

## 2. Introduction

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Project. This EIR has been prepared by the City of Santa Ana in its capacity as Lead Agency, as that term is defined in Section 15367 of the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.) and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). This EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze Project impacts, analyses and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce Project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this EIR, the City of Santa Ana has employed CEQA and environmental technical specialists; however, the analyses and conclusions set forth in this EIR reflect the independent judgment of the City as Lead Agency.

### 2.1 PURPOSE OF AN EIR

CEQA requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. Pursuant to the provisions of CEQA Guidelines Section 15121(a), this EIR is intended as an informational document to inform public agency decision makers and the general public of the significant environmental effects of the proposed Project, identify possible ways to avoid or minimize those significant effects, and describe reasonable alternatives to the Project that might avoid or lessen significant environmental effects. Thus, this EIR is intended to aid the review and decision-making process.

The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

## 2.2 EIR SCOPE AND CONTENT

**Impacts Found to Be Potentially Significant.** The City determined that an EIR should be prepared for the Red Hill and Warner Mixed-Use Project. As a result, a Notice of Preparation (NOP) was prepared and circulated between July 26, 2019 (Modified on August 5, 2019) and August 29, 2019 for the required 30-day review period. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft EIR. The NOP and written responses to the NOP are contained in Appendix A of this Draft EIR. The City of Santa Ana also held a scoping meeting for the Project to solicit oral and written comments from the public and public agencies. The public scoping meeting was held on August 15, 2019. Comments received at the meeting are contained in Appendix A of this EIR. Topics requiring a detailed level of analysis evaluated in this EIR have been identified based upon the responses to both the NOP and a review of the Project by the City of Santa Ana. The City determined through the initial review process that impacts related to the following topics are potentially significant and required a detailed level of analysis in this EIR:

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

**Impacts Found Not to Be Significant.** CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment”. Topics that have been determined not to be significant and are therefore not discussed in detail in the EIR were identified based upon the responses to the NOP and a review of the Project by the City of Santa Ana. The City determined through the initial review process that impacts related to the following topics are not potentially significant and are not required to be analyzed in this EIR:

- Agriculture & Forest Resources
- Biological Resources
- Mineral Resources
- Wildfire

## 2.3 EIR PROCESS

### Notice of Preparation/Initial Study

Pursuant to the requirements of CEQA, the City of Santa Ana, as Lead Agency, prepared a Notice of Preparation (NOP) for the proposed Project, which was distributed on July 26, 2019 (Modified on August 5, 2019) for a 30-day public review and comment period that ended on August 29, 2019. The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the EIR being prepared. Comments received on the NOP are included in Appendix A and summarized in Table 2-1, which also includes a reference to the EIR section(s) in which issues raised in the comment letters are addressed.

**Table 2-1: Summary of NOP/Initial Study Comment Letters**

Comment Letter and Comment	Relevant EIR Section
<b>State Agencies</b>	
<b>State Clearinghouse, August 1, 2019</b>	
<p>This letter provides a copy of the State Clearinghouse NOP form that was sent to responsible state agencies and states that responsible agencies must submit comments on the scope of the NOP within 30 days of receipt of the NOP from the lead agency. The letter also provides the State Clearinghouse number for the CEQA documents (2019080011).</p>	<p>EIR Appendix A</p>
<b>State Department of Transportation/Caltrans, August 23, 2019</b>	
<p>This letter provides details regarding the mission of Caltrans and recommends that the EIR should address the following comments:</p> <ol style="list-style-type: none"> <li>1. The proposed Project is adjacent to the Tustin Legacy development, which is a 1,600-acre development that can include 6,800 new residential units. The comment suggests that cumulative impacts from both developments will have a significant impact on the local transportation system and requests coordination with the City of Tustin to develop strategies to mitigate impacts on the local transportation system.</li> <li>2. As stated in Caltrans' <i>Toward an Active California</i>, the State's Bicycle and Pedestrian Plan, the agency's goal is to triple biking, double walking, and double transit trips by 2020. Caltrans has the following comments related to this goal: <ul style="list-style-type: none"> <li>• The City of Santa Ana's Active Transportation Plan (2019) shows the following proposed bicycle facilities nearby: Class IV on Warner Avenue; Class II on Carnegie Avenue; and Class II on Pullman Street. Additionally, the Tustin Legacy Specific Plan (2017) notes the following proposed bicycle facilities nearby: Class II on Red Hill Avenue; Class II on Warner Avenue; Class II on Victory Road; and Class II on Armstrong Avenue. There is also an existing Class II on Barranca Parkway. The comment suggests coordination with the City of Tustin to construct the planned bicycle facilities on Red Hill Avenue and Warner Avenue.</li> <li>• The comment encourages the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities; such as secure bicycle storage, high visibility crosswalks, wayfinding signage, transit shelters, and Class IV separated bikeways.</li> <li>• The comment encourages the use of transit and states that Orange County Transportation Authority (OCTA) operates bus routes near the Project site that include: Route 472 that runs from the Tustin Metrolink Station to Irvine Business Complex; and Route 71 that runs from the City of Yorba Linda to the City of Newport Beach. The comment requests transit service not be disrupted during construction.</li> <li>• The comment states that the Tustin Metrolink Station is located three miles away from the Project site, and the OCTA Bus Route 472 provides a direct connection to Tustin Metrolink. The comment also states that bicycle facilities improve first-/last-mile connections to the stations. The comment states that the Tustin Legacy Specific Plan (2017) proposes a Class I trail through the Tustin Legacy Park that runs diagonally from Red Hill Avenue and Barranca Parkway to the Tustin Metrolink Station.</li> </ul> </li> <li>3. The comment recommends installing electric vehicle charging stations within the development, and to include vanpooling and carpooling parking spaces at convenient locations to promote these services and reduce the number of automobiles on the road.</li> </ol>	<p>Air Quality, Greenhouse Gas Emissions, &amp; Transportation</p>

Comment Letter and Comment	Relevant EIR Section
<p>4. The comment recommends incorporating designated areas/parking for freight delivery and micro-transit pick-up and drop-off in the site plan design for the Project.</p> <p>5. The comment requests the Traffic Impact Study for the project provide an analysis of State Route (SR)-55, including a queuing analysis at Dyer Road and Newport Avenue.</p> <p>6. The comment requests the Traffic Impact Study for the project provide an analysis of SR-261, including traffic circulation to Jamboree Road.</p> <p>7. The comment requests inclusion of a Traffic Management Plan to avoid disrupting normal traffic conditions.</p> <p>8. The comment states that work in the vicinity of the State Right-of-Way (ROW) would require an encroachment permit and all environmental concerns to be adequately addressed. If the environmental documentation for project does not meet Caltrans's requirements for work done within the ROW, additional documentation would be required before approval of the encroachment permit.</p> <p>The letter also requests that Caltrans continues to be informed of the Project and any future developments that could potentially impact State transportation facilities.</p>	
<b>State Native American Heritage Commission, August 9, 2019</b>	
<p>This letter states that compliance with AB 52 applies to any project for which a notice of preparation, notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. In addition, if the project involves the adoption of an amendment to a general plan or a specific plan, or the designation of proposed designation of open space, on or after March 1, 2015, it may also be subject to Senate Bill 18. The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. A brief summary of portions of AB 52 and SB 18, as well as the NAHC's recommendations for conducting cultural resource assessments is provided. Examples of mitigation measures that, if feasible, would avoid or minimize significant adverse impacts to tribal cultural resources are also provided.</p>	<p>Cultural Resources &amp; Tribal Cultural Resources</p>
<b>Regional Agencies</b>	
<b>Metropolitan Water District of Southern California, August 29, 2019</b>	
<p>This letter provides details regarding the Metropolitan Water District of Southern California (MWD) and its interest in the Project's environmental impacts. The letter identifies two of its pipelines adjacent to the site:</p> <ul style="list-style-type: none"> <li>• The East Orange County Feeder No. 2 pipeline with Service Connection SA-07, appurtenant manhole, air release and vacuum valve structure located along Red Hill Ave and,</li> <li>• Santa Ana Cross Feeder pipeline and Service Connection OC-58 located on Warner Ave. The Santa Ana Cross Feeder pipeline is no longer in service and is abandoned.</li> </ul> <p>The letter requests that MWD facilities be fully shown and identified on Project plans and that preliminary plan be submitted for MWD review. The letter also states that MWD supports using water efficient fixtures, drought-</p>	<p>Hydrology &amp; Water Quality, Utilities &amp; Service Systems</p>

Comment Letter and Comment	Relevant EIR Section
<p>tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed Project.</p>	
<p><b>South Coast Air Quality Management District, August 20, 2019</b></p>	
<p>This letter references the SCAQMD’s CEQA Air Quality Handbook and recommends using the methodologies of the Handbook to evaluate impacts of the Project, including use of the CalEEMod model, recommended regional significance thresholds, and localized significance thresholds (LSTs) or dispersion modeling. The letter recommends a mobile health risk assessment related to diesel particulate matter (DPM) from heavy-duty diesel-fueled vehicles. In addition, it recommends using the adopted Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. Impacts associated with implementing mitigation measures and a meaningful discussion of alternatives is also recommended. The comment also states that the EIR should include the following information:</p> <ul style="list-style-type: none"> <li>• Disclosure on potential health impacts to prospective residents from living in proximity to industrial and warehouse uses, and the reduced effectiveness of air filtration system when windows are open and when residents are outdoor;</li> <li>• Identification of the responsible implementing and enforcement agency such as the Lead Agency for ensuring that enhanced filters are installed on-site at the proposed Project before a permit of occupancy is issued;</li> <li>• Identification of the responsible implementing and enforcement agency such as the Lead Agency’s building and safety inspection unit to provide periodic, regular inspection on filters;</li> <li>• Provide information and guidance to the Project developer or proponent on the importance of filter installation and ongoing maintenance;</li> <li>• Provide information to residents about where the MERV filters can be purchased;</li> <li>• Disclosure on increased costs for purchasing enhanced filtration systems to prospective residents;</li> <li>• Disclosure on increased energy costs for running the HVAC system with MERV filters to prospective residents;</li> <li>• Disclosure on recommended schedules (e.g., once a year or every six months) for replacing the enhanced filtration units to prospective residents.</li> </ul>	<p>Air Quality &amp; Greenhouse Gas Emissions</p>
<p><b>Southern California Association of Governments, August 29, 2019</b></p>	
<p>This letter states that Southern California Association of Governments (SCAG) is the designated Regional Transportation Agency and the clearinghouse for regionally significant projects and reviews projects for consistency with local and regional plans. The letter provides a list of the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Goals and Strategies that may be applicable to the proposed Project. In addition, the letter provides the SCAG Regional Growth Forecast data for the SCAG region and the City of Santa Ana. The letter also recommends review of SCAG recommended mitigation measures from the 2016 RTP/SCS Final EIR.</p>	<p>Transportation, Population and Housing</p>

Comment Letter and Comment	Relevant EIR Section
<b>County and City Agencies</b>	
<b>Airport Land Use Commission for Orange County, August 28, 2019</b>	
<p>This letter provides details regarding the Project’s location within the primary aircraft approach corridor to John Wayne Airport and its location within the Federal Aviation Administration (FAA) Federal Aviation Regulations (FAR) Part 77 Notification Area for JWA. The letter details that any project within this notification area needs to be reviewed by FAA and is required to file FAA Form 7460-1. The letter states that the Draft EIR should address all FAR Part 77 imaginary surfaces given the close proximity of the proposed Project to John Wayne Airport (JWA). The letter also recommended that the Draft EIR discuss how all required coordination with FAA was or will be completed. It also states that because the Project site is located under the aircraft approach corridor and conical surface for JWA, the Draft EIR should discuss maximum building heights and existing ground elevation to address whether the proposed Project is below the imaginary surfaces for JWA. The comment also recommends that the Draft EIR address land use compatibility impacts, safety impacts, visual impacts and outdoor recreational area impacts given the Project's location within the JWA primary aircraft approach corridor. The comment states that the Draft EIR should discuss the noise related to aircraft overflight. The comment also requests that prospective residents be notified of the presence of aircraft overflight via an EIR mitigation measure.</p> <p>The letter also states that Draft EIR should identify if the Project will be impacted by helicopter overflight due to the proximity of helicopter arrival and departure operations at JWA and if the Project allows for heliports as defined in the Orange County Airport Environs Land Use Plans (AELUP) for Heliports. The comment also recommends that because the Project is within the JWA AELUP planning area and requires a General Plan Amendment, it be referred to the Airport Land Use Commission (ALUC) for a Consistency determination with the AELUP for JWA.</p>	<p>Hazards &amp; Hazardous Materials, Land Use &amp; Planning, Noise</p>
<b>Orange County Public Works, August 29, 2019</b>	
<p>The Orange County Public Works Department provides the following comments for consideration:</p> <ol style="list-style-type: none"> <li>1. The comment states that the Draft EIR for the Project should clearly identify the possible impacts to Orange County Flood Control District (OCFCD) facilities, such as Barranca Storm Drain (Facility No. F09P15) that is in the vicinity of the Project and contains deficient segments that are not capable of conveying runoff from the 100-year storm event. The comment states that appropriate measures should be provided to address impacts, and minimize increased runoff resulting from the Project.</li> <li>2. The comment states that hydrologic and hydraulic analyses should be performed to evaluate and compare quantitatively the runoff volumes, peak flow rate increases, adequacy of existing drainage facilities to ensure existing conditions are not worsened in the post-project condition. The comment states that the analyses should be consistent with the Orange County Hydrology Manual (OCHM), Addendum No. 1 to the OCHM, the Orange County Flood Control Design Manual, the Orange County Local Drainage Manual, and other related design criteria.</li> <li>3. The comment states that the City should ensure that the proposed development is adequately protected from flooding in a 100-year storm event.</li> </ol>	<p>Hydrology &amp; Water Quality, Utilities &amp; Service Systems, Transportation</p>

Comment Letter and Comment	Relevant EIR Section
<p>4. The comment states that the City should ensure that floodplains are properly identified and that structures are located outside the Federal Emergency Management Agency (FEMA) a 100-year floodplain, or designed in conformance with local floodplain ordinances, and FEMA regulations. The letter requests that a copy of the Traffic Study be provided to the County's Traffic Engineering for review, when it becomes available.</p>	
<p><b>John Wayne Airport, August 28, 2019</b></p>	
<p>This letter provides details regarding the Project's location under the primary aircraft approach corridor to JWA and that JWA is not supportive of the proposed residential portion of the Project. The letter states that the City should give consideration as to how noise complaints would be addressed should the project be approved. The letter requests that the Draft EIR address all impacts related to airport compatibility, including but not limited to noise, land use and safety. Additionally, the letter requests that the Draft EIR address the visual impacts of aircraft flying above the site and impacts to proposed outdoor recreational areas. The letter also requests that the City include a project alternative in the Draft EIR that does not include residential uses at the site.</p>	<p>Hazards &amp; Hazardous Materials, Land Use &amp; Planning, Noise</p>
<p><b>City of Irvine, August 28, 2019</b></p>	
<p>The City of Irvine provides the following comments for consideration:</p> <ol style="list-style-type: none"> <li>1. The letter requests inclusion the following intersections in the study area as the Project is in the Irvine Business Complex (IBC) sphere of influence. <ul style="list-style-type: none"> <li>• Red Hill Avenue from Warner Avenue to MacArthur Boulevard;</li> <li>• MacArthur Boulevard from Red Hill Avenue to Michelson Drive; and</li> <li>• Barranca Parkway/Dyer Road from SR-55 to Jamboree Road.</li> </ul> </li> <li>2. The letter requests that the City contact the Irvine traffic modeling analyst to verify the existing, interim, and buildout land use and network assumptions within the City of Irvine's study area. Additionally, the letter requests use of the latest version of the Irvine Transportation Analysis Model (ITAM) when forecasting future traffic for the interim year and buildout conditions.</li> <li>3. The letter requests that the traffic study analyze the existing, interim, and buildout years with "no project" and "with project" scenarios.</li> <li>4. The letter requests use of the City of Irvine's performance criteria to analyze impacts within Irvine. If any impacts are identified on any Irvine arterials or intersections, include mitigation measures in the EIR findings.</li> <li>5. The letter requests that the traffic study, identify project contributions towards any planned roadway improvements including, the widening of Dyer Road between Red Hill Avenue and the SR-55 ramps from 6 to 8 lanes, and roadway improvements associated with the Alton/SR-55 Overcrossing Project.</li> <li>6. The letter requests that the Project minimize operational deficiencies along Red Hill Avenue and Warner Avenue, and to apply the City of Irvine's Transportation Design Procedures (TDPs), dated February 2007, to full access driveways and/or limited access driveways along Red Hill Avenue and Warner Avenue (i.e. signal warrants, distance between driveways and intersections, left-turn pocket storage lengths, and more).</li> <li>7. The letter requests that the City be contacted for a list of pending projects to include in the traffic analysis, and that Irvine is concurrently processing development projects within the Irvine Business Complex (IBC).</li> </ol>	<p>Transportation &amp; Traffic</p>

Comment Letter and Comment	Relevant EIR Section
<p>8. The letter requests that truck routes that would be utilized during the construction phase of the Project be identified.</p>	
<p><b>City of Tustin, August 22, 2019</b></p>	
<p>This letter states that the City of Tustin is concerned with the significant changes in land uses proposed by the Project, other recent projects, and the new land uses being contemplated by the Santa Ana General Plan Update that could result in significant traffic and park cumulative impacts. The comment suggests that the General Plan Update and the focused General Plan Amendment for the Red Hill Avenue corridor be completed before the proposed Project is considered.</p> <p>The letter states that the Santa Ana Municipal Code requires park acquisition and development fees or parkland dedication at a standard of 2 acres per 1,000 persons and if parkland is not provided onsite it could physically deteriorate the City of Tustin’s existing and proposed park and recreational facilities. The comment states that these impacts should be evaluated and mitigated in the Draft EIR. The letter states that the EIR should include a study of how far residents would travel to a park and the location of existing and future parks.</p> <p>The letter states that the Traffic Impact Analysis for the Project include the following: Tustin arterial roadways between Barranca Parkway/Dyer Road and the I-5 in between the SR-55 and Jamboree Road. The letter states that the greatest potential impacts are anticipated to occur along Red Hill Avenue, Warner Avenue, and Barranca Parkway. The intersection of Tustin Ranch Road/Barranca Parkway is especially sensitive to additional impacts, as it is already expected to operate at unacceptable levels. The Red Hill Avenue /I-5 Ramp intersections along with the adjacent intersections at Nissan Road and El Camino Real should be included.</p> <p>The letter states that the City of Tustin is not supportive of an additional traffic signal to serve the proposed development on Red Hill Avenue, nor the installation of median breaks to provide turning movements across the median. The letter also states that a traffic signal would likely be required on Warner Avenue; that the analysis be conducted pursuant to the City of Tustin methodology; and that mitigation be included to reduce impacts.</p>	<p>Land Use and Planning, Traffic, Parks and Recreation</p>
<p><b>Lozeau Drury, LLP, August 22, 2019</b></p>	
<p>This letter requests notice of any and all actions or hearings related to the Project, including the following:</p> <ul style="list-style-type: none"> <li>• Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.</li> <li>• Any and all notices prepared for the Project pursuant to the CEQA.</li> <li>• All actions and notices of any public hearings to be held, as well as a copy of all Planning Commission and City Council meetings and/or hearing agendas.</li> </ul>	



Comment Letter and Comment	Relevant EIR Section
<b>Southwest Regional Council of Carpenters, August 29, 2019</b>	
This letter provides details of the Southwest Carpenters Council and their interest in the Project's environmental impacts. The letter also requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under CEQA and states that the commenter reserves the right to supplement the letter at or prior to hearings or proceedings related to the Project.	
<b>Orange County Sanitation District, October 7, 2019</b>	
This letter advises that the Sanitation District does not allow parking structure drains to be connected to the sewer.	Utilities & Service Systems

### Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City of Santa Ana hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the EIR for the proposed Project. The scoping meeting was held on August 15, 2019 at 6:00 p.m. at the Embassy Suites located at 1325 East Dyer Road in Santa Ana. A representative from the City of Tustin attended the meeting and raised concerns about the proposed General Plan Amendment while the City of Santa Ana is undergoing a comprehensive General Plan update, and if cumulative impacts would be adequately considered. Potential impacts related to the proposed General Plan Amendment are described in Section 5.9, *Land Use and Planning*, and cumulatively considerable impacts are evaluated throughout Chapter 5 of this Draft EIR.

### Public Review of the Draft EIR

The City of Santa Ana filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that this EIR has been completed and is available for review. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR is available for public review digitally on the City's website:(<https://www.santa-ana.org/pb/planning-division/major-planning-projects-and-documents/bowery-2300-south-red-hill-avenue>) or physically at the following locations:

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

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

Written comments related to environmental issues in the Draft EIR should be addressed to:

Jerry C Guevara, Assistant Planner I  
City of Santa Ana Planning and Building Agency  
PO BOX 1988  
Santa Ana, CA 92702

Email: [jguevara@santa-ana.org](mailto:jguevara@santa-ana.org)

## Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as other responsible agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the City. Notice of the availability of the Final EIR will be sent to all who commented on the Draft EIR.

## 2.3 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Project area, the proposed Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures that lists each identified environmental impact, applicable Project design features, standard conditions, proposed mitigation measure(s) (if any), and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this EIR, a summary of the legal authority for the EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the proposed Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the proposed Project; any applicable Project design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.

This section also summarizes the significant and unavoidable impacts that would occur from implementation of the proposed Project and provides a summary of the environmental effects of the implementation of the proposed Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Project.

- **Section 6 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the proposed Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 7 Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and City staff that assisted with the preparation and review of this document. This section also lists other people that were contacted for information that is included in this EIR document.

## 2.4 INCORPORATION BY REFERENCE

In accordance with Section 15150 of the CEQA Guidelines and to reduce the size of the report, the following documents are hereby incorporated by reference into this EIR and are available for public review at the City of Santa Ana, Planning Division, 20 Civic Center Plaza, Santa Ana, CA 92701. A brief summary of the scope and content of these documents is provided below.

**City of Santa Ana General Plan:** The City of Santa Ana General Plan provides a general, comprehensive, and long-range guide for community decision-making. Each element of the General Plan addresses a certain aspect of the City's growth and development. The individual elements identify goals and policies for existing and future conditions within the City. The following elements comprise the City's General Plan:

- Airport Environs (adopted February 11, 2009)
- Circulation (adopted February 2, 1998)
- Conservation (adopted September 20, 1982)
- Economic Development (adopted July 6, 1998)
- Education (adopted January 19, 1988)
- Energy (adopted September 20, 1982)
- Growth Management (adopted July 1, 1991)
- Housing (revised January 27, 2014)
- Land Use (adopted February 2, 1998)
- Noise (adopted September 20, 1982)
- Open Space, Parks and Recreation (adopted September 20, 1982)
- Public Facilities (adopted September 20, 1982)
- Public Safety (adopted September 20, 1982)
- Seismic Safety (adopted September 20, 1982)
- Scenic Corridors (adopted September 20, 1982)
- Urban Design (adopted July 6, 1998)

The General Plan is utilized throughout this document as a fundamental planning document governing development within the City. Background information and policy information from the General Plan is cited in various sections of this EIR.

**Santa Ana Municipal Code:** The City of Santa Ana Municipal Code consists of regulatory, penal, and administrative ordinances of the City of Santa Ana. The Municipal Code guides the City's control of land uses, in concert with General Plan goals, objectives, and policies. The City's Zoning Code (Chapter 41 of the

Municipal Code) identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Municipal Code and Zoning Code are utilized throughout this document as a regulatory document governing development and land use activities within the City. Regulatory information from the Municipal Code and Zoning Code is cited in various sections of this EIR.