and the fence has been broken 50 times in 19 years. Response: Vehicle and pedestrian safety and reduction of hazards are some of the prime reasons for this project. Typically the cause for accidents at corner parcels is cars crossing oncoming traffic while making turns. The landscaped center median and parkways would provide additional safe zones. The installation of raised center medians has also been shown to provide safety benefits in terms of the number and severity of traffic accidents, both for automobiles and pedestrians, when compared an undivided street like Warner Avenue is today. Additionally, narrower traffic lanes typically help to reduce traffic speeds. Improved lighting would increase nighttime safety.
- R9-14 Popoca Comment A: We want to ensure that property taxes don't increase. Popoca Comment B: Cars have hit our fence a couple of times also. City should put in brick fences for safety. Response A: Buying replacement property would normally mean that the owners would have a new Proposition 13 base-year value based on their acquisition cost and/or the cost of new construction of the replacement property. However, California Proposition 3 provides property tax relief that under certain conditions a person may transfer the base year value of the property to a comparable replacement property if that original property has been taken by eminent domain proceedings, acquisition by a public entity, or governmental action resulting in a judgement of inverse condemnation. To be considered comparable, replacement property acquired through the abovementioned conditions must be similar in size, utility, and function to the taken property. The purchase price for individual homes will be determined based on fair market value following completion of the relocation plan. See General Response #A at the beginning of this chapter for the response related to relocation plans and assistance. Response B: See response to #13 above. One of the main objectives of the proposed project is to improve safety and reduce accidents. Also, as part of the project concrete block sound walls would be placed in several locations along Warner Avenue.
- R9-15 Lorena Comment: Just want the most information we can get for residents to be relocated. Response: The City held over 35 meetings relating to the Warner Avenue Improvements and Widening Project. The meetings covered and gathered feedback on various topics including project benefits, the EIR, and the property acquisition/relocation process. See General Response # F (Section 2.1) for details on the City's extensive outreach campaign. The Draft EIR public meeting slide presentation and other information is available on the Santa Ana public works agency web site at <http://www.ci.santa-ana.ca.us/pwa/WarnerAveImprovements.asp>. See General Response #A at the beginning of this chapter for the response related to relocation plans and assistance.
- R9-16 Jessica Comment: Tustin has left-turn lanes for neighborhoods; maybe that can be considered here. Response: At project completion left-turn lanes would be provided at traffic signals. Because of the cross-traffic hazards and accident risk the project

3. Response to Public Meeting Comments

does not include left-turns at all neighborhood streets. Vehicle and pedestrian safety and removal of hazards are some of the prime reasons for this project.

- R9-17 Unidentified Speaker Comment: Please be kind to the people that are losing their homes. Response: City staff pledges to act and behave with consideration and demonstration of respect, and will fully comply with relocation regulations.



3. Response to Public Meeting Comments

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4. Revisions to the Draft EIR

4.1 INTRODUCTION

This section contains revisions to the Draft EIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of Draft EIR publication; and/or (3) typographical errors and clarifications. The provision of these changes does not alter any impact significance conclusions as identified in the Draft EIR. Changes made to the Draft PEIR are identified here in ~~strikeout~~ to indicate deletions and in underlined to signify additions.

4.2 DRAFT EIR REVISIONS

The following text has been revised in response to comments received on the Draft EIR. The revised traffic study is attached as Appendix L to this Final EIR and replaces the Draft EIR Appendix L May 2014 traffic study. Revisions to the traffic study and the Draft EIR are shown below.

The following text is revised based on City of Tustin comments.

Section 5.10, *Transportation and Traffic*. Page 5.10-2



Table 5.10-3
Signalized Intersection Level of Service

<i>LOS</i>	<i>Volume to Capacity Ratio</i>
A	0.00–0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.90 <u>0.91</u> –1.00
F	>1.00

Source: IBI 2014.

Section 5.10, *Transportation and Traffic*. Page 5.10-11

Table 5.10-5
Existing Roadway Segment Level of Service

<i>Section Limits</i>	<i>Lane Configuration</i>	<i>Daily Volume</i>	<i>LOS</i>
Warner Av between Main St & Halladay St	4 lanes undivided	28,640	F
Warner Av between Standard Ave & Grand Ave	4 lanes undivided	23,814	D <u>E</u>

Source: IBI 2014.

4. Revisions to the Draft EIR

**Table 5.10-6
Existing Intersection Level of Service**

	Intersection	AM Peak Hour		PM Peak Hour	
		V/C (Average Delay)	LOS	V/C (Average Delay)	LOS
1	Main St & Edinger Ave	0.786	C	0.842	D
2	Grand Ave & Edinger Ave	0.697	B	0.791	C
3	Flower St & Warner Ave	0.780	C	0.838	D
4	Main St & Warner Ave	0.726	C	0.836	D
5	Halladay St & Warner Ave	0.564	A	0.582	A
6	Standard Ave & Warner Ave	0.433	A	0.519	A
7	Grand Ave & Warner Ave	0.465	A	0.648	B
8	Wright St & Warner Ave	0.339	A	0.497	A
9	Main St & Dyer Rd	0.735	C	0.862	D
10	Grand Ave & Dyer Rd	0.685	B	0.686	B
11	Maple St & Warner Ave	(1.5 seconds)	A	(1.1 seconds)	A

Source: IBI 2014. The HCM method reports the average delay at the unsignalized intersection. Some approaches may experience higher delays

Section 5.10, Transportation and Traffic. Page 5.10-18

**Table 5.10-7
2012 Segment LOS**

Segment Limits	Without Project			With Project		
	Lane Configuration	Daily Volume	LOS	Lane Configuration	Daily Volume	LOS
Warner Av between Main St & Halladay St	4 lanes undivided	28,640	F	6 lanes divided	29,833	A
Warner Av between Standard Ave & Grand Ave	4 lanes undivided	23,814	D-E	6 lanes divided	24,920	A

Source: IBI 2014.

Section 5.10, Transportation and Traffic. Page 5.10-19

Horizon Year 2035 Conditions

Anticipated Transportation Improvements

The traffic modeling of the future without-project and with-project conditions incorporates roadway network modifications that are expected to be in place by year 2035. All of the following modifications are outside of the traffic study area.

- Alton Overcrossing: The four-lane overcrossing will pass over SR-55 and connect the Alton Avenue segment at Standard Avenue in Santa Ana with Alton Parkway at Daimler Street in Irvine. Drop ramps will be provided from the overcrossing facility to the SR-55 high occupancy vehicle (HOV) lanes. This improvement will occur south of the study area boundary.

4. Revisions to the Draft EIR

- Santa Ana Blvd Extension: This project extends Santa Ana Boulevard as a four-lane primary arterial from Raitt Street to the west along the Pacific Electric right-of-way to SR-22. This improvement would occur north and west of the study area boundary.
- Bristol Street Widening: The 3.9-mile segment of Bristol Street between Warner Avenue and Memory Lane will be widened from four undivided lanes to six divided lanes. This improvement will occur west of the study area boundary.
- Tustin Ranch Road Extension: This project will extend Tustin Ranch Road as a six-lane major arterial between Irvine Center Drive and Warner Avenue. This improvement will occur in the City of Tustin, east of the study area boundary. (note: this roadway improvement was completed in Fall 2013, but is listed as a future project since the Existing Conditions analysis is based on Year 2012).

Section 5.10, Transportation and Traffic. Page 5.10-21

**Table 5.10-10
2012 Intersection LOS**

Intersection		Without Project				With Project				Change in V/C (Delay)	
		AM		PM		AM		PM		AM	PM
		V/C (Delay)	LOS	V/C (Delay)	LOS	V/C	LOS	V/C	LOS		
1	Main St & Edinger Ave	0.786	C	0.842	D	0.786	C	0.842	D	0.000	0.000
2	Grand Ave & Edinger Ave	0.697	B	0.791	C	0.697	B	0.791	C	0.000	0.000
3	Flower St & Warner Ave	0.780	C	0.838 0.780	D C	0.780 0.838	C D	0.790	D C	0.000	-0.048
4	Main St & Warner Ave	0.726	C	0.836	D	0.648	B	0.688	B	-0.078	-0.148
5	Halladay St & Warner Ave	0.564	A	0.582	A	0.445	A	0.482	A	-0.119	-0.100
6	Standard Ave & Warner Ave	0.433	A	0.519	A	0.436	A	0.554	A	0.003	0.035
7	Grand Ave & Warner Ave	0.465	A	0.648	B	0.450	A	0.600	B A	0.015	-0.048
8	Wright St & Warner Ave	0.339	A	0.497	A	0.339	A	0.497	A	0.000	0.000
9	Main St & Dyer Rd	0.735	C	0.862	D	0.735	C	0.862	D	0.000	0.000
10	Grand Ave & Dyer Rd	0.685	B	0.686	B	0.685	B	0.686	B	0.000	0.000
11	Maple St & Warner Ave*	(1.5)	A	(1.1)	A	0.333	A	0.427	A	n/a	n/a

Source: IBI 2014.

*As part of the project this intersection would be signalized.



4. Revisions to the Draft EIR

Section 5.10, Transportation and Traffic. Page 5.10-22

**Table 5.10-11
2020 Intersection LOS**

	Intersection	Without Project				With Project ¹				Change in V/C (Delay) ¹	
		AM		PM		AM		PM		AM	PM
		V/C (Delay)	LOS	V/C (Delay)	LOS	V/C	LOS	V/C	LOS		
1	Main St & Edinger Ave	0.871	D	0.926	E	0.866	D	0.931	D <u>E</u>	-0.005	0.005
2	Grand Ave & Edinger Ave	0.788	C	0.880	D	0.788	C	0.884	D	0.000	0.004
3	Flower St & Warner Ave	0.809	D	0.910	E	0.828	D	0.870	E <u>D</u>	-0.040 <u>0.019</u>	0.015 <u>-0.040</u>
3	Flower St & Warner Ave										
4	Main St & Warner Ave	0.798	C	0.852	D	0.741	C	0.710	C	-0.057	-0.142
5	Halladay St & Warner Ave	0.620	B	0.649	B	0.517	A	0.574	A	-0.103	-0.075
6	Standard Ave & Warner Ave	0.560	A	0.521	A	0.555	A	0.595	A	-0.005	0.074
7	Grand Ave & Warner Ave	0.636	B	0.818	D	0.634	B	0.767	C	-0.002	-0.051
8	Wright St & Warner Ave	0.418	A	0.682	B	0.426	A	0.696	B	0.008	0.014
9	Main St & Dyer Rd	0.832	D	0.935	E	0.825	D	0.937	E	-0.007	0.002
10	Grand Ave & Dyer Rd	0.692	B	0.699	B	0.698	B	0.701	C	0.006	0.002
11	Maple St & Warner Ave ^{2,±}	(2.6)	A	1.4 s ⁽⁺⁾	A	0.354	A	0.418	A	n/a	n/a

Source: IBI 2014.

[±] Significant impacts are shown in **italicized boldface**.

² The project would signalize this intersection. *As part of the project this intersection would be signalized.

Section 5.5, Hazards and Hazardous Materials. Page 5.5-15

Impact 5.5-3: PROJECT CONSTRUCTION MAY WOULD NOT GENERATE TOXIC EMISSIONS THAT AFFECT AIR QUALITY AT NEARBY SCHOOLS. HANDLING OF HAZARDOUS MATERIALS AND HAZARDOUS WASTES BY THE PROJECT WOULD NOT POSE SUBSTANTIAL RISKS TO STUDENTS AT NEARBY SCHOOLS. [THRESHOLD HAZ-3]

Impact Analysis: Three schools are within a quarter mile of the proposed project: James Monroe Elementary School at 417 East Central Avenue, Manuel Esqueda Elementary School at 2240 South Main Street, and Cesar Chavez High School at 2128 Cypress Avenue. James Monroe Elementary School and Manuel Esqueda Elementary School are shown on Figure 3-3, *Existing Land Use*. Cesar Chavez High School is one block (380 feet) north of the west end of the project site. These schools are all in the Santa Ana Unified School District and may be affected by emissions during the construction of the proposed project.

Air Emissions

Demolition and construction of the road widening would not emit toxic air emissions. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing, and warehousing operations

4. Revisions to the Draft EIR

where substantial truck idling could occur onsite. The proposed project is a roadway improvement project and would not develop stationary sources.

Chapter 1. Executive Summary. Table 1-1. Page 1-16

5.5-3	Project construction may would not generate toxic emissions that affect air quality at nearby schools. Handling of hazardous materials and hazardous wastes by the project would not pose substantial risks to students at nearby schools.	Potentially Significant Less Than Significant	Implementation of mitigation measure AQ-4. No mitigation measures are required.	Less Than Significant
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Chapter 2. Introduction. Table 2-1. Page 2-3

These revisions have been made to clarify the information in the Draft EIR.

**Table 2-1
NOP Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
State of California, Public Utilities Commission (10/12/2012)	Railroad Safety	<ul style="list-style-type: none"> • Commission is responsible for approval of construction or alteration of crossings. • Commission's General Order (GO) No. 88-B requires staff approval for alteration of existing public crossings • The City of Santa Ana should contact Commission's Rail Crossings Engineering Section staff to arrange a diagnostic meeting to evaluate the impacts of any proposed changes on the crossing. 	<ul style="list-style-type: none"> • Section 5.10, <i>Transportation and Traffic</i> • Comment noted Section 5.10, Transportation and Traffic • Section 5.10, <i>Transportation and Traffic</i> • Section 5.10, <i>Transportation and Traffic</i>
		<ul style="list-style-type: none"> • <u>Commission's General Order (GO) No. 88-B requires staff approval for alteration of existing public crossings.</u> 	<ul style="list-style-type: none"> • Section 5.10, <i>Transportation and Traffic</i> • <u>Comment noted</u>
		<ul style="list-style-type: none"> • <u>The City of Santa Ana should contact Commission's Rail Crossings Engineering Section staff to arrange a diagnostic meeting to evaluate the impacts of any proposed changes on the crossing.</u> 	<ul style="list-style-type: none"> • Section 5.10, <i>Transportation and Traffic</i> • <u>The City will contact Rail Crossings Engineering Section staff</u>
City of Fountain Valley (10/8/2012)	None	<ul style="list-style-type: none"> • The City has reviewed the document and has no comments regarding the scope of the analysis. 	<ul style="list-style-type: none"> • Comment noted
Native American Heritage Commission (10/10/2012)	Cultural Resources	<ul style="list-style-type: none"> • Identifies state and federal statues relating to Native American historic properties and resources. • Requested that the lead agency contact the Native American contacts provided by the Native American Heritage Commission. 	<ul style="list-style-type: none"> • Section 5.2, <i>Cultural Resources</i> • Comment noted Section 5.2, Cultural Resources
		<ul style="list-style-type: none"> • <u>Requested that the lead agency contact the Native American contacts provided by the Native American Heritage Commission.</u> 	<ul style="list-style-type: none"> • Section 5.2, <i>Cultural Resources</i> • <u>Native American representatives were</u>



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**Table 2-1
NOP Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:		
			<u>contacted as part of the Archaeological Assessment</u>		
South Coast Air Quality Management District (11/1/2012)	Air Quality	<ul style="list-style-type: none"> • Requests a copy of the Draft EIR and all air quality modeling files. • States air quality regulations, methodology, guidance documents, and data sources for preparation of analysis 	<ul style="list-style-type: none"> • Document and files will <u>were</u> sent to SCAQMD • Section 5.1, <i>Air Quality</i> 		
		<ul style="list-style-type: none"> • States air quality regulations, methodology, guidance documents, and data sources for preparation of analysis 	<ul style="list-style-type: none"> • Section 5.1, <i>Air Quality</i> • Comment noted 		
Delhi Neighborhood Association c/o Vivian Martinez, Homeowner / Property Owner (12/28/11)	Air Quality	<ul style="list-style-type: none"> • Air Quality – safety for breathing may be compromised. • Cultural Resources – historic land uses: nursery adjacent to the City Yard on the south side of Warner at Halladay • Hazards and Hazardous Materials – pesticides may have been used at the nursery; the Armory may have had exposure to pesticides; pesticides may have contaminated air quality, soils and geology or even greenhouse gas emissions. • Hydrology and Water Quality – historically water would flow down Warner Ave.; flooding may be an issue. • Loss of homes therefore loss of taxable income for the City of Santa Ana. • Population/Housing – project would uproot families from their 5 to 6 generation homes and the long-standing community. Many families & businesses will also be affected financially. The elderly need careful consideration to accommodate their needs. • Transportation and Traffic – Warner Ave. and adjacent streets running north and south may not be able to handle the traffic expected. Bus, taxi, car, business, will need early notification to adjust to the street change. 	<ul style="list-style-type: none"> • Section 5.1, <i>Air Quality</i> • Breathing would not be compromised by this project. • Section 5.2, <i>Cultural Resources</i> • Section 5.5, <i>Hazardous Materials</i> • Section 5.6, <i>Hydrology and Water Quality</i> • Taxable income for the City is not a physical environmental issue covered by CEQA. • Section 5.9, <i>Population & Housing</i> • Section 5.10, <i>Transportation and Traffic</i> 		
	Cultural Resources			<ul style="list-style-type: none"> • <u>Cultural Resources – historic land uses: nursery adjacent to the City Yard on the south side of Warner at Halladay</u> 	<ul style="list-style-type: none"> • Section 5.2, <i>Cultural Resources</i> • Historic nature of the project area is fully analyzed in the Historical Resource Assessment in the EIR Appendix E. <u>Nursery would not be affected by project.</u>
	Hazardous Materials			<ul style="list-style-type: none"> • <u>Hazards and Hazardous Materials – pesticides may have been used at the nursery; the Armory may have had exposure to pesticides; pesticides may have contaminated air quality, soils and geology or even greenhouse gas emissions.</u> 	<ul style="list-style-type: none"> • Section 5.5, <i>Hazardous Materials</i> • Some of the parcels next to the Warner Avenue were used for agriculture, but the probability of residual pesticides being present in soil is very low. The Armory and nursery

4. Revisions to the Draft EIR

**Table 2-1
NOP Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
			<u>would not be disturbed.</u>
	<u>Hydrology and Water Quality</u>	<ul style="list-style-type: none"> • <u>Hydrology and Water Quality – historically water would flow down Warner Ave.; flooding may be an issue.</u> 	<ul style="list-style-type: none"> • <u>Section 5.6, Hydrology and Water Quality</u> • <u>Project would improve stormwater drainage and reduce flooding.</u>
	<u>Population & Housing</u>	<ul style="list-style-type: none"> • <u>Loss of homes therefore loss of taxable income for the City of Santa Ana.</u> 	<ul style="list-style-type: none"> • <u>Taxable income for the City is not a physical environmental issue covered by CEQA.</u>
	<u>Population & Housing</u>	<ul style="list-style-type: none"> • <u>Population/Housing – project would uproot families from their 5 to 6 generation homes and the long standing community. Many families & businesses will also be affected financially. The elderly need careful consideration to accommodate their needs.</u> 	<ul style="list-style-type: none"> • <u>Section 5.9, Population & Housing</u> • <u>The City will assist with relocation and will consider elderly person's needs.</u>
	<u>Transportation and Traffic</u>	<ul style="list-style-type: none"> • <u>Transportation and Traffic – Warner Ave. and adjacent streets running north and south may not be able to handle the traffic expected. Bus, taxi, car, business, will need early notification to adjust to the street change.</u> 	<ul style="list-style-type: none"> • <u>Section 5.10, Transportation and Traffic</u> • <u>The City has notified all owners and tenants within a 500-foot radius of Warner Ave. project and will continue to notice changes in the street</u>
	<u>Transportation and Traffic</u>	<ul style="list-style-type: none"> • <u>Santa Ana Police Department and Paramedics must have access to all areas during the project construction and operation.</u> • <u>Utilities and service systems – Water, Gas, and Lights need to be considered.</u> 	<ul style="list-style-type: none"> • <u>EIR Appendix A, Initial Study, Section 5.14, Public Services</u> • <u>Section 5.10, Transportation and Traffic (emergency access)</u> • <u>Police and paramedics will have full access to properties during all phases of the project.</u> • <u>Section 5.11, Utilities and Service Systems</u>
	<u>Utilities</u>	<ul style="list-style-type: none"> • <u>Utilities and Service Systems - Water, Gas, and Lights need to be considered.</u> 	<ul style="list-style-type: none"> • <u>Section 5.11, Utilities and Service Systems</u> • <u>Utilities were considered and fully analyzed in the EIR</u>



4. Revisions to the Draft EIR

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