5.13 Transportation

5.13.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Specific Plan. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the proposed Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and, if necessary, recommends measures to reduce or avoid adverse impacts anticipated from implementation of the proposed Project. This analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT). Information within this section is based on the following:

- *City of Santa Ana General Plan Update*
- *City of Santa Ana General Plan Update FEIR*
- *City of Santa Ana Municipal Code*
- *Vehicle Miles Traveled (VMT) Screening Assessment (Appendix O)*

Transportation Terminology

- **Class I Bicycle Path.** Class I bicycle paths are paved rights-of-way for the exclusive use of bicyclists and pedestrians. They are physically separated from vehicle traffic and generally built in locations not served by streets or where vehicular cross-flows are minimized.
- **Class II Bicycle Lane.** Class I bicycle lanes are one-way routes denoted by a striped lane on a roadway to delineate the rights-of-way for vehicles and bikes. Bicycle lanes can be striped adjacent to the curb where no parking exists or striped to the left side of on-street parking spaces.
- **Class II Bicycle Route.** A Class II bicycle route is where cyclists share the travel lane with motor vehicles. They are typically on low-volume roadways, such as local streets in residential neighborhoods, and may be designated by signage or roadway markings (called sharrows).
- **Class IV Cycle Track.** Class IV facilities are local roads that have been enhanced with treatments that prioritize bicycle travel. These treatments might include wayfinding signage, bollards, and traffic-calming features that facilitate safe and convenient bicycle travel, slow vehicle speeds, and minimize vehicular traffic volumes.
- **High Quality Transit Corridor.** A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.
- **Traffic Analysis Zone (TAZ).** Traffic Analysis Zone (TAZ) refers to the geographic unit used for traffic analysis within transportation planning models, such as the San Bernardino County Transportation Authority's VMT Screening Tool model. A TAZ is a special area delineated by state and/or local transportation officials for tabulating traffic-related data especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.
- **Transit Priority Area (TPA).** As defined by Senate Bill (SB) 743, a Transit Priority Area (TPA) is an area located within a one-half mile of an existing or planned "major transit stop" or an existing stop along a "high quality transit corridor." Per Public Resources Code, Section 21064.3, "'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service

interval of 15 minutes or less during the morning and afternoon peak commute periods." Per Public Resources Code, Section 21155, a high quality transit corridor means a "corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

- **Vehicle Miles Traveled (VMT).** VMT is defined as the total miles traveled by vehicles (within a transportation network).
- **Low VMT Area.** The City of Santa Ana defines low VMT areas as TAZs with a total daily VMT/Service Population (employment plus population) that is 15 percent less than the baseline level for the County.

5.13.2 REGULATORY SETTING

5.13.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, SB 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to Level of Service (LOS) as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

AB 1358: California Complete Streets Act

The California Complete Streets Act was implemented on January 1, 2011, which required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users…in a manner suitable to the rural, suburban, or urban context of the general plan." This bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. The proposed Project would implement the City's complete streets planning of the Mobility Element by providing new and improved pedestrian and bicycle circulation facilities near existing bus routes.

California Fire Code

The California Fire Code sets requirements pertaining to fire safety and life safety, including for emergency access and evacuation (California Code of Regulations Title 24 Part 9). The California Fire Code is incorporated by reference in Section 14-1 of the Santa Ana Municipal Code.

5.13.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

5.13.2.3 Local Regulations

City of Santa Ana General Plan

The City's General Plan Update includes policies related to transportation in the Mobility Element that include the following:

GOAL M-1:	A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.
POLICY M-1.2	Provide a balanced and equitable multimodal circulation network that reflects current and changing needs.
POLICY M-1.4	Maintain at least a vehicle level of service "D" for intersections of arterial streets, except in areas planned for high intensity development or traffic safety projects.
POLICY M-1.5	Ensure that new development and City projects maintain or improve the current level of service for all modes of transportation.
POLICY M-1.6	Transform travelways to accommodate all users through street design and amenities, such as sidewalks, trees, landscaping, street furniture, and bus shelters.
POLICY M-1.7	Proactively mitigate existing and new potential air quality, noise, congestion, safety, and other impacts from the transportation network on residents and business, especially in environmental justice communities.
POLICY M-1.8	Consider air and water quality, noise reduction, neighborhood character, and street-level aesthetics when making improvements to travelways.
GOAL M-3:	A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles.

POLICY M-3.1	Expand and maintain a citywide network of nonmotorized travelways within both the public and private realms that create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers.
POLICY M-3.2	Enhance nonmotorized travelways with amenities such as landscaping, shade trees, lighting, benches, crosswalks, rest stops, bicycle parking, and support facilities that promote a pleasant and safe experience.
POLICY M-3.6	Enhance first and last mile connectivity to transit facilities through safe, accessible, and convenient linkages.
GOAL M-4:	Transportation, Land Use, and Design Coordinated transportation planning efforts with land use and design strategies that encourage sustainable development and achieve broader community goals.
POLICY M-4.4	Ensure that all development projects pay their fair share of the system improvements necessary to accommodate the transportation needs of their projects.
POLICY M-4.5	Ensure that building placement and design features create a desirable and active streetscape, by prioritizing pedestrian access directly from the street and placing parking lots to the rear of a development site.
POLICY M-4.6	Promote reductions in automobile trips and vehicle miles traveled by encouraging transit use and nonmotorized transportation as alternatives to augmenting roadway capacity.
POLICY M-4.9	Utilize land use, building, site planning, and technology solutions to mitigate exposure to transportation-related air pollution, especially in environmental justice focus areas.
GOAL M-5:	Design A transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.
POLICY M-5.1	Improve the beauty, character, and function of travelways with amenities such as landscaped parkways and medians, bike lanes, public art, and other amenities.
POLICY M-5.6	Encourage the use of alternative fuel vehicles and mobility technologies through the installation of supporting infrastructure.

Santa Ana Active Transportation Plan

The Active Transportation Plan includes recommendations meant to support and increase bicycling and walking in Santa Ana, enhance nonmotorized travel infrastructure, and create options to support the existing population. The Active Transportation Plan includes an inventory of existing bike and pedestrian infrastructure, identifies deficiencies, develops and prioritizes improvements, and strengthens pedestrian and bicycle policies in the regional transportation plan (Santa Ana 2019).

5.13.3 ENVIRONMENTAL SETTING

The public roadway network serving the Project site includes Bristol Street, South Plaza Drive, Bear Street, MacArthur Boulevard, and Sunflower Avenue, which are described below and listed in Table 5.13-1.

- **Bristol Street** is a six-lane divided roadway with sidewalks on both sides that is designated as a major arterial in the Santa Ana General Plan Update and borders the Project site to the east. Bristol Street is oriented in the north-south direction, has sidewalks on both sides of the street, Class II bike lanes for the northbound and southbound sides of the street, and has a posted speed limit of 40 miles per hour (mph). On-street parking is not permitted on either side of this roadway in the vicinity of the Project site.
- **Bear Street** is a four-lane divided roadway north of MacArthur Boulevard, five-lane divided roadway between MacArthur Boulevard and Sunflower Avenue, a six-lane divided roadway south of Sunflower Avenue and is oriented in the north-south direction. The roadway is designated as a secondary arterial in the General Plan and the posted speed limit on Bear Street is 40 mph. On-street parking is not permitted along this roadway in the vicinity of the Project site.
- **Callen's Common** is an onsite private roadway that is oriented east to west and bisects the Project site. The roadway has four lanes with a partially raised median.
- **MacArthur Boulevard** is a six-lane divided roadway designated as a major arterial in the General Plan and borders the Project site to the north. The roadway is aligned in an east-west direction, has sidewalks on both sides of the street and has a posted speed limit of 40 mph. On-street parking is not permitted along this roadway in the vicinity of the Project site.
- **South Plaza Drive** is a four-lane divided roadway with sidewalks on both sides that borders the Project site to the west and is oriented in the north-south direction. The posted speed limit on South Plaza Drive is 25 mph. On-street parking is not permitted along this roadway in the vicinity of the Project site.
- **Sunflower Avenue** borders the Project site to the south, is designated as a major arterial in the General Plan Update and is an east-west oriented six-lane divided roadway east of Bear Street, and four-lane divided roadway west of Bear Street, with sidewalks on the westbound side. The posted speed limit on Sunflower Avenue is 40 mph. On-street parking is not permitted on either side of this roadway in the vicinity of the Project site. Sunflower Avenue divides the City of Santa Ana from the City of Costa Mesa.

Table 5.13-1, *Existing Roadway Characteristics within Specific Plan Study Area*, shows the roadway characteristics of the roadways directly serving the Project site.

Table 5.13-1: Existing Roadway Characteristics within Project Vicinity

Roadway	Designation	Number of Lanes Fronting Project Site	Sidewalks?	Bike Lane?
MacArthur Blvd (E/W)	Major Arterial	6-Lane Divided. Raised and Painted Median.	Yes, both sides.	No
Sunflower Ave (E/W)	Major Arterial	6-Lane Divided. Raised median.	Yes, on westbound side. None on eastbound side.	No
Callen's Common (E/W)	Onsite Private Roadway	4-Lane Divided. Occasional raised median, but mostly painted median	No	No
Bear Street (N/S)	Secondary Arterial	5-Lane Divided between MacArthur Blvd and Sunflower Ave	Yes, both sides.	No
South Plaza Drive (N/S)	Local	4-Lane Divided. Raised median.	Yes, both sides	No

Roadway	Designation	Number of Lanes Fronting Project Site	Sidewalks?	Bike Lane?
Bristol Street (N/S)	Major Arterial	6-Lane Divided. Raised median.	Yes, both sides	Class II on both sides

Existing Site Access

Vehicular access to the Project site is currently provided via unsignalized driveways along MacArthur Boulevard, Bristol Street, Sunflower Avenue, South Plaza Drive, and Callen's Common. Signalized access is provided on Bristol Street at Callen's Common.

Existing Transit Service

The Project site is located within a Transit Priority Area (TPA) and the Southern California Association of Governments (SCAG) identifies that the Project site is located within a High Quality Transit Area. Public transit bus service for the City is provided by the Orange County Transportation Authority (OCTA). Six OCTA bus routes operate within the vicinity of the Project site and travel along MacArthur Boulevard, Bristol Street, Sunflower Avenue, Plaza Drive, and Bear Street. Also, the site is located within a high-quality transit corridor, as the fixed route bus routes provide service intervals of no longer than 15 minutes during peak commute hours, which includes the following:

- **OCTA Route 55:** The major routes of travel include MacArthur Boulevard and Bristol Street. Bus stops are provided on Bristol Street, northbound and southbound, south of the intersection with MacArthur Boulevard, adjacent to the Project site. Route 55 operates on approximately 30-minute headways on weekdays and weekends. Route 55 connects to the Newport Transportation Center.
- **OCTA Route 57:** The major route of travel includes Bristol Street. Bus stops are provided on Bristol Street, northbound and southbound, south of the intersection with MacArthur Boulevard, adjacent to the Project site. Route 57 operates on approximately 15-minute headways on weekdays and weekends. Route 57 connects to the Newport Transportation Center.
- **OCTA Route 76:** The major route of travel includes MacArthur Boulevard. Bus stops are provided on MacArthur Boulevard, eastbound and westbound, west of the intersection with Bristol Street and adjacent to the Project site. Route 76 operates on approximately 60-minute headways on weekdays and does not operate on weekends. Route 76 connects to John Wayne Airport.
- **OCTA Route 86:** The major routes of travel include Bristol Street and Sunflower Avenue. Bus stops are provided on Bristol Street, northbound and southbound, north of the intersection with Sunflower Avenue, adjacent to the Project site. Route 86 operates on approximately 60-minute headways on weekdays and does not operate on weekends. Route 86 connects to the Irvine Train Station.
- **OCTA Route 150:** The major route of travel includes Sunflower Avenue. Bus stops are provided on Sunflower Avenue, eastbound and westbound, east, and west of the intersection with South Plaza Drive, adjacent to the Project site. Route 150 operates on approximately 40-minute headways on weekdays and does not operate on weekends.
- **OCTA Route 553:** The major route of travel includes Sunflower Avenue, Plaza Drive, Main Street, and MacArthur Boulevard. Bus stops are provided on Sunflower Avenue, westbound, west of the intersection with Bristol Street, adjacent to the Project site. Route 553 operates on approximately 20-minute headways on weekdays and does not operate on weekends. Route 553 connects to the Anaheim Regional Transportation Intermodal Center.

In addition, the Southern California Regional Rail Authority also provides commuter/passenger rail service to, from, and through Santa Ana. The Metrolink Orange County Line and the Inland Empire-Orange County commuter lines travel through Santa Ana, with stops at the Santa Ana Regional Transportation Center that is 6 miles north of the Project site, the Anaheim Regional Transportation Intermodal Center that is 7.2 miles north of the Project site, and the Irvine Train Station that is 9.5 miles southeast of the Project site. Amtrak's Pacific Surfliner also provides passenger rail service through Santa Ana, connecting travelers to neighboring communities throughout Los Angeles and San Diego counties. As described previously, OCTA Bus Route 553 connects to the Anaheim Regional Transportation Intermodal Center and OCTA Bus Route 86 connects to the Irvine Train Station.

Existing Bicycle and Pedestrian Facilities

As shown on Table 5.13-1, in the Project area, Bristol Street has Class II bike lanes on the northbound and southbound sides. Sidewalks currently exist on both sides of MacArthur Boulevard, South Plaza Drive, and Bristol Street and on the westbound side of Sunflower Avenue.

Existing VMT

The City identifies VMT based on total VMT per service population for the entire County. Service population consists of the total employees and population that generate the VMT. The GPU FEIR details that the VMT per service population for the City in the year 2020 was 22.5. The year 2020 VMT and service population for the City and the County is provided in Table 5.13-2. Also, the City of Santa Ana Traffic Impact Study Guidelines Appendix A identifies that the Project site is located within a TPA and SCAG identifies that the Project site is located within a High Quality Transit Area, as shown on Figure 5.13-3, *High Quality Transit Area*.

Table 5.13-2: City and County Year 2020 VMT

	Total VMT	Service Population	VMT/Service Population
City	11,407,124	507,904	22.5
County	99,344,141	3,834,949	25.9

Source: GPU FEIR Table 5.16-2.

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

TR-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b);

TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

TR-4 Result in inadequate emergency access.

Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

> VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant

transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The *City of Santa Ana Traffic Impact Study Guidelines (September 2019)* states that several types of projects can be screened out from a VMT assessment using the criteria below, which indicate that these projects have the potential to reduce VMT per service population and result in a less than significant VMT impact:

- Projects which serve the local community and have the potential to reduce VMT, such as neighborhood K-12 schools and local serving retail less than 50,000 SF (Charter schools are excluded from this criteria).
- Projects that generate less than 110 net daily trips.
- Projects located within a TPA. Appendix A of the City of Santa Ana Traffic Impact Study Guidelines presents the transit priority areas in the City of Santa Ana. Due to many high quality transit routes in the City, much of the City is a transit priority area.
    - TPAs are defined as a half-mile radius around an existing or planned major transit stop (e.g., Metrolink Station, Streetcar Station, etc.) or an existing stop along a high quality transit corridor.
    - High Quality Transit Areas (HQTA) are defined as a corridor with a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A map of HQTAs can be reviewed on SCAG's website (but should be verified by the engineer/planner related to the criteria for these areas).
    - Projects that are within TPAs are also required to complete a secondary screenings to verify the proposed project's consistency with the assumptions from the RTP/SCS. This consistency can be a land use review (e.g., are the proposed land uses already included in the RTP/SCS) or can be reviewed from a VMT per service population perspective (e.g., does the resulting land sue increase or decrease the VMT per service population in the Traffic Analysis Zone (TAZ) compared to the RTP/SCS assumptions).
- Projects located in a low-VMT generating TAZ. Appendix B of the City of Santa Ana Traffic Impact Study Guidelines presents VMT per service population in Santa Ana as compared to the Orange County average. Low-VMT TAZs per Santa Ana's threshold of significance are any TAZs generating VMT 15 percent below the Orange County average.
    - These projects will require two additional secondary screening steps:
        - Verify that the proposed land use is consistent with the existing land use that is generating low VMT per service population. This will include a land use (type, density, demographics, etc.) comparison.
        - Verify that the proposed land use is consistent with RTP/SCS assumptions, or the project decrease VMT per service population compared to the RTP/SCS.
- Appendix C of the City of Santa Ana Traffic Impact Study Guidelines shows areas in the City that cannot be screened out by being located in a TPA or low-VMT generating area and identifies locations where VMT analysis will be required.

5.13.5 METHODOLOGY

To determine whether the proposed Project would result in a significant impact related to conflict with a program, plan, ordinance, or policy related to the effectiveness of the circulation system, the extent to which the proposed Project would provide facilities to enhance the use of public transit, pedestrian, and bicycle mobility, the proposed Project was compared to adopted plans for public transit, pedestrian mobility, and bicycle facilities. A significant impact would result if the proposed Project resulted in a conflict that could result in an impact on the environment.

As outlined in CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, this analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on VMT. The City of Santa Ana Traffic Impact Study Guidelines provides criteria for projects that would be considered to have a less than significant impact on VMT and therefore could be screened out from further analysis; and those that would have the potential to result in a VMT impact and therefore require a VMT analysis based on VMT reduction thresholds. Consistent with the City Guidelines, the VMT screening thresholds were used to identify if the proposed Project could have an impact on VMT, which is detailed below. Trips generated by the proposed Project have been estimated based on trip generation rates provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

Vehicle Miles Traveled Analysis Methodology

The applicability of each City of Santa Ana's Traffic Impact Study Guidelines screening criterion was analyzed in relation to the proposed Project's land uses, location, and proximity to transit. If the proposed Project meets one of the screening criteria set forth in the City of Santa Ana Traffic Impact Study Guidelines, it can be presumed that the proposed Project would result in a less than significant impact.

5.13.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the GPU FEIR

The GPU FEIR addressed impacts related to transportation in Chapter 5.16. Proposed improvements to the circulation system following buildout of the GPU were found to have no conflicts with related policies, plans, and programs. Therefore, impacts were determined to be less than significant. An analysis of vehicle miles traveled per service population (VMT/SP) for 2045 with GPU buildout and 2045 without GPU buildout revealed that the implementation of the GPU would reduce VMT/SP compared to existing conditions. This reduction would be less than the defined threshold of 15 percent below existing countywide VMT/SP. Therefore, the impact of the land use plan was determined to be less than significant. Circulation improvements are required to be made in accordance with local and state guidelines for circulation planning and roadway design. Specific projects will be reviewed by the City's Public Works Department. The GPU FEIR also determined that implementation of the GPU would not increase hazards due to design features or cause detriment to emergency vehicle access.

Proposed Specific Plan Project

IMPACT TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant Impact. The following analysis has been prepared pursuant to SB 743, which requires that VMT thresholds be utilized for traffic analysis, and State CEQA Guidelines Section 15064.3 that states that a project's effect on automobile delay shall not constitute a significant environmental impact.

Project Trip Generation: Vehicle trip estimates for the proposed Project were generated by using the trip rates from the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition, 2021). Table 5.13-3 identifies the existing trips generated by the existing development on the site and compares it to the proposed Project to determine the net increase in vehicle trips by phase. As detailed, Phase 1 of the proposed Project is forecast to generate 4,167 "net" daily trips, with 545 "net" trips in the AM peak hour and 359 "net" trips in the PM peak hour. Phase 2 of the proposed Project is forecast to generate 3,241 "net" daily trips, with 293 "net" trips in the AM peak hour and 271 "net" trips in the PM peak hour. Phase 3 of the proposed Project is forecast to generate 80 fewer "net" daily trips, with 381 "net" trips in the AM peak hour and 58 "net" trips in the PM peak hour. Operation of all three Phases at buildout of the proposed Project is anticipated to generate 7,328 net daily trips, including 1,219 AM peak hour and 688 PM peak hour trips.

Table 5.13-3: Proposed Project Trip Generation

		AM Peak Hour			PM Peak Hour			
Land Use	**Units**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
Phase 1 – Existing Land Uses								
Shopping Center	244,120 SF	127	78	205	398	432	839	9,035
Pass-By (10% Daily, 10% AM, 29% PM)		*-13*	*-8*	*-21*	*-115*	*-126*	*-241*	*-904*
Total Phase 1 Existing Trips		***114***	***70***	***184***	***283***	***306***	***589***	***8,131***
Phase 1 – Proposed Project								
Multifamily Housing Mid-Rise	1,375 DU	117	392	509	327	209	536	6,243
Hotel	250 Rooms	64	51	115	75	73	148	1,998
Shopping Center	250,000 SF	130	80	210	408	442	850	9,253
Senior Assisted Living	200 Beds	20	10	30	15	23	38	494
Subtotal Phase 1		*331*	*533*	*864*	*825*	*747*	*1,572*	*17,988*
Internal Capture (17% Daily, 3% AM, 18% PM)		*-16*	*-14*	*-30*	*-134*	*-160*	*-294*	*-3,244*
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)		*-17*	*-27*	*-44*	*-41*	*-38*	*-79*	*-900*
TDM Reduction (5% Daily, 5% AM, 5% PM)		*-17*	*-27*	*-44*	*-41*	*-38*	*-79*	*-900*
Pass-by (10% Daily, 10% AM, 29% PM)		*-10*	*-7*	*-17*	*-93*	*-79*	*-172*	*-646*
Total Phase1 Proposed Project Trips		***271***	***458***	***729***	***516***	***432***	***948***	***12,298***
Phase I Net Project Trip Generation Total		**157**	**388**	**545**	**233**	**126**	**359**	**4,167**
Phase 2 – Existing Land Uses								
Shopping Center	36,522 SF	19	12	31	60	64	124	1,352
Pass-By (10% Daily, 10% AM, 29% PM)		*-2*	*-1*	*-3*	*-17*	*-19*	*-36*	*-135*
Total Phase 2 Existing Trips		***17***	***11***	***28***	***43***	***45***	***88***	***1,217***
Phase 2 – Proposed Project								
Multifamily Housing Mid-Rise	856 DU	73	244	317	204	130	334	3,886
Shopping Center	65,000 SF	34	21	55	106	115	221	2,406
Subtotal Phase 2		*107*	*265*	*372*	*310*	*245*	*555*	*6,292*
Internal Capture (17% Daily, 3% AM, 18% PM)		*-6*	*-3*	*-9*	*-49*	*-47*	*-96*	*-1,039*
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)		*-6*	*-13*	*-19*	*-15*	*-13*	*-28*	*-314*
TDM Reduction (5% Daily, 5% AM, 5% PM)		*-6*	*-13*	*-19*	*-15*	*-13*	*-28*	*-314*
Pass-by (10% Daily, 10% AM, 29% PM)		*-3*	*-1*	*-4*	*-24*	*-20*	*-44*	*-167*
Total Phase 2 Proposed Project Trips		***86***	***235***	***321***	***207***	***152***	***359***	***4,458***
Phase 2 Net Project Trip Generation		**69**	**224**	**293**	**164**	**107**	**271**	**3,241**
Phase 3 – Existing Land Uses								
Shopping Center	184,421 SF	96	59	155	301	326	627	6,825
Pass-By (10% Daily, 10% AM, 29% PM)		*-10*	*-6*	*-16*	*-87*	*-95*	*-182*	*-683*

		AM Peak Hour			PM Peak Hour			
Land Use	**Units**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
Total Phase 3 Existing Trips		***86***	***53***	***139***	***214***	***231***	***445***	***6,142***
Phase 3 – Proposed Project								
Multifamily Housing Mid-Rise	1,519 DU	129	433	562	361	231	592	6,896
Shopping Center	35,000 SF	18	11	29	57	62	119	1,295
Subtotal Phase 3		*147*	*444*	*591*	*418*	*293*	*711*	*8,191*
Internal Capture (17% Daily, 3% AM, 18% PM)		*-5*	*-5*	*-10*	*-70*	*-42*	*-112*	*-1,219*
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)		*-7*	*-22*	*-29*	*-21*	*-15*	*-36*	*-410*
TDM Reduction (5% Daily, 5% AM, 5% PM)		*-7*	*-22*	*-29*	*-21*	*-15*	*-36*	*-410*
Pass-by (10% Daily, 10% AM, 29% PM)		*-1*	*-2*	*-3*	*-13*	*-11*	*-24*	*-90*
Total Phase 3 Proposed Project Trips		***127***	***393***	***520***	***293***	***210***	***503***	***6,062***
Phase 3 Net Project Trip Generation		**41**	**340**	**381**	**79**	**-21**	**58**	**-80**
TOTAL PROJECT NET TRIP GENERATION		**267**	**952**	**1,219**	**476**	**212**	**688**	**7,328**

Source: Appendix O
Trip generation based on rates from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition)

Roadway: Regional roadway access to the Project site is provided by I-405 to the south from the Bristol Street exit and from SR-55 at the MacArthur Boulevard exit. Local access to the Project site is provided by Bristol Street, MacArthur Boulevard, Sunflower Avenue, and South Plaza Drive.

The proposed Project would continue to provide vehicular access to the site from the adjacent roadways, but would provide new driveways: five unsignalized right-turn only driveways and one signalized driveway along South Plaza Drive, two unsignalized right-turn only driveways along MacArthur Boulevard, three unsignalized right-turn only driveways along Bristol Street (one of which would be truck driveway), two signalized driveways on Bristol Street, and two unsignalized right-turn only driveways and one signalized driveway along Sunflower Avenue. In addition, the proposed Project would provide pedestrian and bicycle access to and through the site from installation of new and/or reconstructed landscaped sidewalks, the internal Greenlink pedestrian circulation, and Class IV bike lanes on Bristol Street, MacArthur Boulevard, and Sunflower Avenue along the Project site frontage.

As shown on Figure 3-12, *Proposed Circulation Plan,* the Related Bristol Specific Plan identifies multiple circulation improvements to connect the proposed redevelopment of the site to the existing circulation system adjacent to the site in a manner that would implement efficient multi-modal circulation to, from, and within the Project site, which includes the following:

Bristol Street improvements include installation of a widened parkway with street trees, new curb cuts for ingress/egress to/from the Project site, right-of-way dedication for median reconstruction and modifications, a Class IV bike lane per the City's Mobility Element, and bus stop improvements. The proposed Project driveways include the following, as shown on Figure 5.13-1, *Proposed Project Driveways*:

- Bristol Street at Driveway C: The proposed Project would install a signalized driveway at Driveway C. The proposed Project would modify the northbound approach to provide a second left turn lane and remove the existing median. The proposed Project would remove the existing median on the southbound approach and install a five-phase traffic signal.
- Bristol Street at Driveway D: The proposed Project would install an unsignalized right-turn only driveway, which would be designated for service access only for truck deliveries to the planned grocery store.
- Bristol Street at Driveway E: The proposed Project would install an unsignalized right-turn only driveway at Driveway E.
- Bristol Street at Driveway F: The proposed Project would install an unsignalized right-turn only driveway at Driveway F.

MacArthur Boulevard improvements include right-of-way dedication for a Class IV bike lane per the City's Mobility Element, bus stop improvements, planted setback areas, construction of a new landscaped median, and street trees. The Project driveways include the following, as shown on Figure 5.13-1, *Proposed Project Driveways*:

- Driveway G at MacArthur Boulevard: The proposed Project would install an unsignalized right-turn only driveway at Driveway G.
- Driveway H at MacArthur Boulevard: The proposed Project would install an unsignalized right-turn only driveway at Driveway H.

Sunflower Avenue improvements include potential median modification, bus stop improvements, and potential right-of-way dedication for a Class IV bike lane. The proposed Project driveways include the following, as shown on Figure 5.13-1, *Proposed Project Driveways*:

- No. 19 – Project Driveway at Sunflower Avenue: a new driveway would be installed and realigned approximately 110 feet to the east of the existing driveway. The proposed Project would include restriping along Sunflower Avenue and modification of the existing median. The proposed Project would install a five-phase traffic signal, subject to the improvements/realignment of the South Coast Plaza driveway and coordination with the City of Costa Mesa.
- Driveway A at Sunflower Avenue: The proposed Project would install an unsignalized right-turn only driveway at Driveway A.
- Driveway B at Sunflower Avenue: The proposed Project would install an unsignalized right-turn only driveway at Driveway B.

South Plaza Drive improvements include new curb cutouts for ingress/egress and planted setback areas and street trees. The proposed Project driveways along South Plaza Drive include the following, as shown on Figure 5.13-1, *Proposed Project Driveways*:

- Driveway I at South Plaza Drive: The proposed Project would install an unsignalized right-turn only driveway at Driveway I.
- Driveway J at South Plaza Drive: The proposed Project would install an unsignalized right-turn only driveway at Driveway J.
- Driveway K at South Plaza Drive: The proposed Project would install an unsignalized right-turn only driveway at Driveway K.
- Driveway L at South Plaza Drive: The proposed Project would install an unsignalized right-turn only driveway at Driveway L.
- Driveway M at South Plaza Drive: The proposed Project would install an unsignalized full access driveway at Driveway M.
- No. 14 – South Plaza Drive at Callen's Common: The proposed Project would install a three-phase traffic signal.

All of the proposed Project driveways, roadway improvements, and access designs would be required to meet the City's traffic engineering design standards as a part of the City's development review and permitting approval process. The proposed Project would connect to the existing circulation system and implement the City's traffic engineering design standards. In addition, the proposed Project would provide new facilities to enhance the use of public transit, pedestrian, and bicycle mobility. Therefore, the proposed Project would not conflict with a plan, ordinance, or policy addressing roadway circulation, and impacts would be less than significant.

Transit Facilities: As described previously, the Project site is located within a TPA and a high-quality transit corridor and is served by OCTA Routes 55, 57, 76, 86, 150, and 553. These existing transit services would continue to serve the ridership in the area and would serve residents, employees, and visitors of the Project site. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, Bristol Street has Class II bike lanes. The Related Bristol Specific Plan includes installation of a Class IV bike lane on Bristol Street, MacArthur Boulevard, and Sunflower Avenue with a median buffer. Therefore, the proposed Project would enhance existing bicycle facilities within the Project vicinity. Implementation of the proposed Project would not conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, the Related Bristol Specific Plan includes installation of new and/or reconstructed pedestrian facilities along existing roadways and within the Project site such as the Greenlink, which would be a landscaped pedestrian paseo linking the north and south areas of the site, and have seating areas, and connections to residences, open space, and commercial areas. In addition, the proposed Project would provide pedestrian paths along Callen's Common, which would provide east and west pedestrian connectivity into the central portion of the site.

Implementation of the Specific Plan would include roadway improvements within the Project site that would provide for new sidewalks where none exist currently or provide for sidewalk improvements, thereby improving pedestrian facilities and the sidewalk network. The proposed Project would also provide sidewalks throughout the Project site that would connect the different onsite uses. Therefore, the proposed Specific Plan would not conflict with pedestrian facilities, but instead would expand and provide additional facilities.

Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant. As described previously, the GPU FEIR determined that growth under the GPU and improvements to the circulation system with buildout of the GPU would result in no conflicts with related policies, plans, and programs. Therefore, proposed Project impacts would be consistent with those identified in the GPU FEIR, which were determined to be less than significant.

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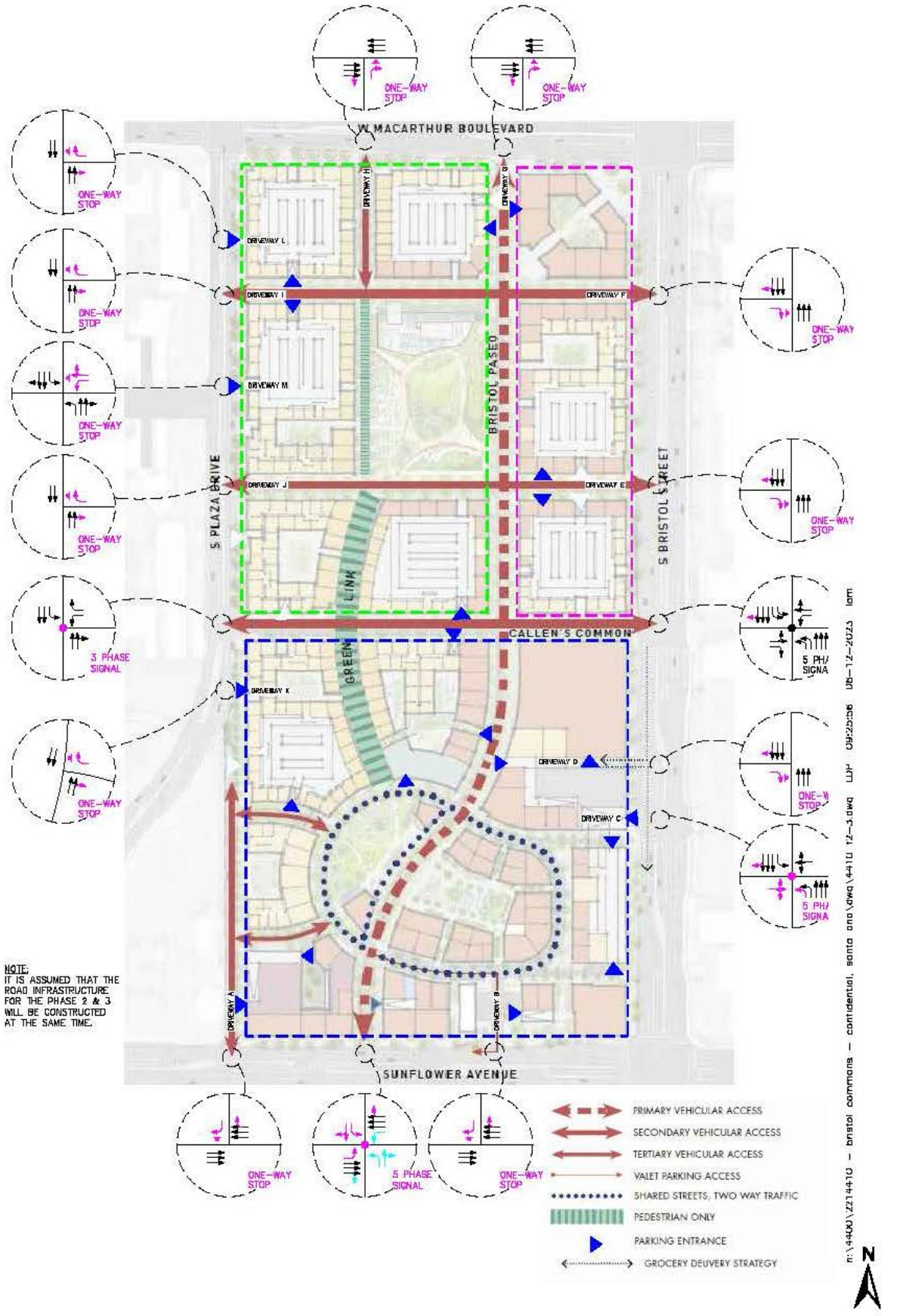
Proposed Project Driveways



Related Bristol Specific Plan Project
Draft Supplemental EIR

Figure 5.13-1

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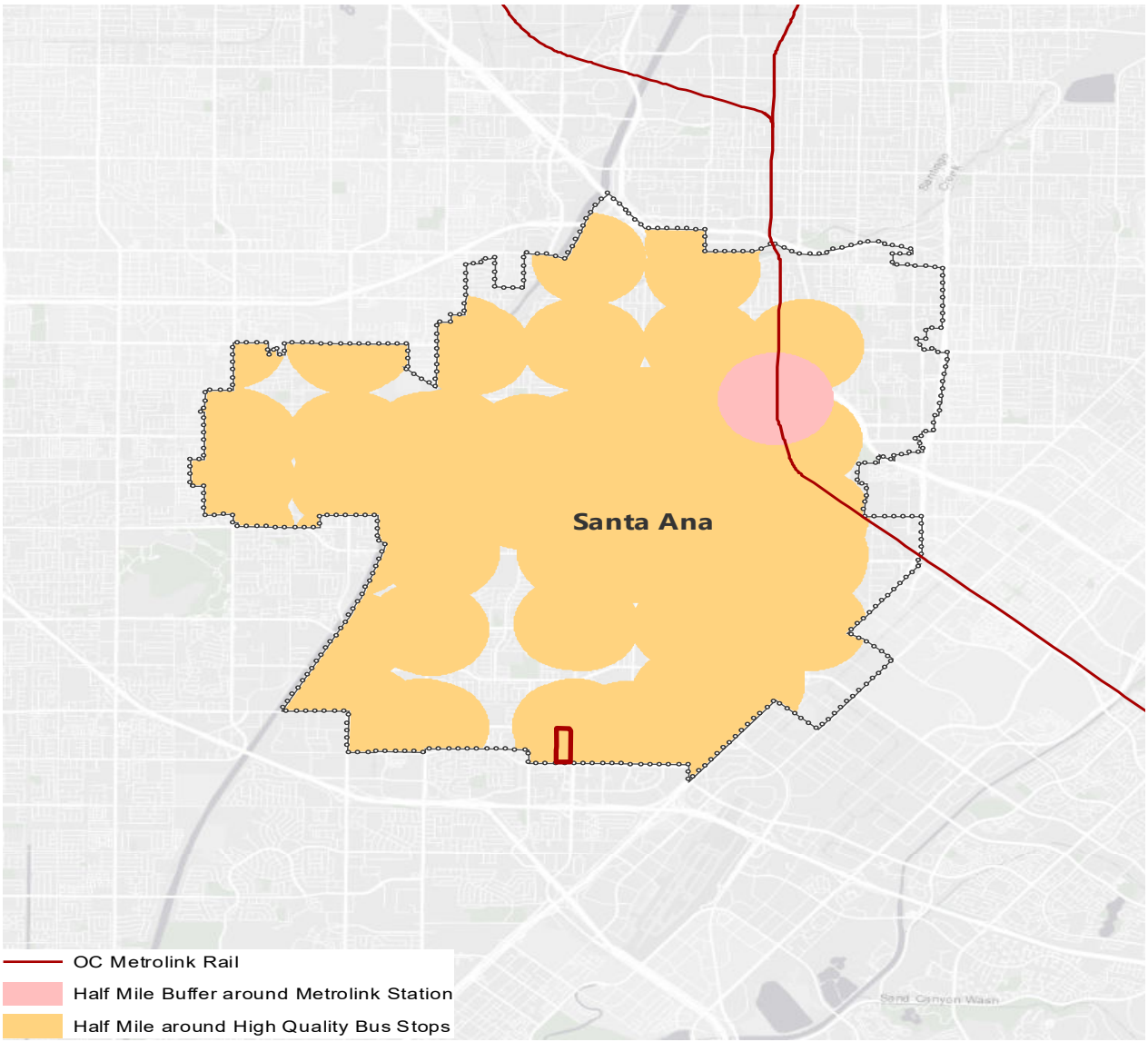
Transit Priority Areas



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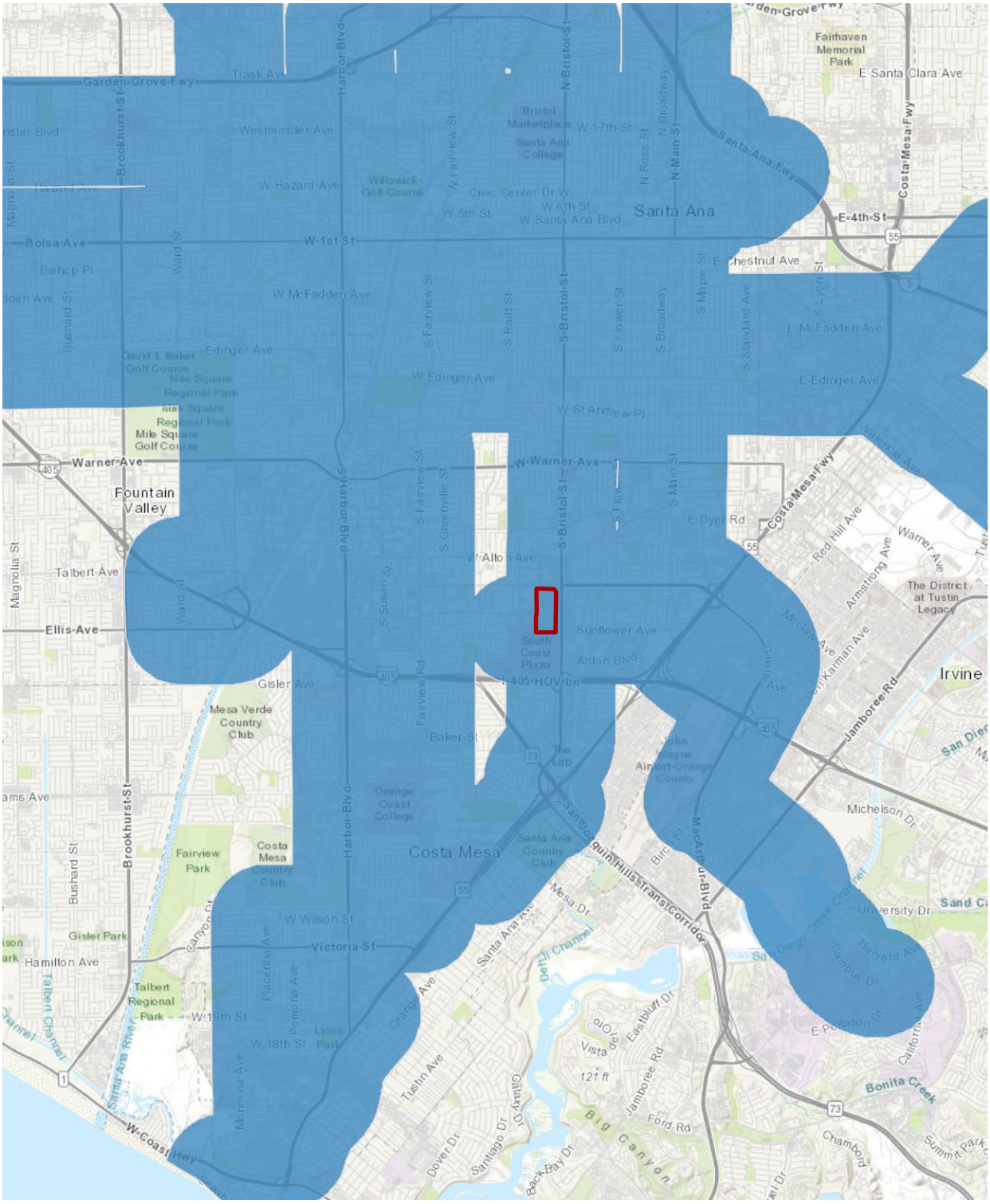
SCAG High Quality Transit Area



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IMPACT TR-2: THE PROJECT WOULD NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

Less than Significant Impact. As described previously, State CEQA Guidelines Section 15064.3(b) focuses on determining the significance of VMT-related transportation impacts. The City of Santa Ana Traffic Impact Study Guidelines contain screening thresholds to assess whether a project has the potential to result in an impact and further VMT analysis is required. If none of the screening criteria are met, then the project would require VMT modeling to determine if the VMT thresholds are exceeded.

The applicability of each screening criteria identified in the City of Santa Ana Traffic Impact Study Guidelines in comparison to the proposed Project is discussed below.

Local Serving Projects: The proposed Project does not meet the screening threshold for a local-serving project because it would develop more than 50,000 SF of retail uses.

Projects with less than 110 Trips: As shown in Table 5.13-2, the proposed Project would generate approximately 7,328 net daily trips at full buildout of the Specific Plan. Therefore, the proposed Project would not meet the less than 110 trip screening threshold.

TPA and High Quality Transit Area Project: As described previously and shown on Figure 5.13-2, the City of Santa Ana Traffic Impact Study Guidelines Appendix A identifies that the Project site is located within a TPA. The Project area is served by eight OCTA Routes, including Routes 55, 57, 76, 86, 150, and 553. Specifically, OCTA Route 57 serves as a high-quality bus stop with headways of 15 minutes or less during weekday peak commute hours.

In addition, as shown on Figure 5.13-3, SCAG identifies that the Project site is within a High Quality Transit Area. Consistent with general guidance from OPR, and CEQA Guidelines Section 15064.3(b)(1), a project that is located within a TPA or a High Quality Transit Area is presumed to have a less than significant impact to VMT. Additionally, the proposed Project is consistent with the land uses in the RTP/SCS, which assumed the site would be constructed as an urban, mixed-use development that would reduce area VMT, consistent with the TPA designation.

The 2020-2045 RTP/SCS recognizes that development within Priority Growth Areas, including TPAs, supports mode shifts and shortened trip distances. The Project site is within an identified Priority Growth Area pursuant to the 2020-2045 RTP/SCS based on its location within a SCAG High Quality Transit Area. The Project proposes land uses consistent with those permitted by the GPU, which is consistent with the land uses assumed for the Project site as part of the RTP/SCS. In addition, as shown in Table 5.8-1, the proposed Project would be consistent with the policies set forth in the RTP/SCS. Therefore, as the proposed Project is located within both a TPA and a High Quality Transit Area, and would be developed consistent with the SCAG RTP/SCS, the proposed Project would meet this screening threshold; and impacts would be less than significant.

Appendix C of the City of Santa Ana Traffic Impact Study Guidelines shows areas in the City that cannot be screened out by being located in a TPA or low-VMT generating area and identifies locations where VMT analysis would be required. The Project site is not located within any of the areas identified in Appendix C, which confirms that redevelopment of the Project site, pursuant to the GPU is presumed to have a less than significant impact to VMT.

Low-VMT Generating TAZ: Per the City of Santa Ana Traffic Impact Study Guidelines, the Project site is not located in a low-VMT Generating TAZ as the Project site TAZ's VMT per service population is higher than the Orange County Regional Average. As such, the proposed Project would not meet the low VMT TAZ screening threshold.

Overall, pursuant to the City's VMT screening criteria and guidance from OPR and CEQA Guidelines Section 15064.3(b)(1), based on the site's location within a High Quality Transit Area and a TPA with proximity to a high-quality bus stop on Route 57, the proposed Project would result in less than significant impacts related to VMT. Therefore, proposed Project impacts would be consistent with those identified in the GPU FEIR, which determined that the infill and redevelopment pursuant to the GPU land use plan would result in less than significant impacts related to VMT.

IMPACT TR-3: THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Less than Significant Impact.

Construction

The Specific Plan proposes redevelopment of the site over three phases that would last approximately ten years, with construction of Phase 1 beginning in 2026 and completion of Phase 3 in 2036. As shown in Figure 3-7, *Proposed Project Phasing*, the Phase 1 area is located south of Callen's Common and extends to Sunflower Avenue. Phase 2 and Phase 3 are located north of Callen's Common and extend to MacArthur Boulevard. The Phase 2 area is approximately one-third of the northern portion of the Project site and is bordered by MacArthur Boulevard to the north, Callen's Common to the south, Bristol Street to the east, and Phase 3 of the proposed Project to the west. The Phase 3 area is bordered by MacArthur Boulevard to the north, Callen's Common to the south, Phase 2 to the east, and South Plaza Drive to the west. Phase 1 would be operational while Phase 2 and Phase 3 are under construction and Phase 1 and Phase 2 would be operational while Phase 3 is under construction. As such, during construction of the latter two phases of development, the proposed Project could result in incompatible uses in relation to conflict between passenger vehicles from site operations and construction vehicles, such as haul trucks and vendor trucks. However, construction barriers and fencing would separate the operational and construction areas of the site; and construction vehicles would have separate driveway entrances and circulation patterns that would be specified by the City's Building Safety Division in construction permitting pursuant to California fire, access, and safety code requirements.

Also, construction worker vehicles, haul trucks, and vendor trucks, would be staged on the portion of the Project site under construction for the duration of the construction period. As part of the grading plan and building plan review processes, City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to vehicular circulation design features and incompatible uses during construction of the proposed Project would be less than significant. Therefore, proposed Project impacts would be consistent with those identified in the GPU FEIR, which were determined to be less than significant.

Operation

Vehicular access to the Project site would be provided via four unsignalized right-turn only driveways along South Plaza Drive, one unsignalized full-access driveway along South Plaza Drive, one signalized driveway on South Plaza Drive, two unsignalized right-turn only driveways along MacArthur Boulevard, three unsignalized right-turn only driveways along Bristol Street, two signalized driveways on Bristol Street, two unsignalized right-turn only driveways along Sunflower Avenue, and one signalized driveway along Sunflower Avenue. Additionally, one of the driveways on Bristol Street would be designated for service access only to service the truck deliveries for the grocery store. Proposed Project driveways are shown in Figure 5.13-1, *Proposed Project Driveways*.

Onsite traffic signing and striping would also be implemented in conjunction with detailed construction plans with implementation of the Related Bristol Specific Plan. Additionally, sight distance at each development site's access point would be reviewed with respect to City traffic engineering standards at the time of final grading, landscape, and street improvement plan reviews. Further, roadways adjacent to a development site, site access points, and site-adjacent intersections would be constructed to be consistent with the identified roadway classifications and respective cross-sections in accordance with the Circulation Plan (see Figure 3-12 in Chapter 3.0, *Project Description*). The roadway improvements, restriping, and related street, and bikeway improvements of Bristol Street, MacArthur Boulevard, and Sunflower Avenue, as discussed in Impact TR-1, would be conducted in conformance with City design standards for roadway improvements. Compliance with existing regulations would be ensured through the City's traffic engineering review and construction permitting process.

Further, the proposed Project's commercial and residential mixed uses with roadways, sidewalks, and bicycle routes would be similar to surrounding uses and would not result in incompatible vehicular uses that could increase hazards. A driveway is designated for truck deliveries, which would reduce the potential for incompatible vehicle uses between trucks and resident or visitor passenger vehicles onsite during operation. As a result, impacts related to hazardous vehicular circulation design features and incompatible uses during operation of the proposed Project would be less than significant. Therefore, Project impacts would be consistent with those identified in the GPU FEIR, which were determined to be less than significant.

IMPACT TR-4: THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.

Less than Significant Impact.

Construction

The Specific Plan proposes redevelopment of the site over three phases that would last approximately ten years, with construction of Phase 1 beginning in 2026 and completion of Phase 3 in 2036. As shown in Figure 3-7, *Proposed Project Phasing*, the Phase 1 area is located south of Callen's Common and extends to Sunflower Avenue. Phase 2 and Phase 3 are located north of Callen's Common and extend to MacArthur Boulevard. The Phase 2 area is approximately one-third of the northern portion of the Project site and is bordered by MacArthur Boulevard to the north, Callen's Common to the south, Bristol Street to the east, and Phase 3 of the proposed Project to the west. The Phase 3 area is bordered by MacArthur Boulevard to the north, Callen's Common to the south, Phase 2 to the east, and Plaza Drive to the west. Based on construction timing of the three development phases, Phase 1 would be operational while Phase 2 and Phase 3 are under construction and Phase 1 and Phase 2 would be operational while Phase 3 is under construction. The proposed construction activities, including equipment and supply staging and storage, would occur within and adjacent to the Phase area that is under construction and would not restrict access of emergency vehicles to the Project site or adjacent areas. Construction barriers and fencing would separate the operational and construction areas of the site; and construction vehicles would have separate driveway entrances and circulation patterns that would be specified by the City's Building Safety Division in construction permitting pursuant to California fire, access, and safety code requirements.

Driveway plans and street improvement plans for each individual development phase (Phases 1, 2, and 3) would be reviewed by the City Building Safety Division to ensure that emergency vehicles are able to access earlier development phases that become operational while later phases are under construction. The roadway improvements and installation of driveways that would be implemented during construction of the proposed Project could require the temporary closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. Also the construction activities would be required to implement measures to facilitate the passage of persons and vehicles through/around any required temporary road restrictions and ensure the safety of passage in accordance with Section 503 of the California Fire Code (Title 24, California

Code of Regulations, Part 9) and the City of Santa Ana Fire Code, included as Municipal Code Chapter 14, which would be ensured through the City's construction permitting process. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level. Therefore, Project impacts related to emergency access during construction would be consistent with those identified in the GPU FEIR, which were determined to be less than significant.

Operation

As described previously, vehicular access to the Project site would be provided via four unsignalized right-turn only driveways along South Plaza Drive, one unsignalized full-access driveway along South Plaza Drive, one signalized driveway on South Plaza Drive, two unsignalized right-turn only driveways along MacArthur Boulevard, three unsignalized right-turn only driveways along Bristol Street, two signalized driveways on Bristol Street, two unsignalized right-turn only driveways along Sunflower Avenue, and one signalized driveway along Sunflower Avenue, as shown on Figure 5.13-1, *Proposed Project Driveways*. Additionally, one of the driveways on Bristol Street would be designated for service access only for truck deliveries for the grocery store.

As described previously, these driveways would provide adequate and safe circulation to and from the Project site and would provide several routes for emergency responders to access different portions of the Project site and surrounding areas. The City's development and permitting review process would ensure that all access and circulation to and through the site would meet California Fire Code Requirements included as Municipal Code Chapter 14. Because the proposed Project is required to comply with all applicable City codes, as verified by the City and OCFA potential impacts related to inadequate emergency access would be less than significant. Therefore, Project impacts related to emergency access would be consistent with those identified in the GPU FEIR, which were determined to be less than significant pursuant to compliance with existing regulations.

5.13.7 CUMULATIVE IMPACTS

The cumulative traffic study area for the proposed Project includes the City of Santa Ana and the information utilized in this cumulative analysis is based on the potential to combine with impacts from projects in the vicinity of the proposed Project, as discussed in Table 5-1, and projections contained within the Santa Ana GPU and Orange County Transportation Analysis Model (OCTAM).

Circulation System

The evaluation of Impact TR-1 concluded that the proposed Project would connect to the existing circulation system and implement the City's traffic engineering design standards. In addition, the proposed Project would provide new facilities to enhance the use of public transit, pedestrian, and bicycle mobility; and would not conflict with a plan, ordinance, or policy addressing circulation. Because the proposed Project would enhance facilities consistent with existing plans, it would not result in a cumulatively considerable impact. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the proposed Project would not cumulatively combine with other projects to result in impacts.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Santa Ana. Pursuant to the City's Traffic Impact Study Guidelines, a cumulative impact could occur if the proposed Project has the potential to increase the average VMT per service population of the City and is based on the projections

provided in the City's GPU and GPU FEIR. As detailed previously, the Project site is located within a SCAG High Quality Transit Area and a Transit Priority Area, adjacent to seven OCTA bus stops, including a high quality bus stop for OCTA Route 57. Based on City, OPR, and CEQA Guidelines screening criteria, the proposed Project would not result in increasing the average VMT per service population of the City. Therefore, VMT impacts from the proposed Project would not be cumulatively considerable. In addition, as detailed previously, the proposed Project would implement a mix of complementary onsite uses that would reduce the need for traveling outside of the Project site and would implement a multi-modal circulation system of sidewalks, bicycle lanes, and transit that is intended to reduce VMT, which would also result in a less than cumulatively significant impact related to VMT. This finding is consistent with the GPU FEIR determination that VMT impacts would be less than significant from buildout of the GPU land use plan.

Design and Emergency Access Hazards

The evaluation of Impact TR-3 and Impact TR-4 concluded that the proposed Project would not result in impacts related to incompatible uses, hazards due to roadway design, or emergency access. The proposed circulation layout would be required to be installed in conformance with City design standards that would be ensured through the City's development permitting process to provide that no potentially hazardous design features or inadequate emergency access would be introduced by the proposed Project that could combine with potential hazards from other nearby projects. As the Project's proposed improvements would be implemented in compliance with City traffic engineering standards and OCFA design standards, it would not result in an impact that could become cumulatively considerable. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by building and fire protection authorities that would require compliance with existing building and fire code standards that limit the potential of other projects to result in cumulatively considerable design hazards. Therefore, potential impacts related to circulation design features and emergency access would not be cumulatively considerable.

5.13.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Santa Ana General Plan Update Mobility Element
- City of Santa Ana Municipal Code

5.13.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1 through TR-4 would be less than significant.

5.13.10 MITIGATION MEASURES

GPU FEIR Mitigation Measures

No mitigation measures were included.

Proposed Specific Plan Project Mitigation Measures

No new mitigation measures are required for the proposed Project.

5.13.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related Impacts TR-1 through TR-4 would be less than significant.

REFERENCES

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