

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

This chapter describes the current condition of the resources in the Study Area and identifies the potential effects of implementing the proposed project. Each subsection describes the present conditions, discusses the potential impacts of building the proposed project, and indicates what measures would be taken to avoid, minimize, or mitigate those impacts. The environmental analysis contained within the following chapter considers the potential environmental consequences associated with implementation of the Build and No Build Alternatives.

The environmental impact analyses discuss potential impacts in three general categories: human environment, physical environment, and biological environment. The following discussion of potential effects is presented by environmental resource area. As part of the scoping and environmental analysis carried out for the proposed project, the following environmental issues were considered, but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

- **Coastal Zone:** California's Coastal Zone generally extends 1,000 yards inland from the mean high tide line. The Study Area is located approximately 4.0 miles from the Pacific Ocean and is not located within the Coastal Zone.
- **Wild and Scenic Rivers:** According to the National Wild and Scenic Rivers System, California has approximately 189,454 miles of river, of which 1,999.6 miles are designated as wild and scenic; none of which are located in Orange County, California.
- **Farmlands/Timberlands:** The project area is within Urban and Built Up Land. No land designated as prime farmland, unique farmland, or land of statewide or local importance is within the Study Area. In addition, no property currently under Williamson Act contract is within the Study Area.
- **Parks and Recreation:** The proposed project would have no effect on parks or recreation opportunities or access to parks or recreation facilities. Parks, recreation, and wildlife considered for the purpose of Section 4(f) are provided in Appendix A: Resources Evaluated Relative to the Requirements of Section 4(f). There is no potential for either temporary or permanent use of Section 4(f) eligible resources.

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HUMAN ENVIRONMENT

2.1 Land Use

This section is based on a review of local planning documents and geographic information systems land use data, as well as information from Section 2.3, Community Impacts, and Appendix A: Resources Evaluated Relative to the Requirements of Section 4(f).

2.1.1 Existing and Future Land Use

2.1.1.1 Land Use

The Study Area for the land use analysis is shown in Figure 2.1-1 and includes the proposed project area (the physical area that would be directly affected by the proposed project) and a 0.5-mile buffer around the proposed project to include the adjacent neighborhoods within the cities of Tustin, Santa Ana, Orange, and Anaheim, and unincorporated areas in the County of Orange.

General Plan land use designations, which guide future development in a jurisdiction, are also depicted on Figure 2.1-1. In the Study Area, the east side of SR 55 is dominated by single-family residential land uses, with some education, open space and recreation, and commercial and services land uses, while the west side of SR 55 contains a mix of single and multi-family residential, commercial and services, facilities, general office, and open space and recreation uses. The acreages and percentages of land uses in the Study Area are shown in Table 2.1-1.

Table 2.1-1: General Plan Land Uses in the Land Use Analysis Study Area

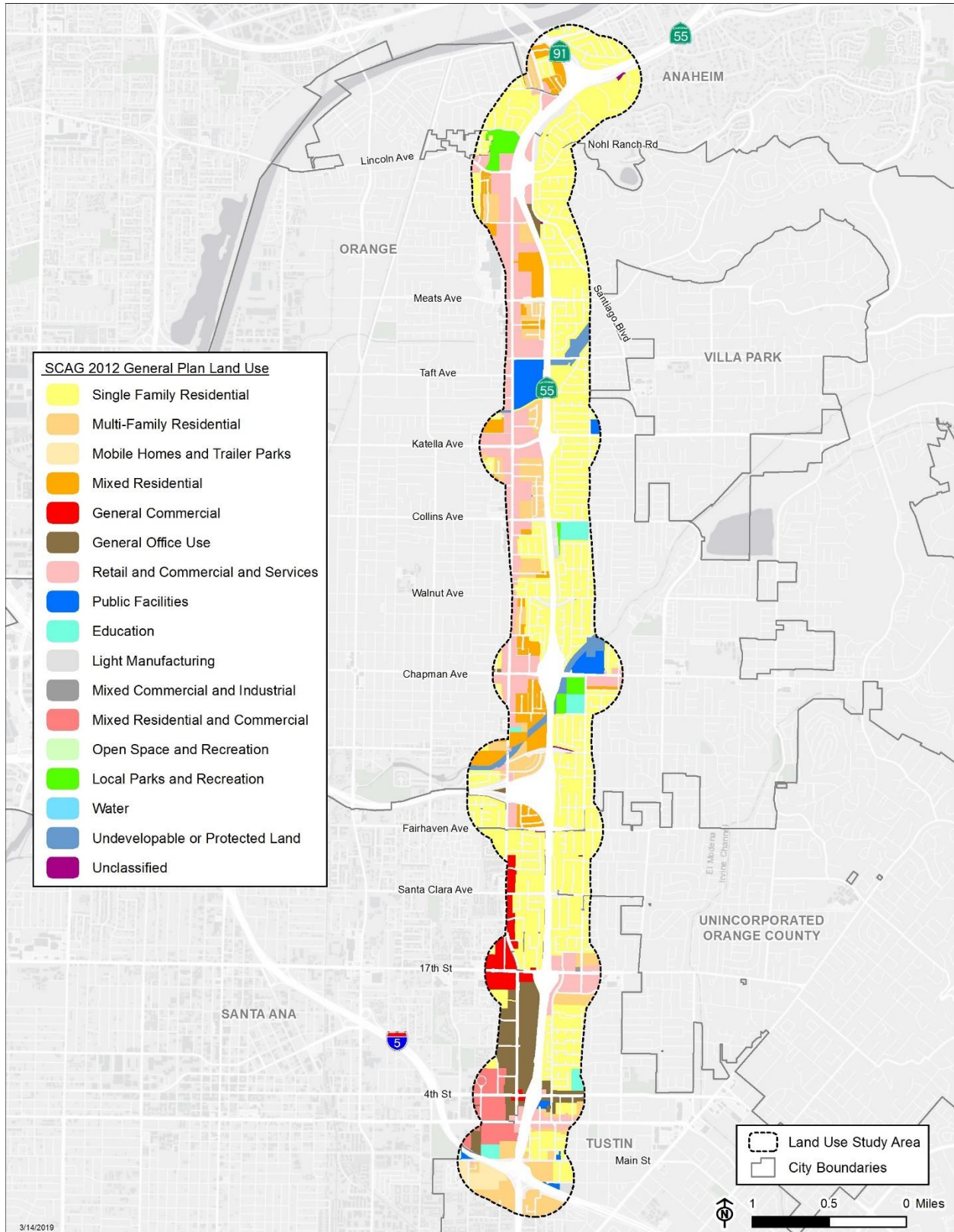
SCAG 2012 General Plan Land Use	Acres	Percentage
Single Family Residential	1,059.96	49.2%
Multi-Family Residential	201.30	9.3%
Mobile Homes and Trailer Parks	23.12	1.1%
Mixed Residential	134.41	6.2%
General Commercial	51.60	2.4%
General Office Use	116.65	5.4%
Retail and Commercial and Services	325.42	15.1%
Public Facilities	58.66	2.7%
Education K-12	37.50	1.7%
Light Manufacturing	3.11	0.1%
Mixed Commercial and Industrial	0.56	0.0%
Mixed Residential and Commercial	56.57	2.6%
Open Space and Recreation	1.08	0.0%
Local Parks and Recreation	37.94	1.8%
Water	0.45	0.0%
Undevelopable or Protected Land	45.45	2.1%
Total	2,153.77	100.0%

Source: SCAG (2012); compiled by Jacobs (2019).

Note: Percentages are based on the total acreage within the Study Area, approximately 2,153 acres. The land use categories above do not capture local roadways, and the local rights-of-way are not included in the sum of the "Acres" column.

SCAG: Southern California Association of Governments

Figure 2.1-1. Land Use Study Area



As indicated in Table 2.1-1, approximately 1,060 acres or approximately 49.2 percent of the Study Area consists of single family residential, which is the dominant land use type. As shown on Figure 2.1-1, single family residential occurs mostly on the east side of SR 55. Retail and Commercial Services and multifamily residential uses are the second and third most common land uses, respectively, in the Study Area.

2.1.1.2 Development Trends

The city of Tustin encompasses an area of 11.08 square miles and was incorporated in 1927 (City of Tustin 2017). The population of Tustin was 75,540 in 2010, as compared to 67,504 in 2000 (SCAG 2017b). With a population growth rate of approximately 7.4 percent expected to occur between 2012 and 2040, the city of Tustin is growing at a faster rate than Santa Ana. While the city of Tustin is growing, it is not yet built out. In the Housing Element of the General Plan 2013, the City of Tustin identified 192.45 acres of vacant land and 12.85 acres of underutilized land with development potential (City of Tustin 2013). The greatest potential for growth in Tustin lies in the redevelopment of the former Tustin Marine Corps Air Station, which will create new residential, commercial, and open space lands. According to SCAG (2017b) growth projections, the city of Tustin is projected to increase job growth by 76.6 percent from 2012 to 2040.

The city of Santa Ana encompasses an area of 27.3 square miles. Santa Ana was incorporated in 1886 and is the County Seat and the second largest city in Orange County (City of Santa Ana 2017). The population of Santa Ana was 324,528 in 2010, as compared to 337,977 in 2000 (SCAG 2017d). With an expected population growth of 4.2 percent between 2012 and 2040, the city of Santa Ana is growing at a slower rate than the cities of Orange and Tustin in the Study Area. Because Santa Ana has limited vacant land available for development, most new development involves the redevelopment of underdeveloped or previously improved parcels (City of Santa Ana 1998). The city of Santa Ana is experiencing increased traffic congestion as a result of growth and increased development in Santa Ana and surrounding cities (City of Santa Ana 1998). According to SCAG (2017d) growth projections, the city of Santa Ana is projected to increase job growth by 7.2 percent from 2012 to 2040.

The city of Orange encompasses an area of 37.19 square miles and was incorporated in 1888 (City of Orange 2015). The population of Orange was 139,279 in 2014, as compared to 128,868 in 2000 (SCAG 2017a). With a population growth rate of approximately 27.5 percent expected to occur between 2008 and 2030 (City of Orange 2015), the city of Orange is growing at a faster rate than Santa Ana and Tustin. While the city of Orange is growing, it is not yet built out. The greatest potential for growth in Orange lies east of Jamboree Road in currently undeveloped areas. According to SCAG (2015a) growth projections, the City of Orange is projected to increase job growth by 12.1 percent from 2012 to 2040.

The city of Anaheim encompasses an area of approximately 50 square miles and was incorporated in 1876 (City of Anaheim 2004). The population of Anaheim was 358,136 in 2016, as compared to 328,014 in 2000 (SCAG 2017a). With a population growth rate of approximately 16.8 percent expected to occur between 2012 and 2040 (SCAG 2015b), the city of Anaheim is growing at a faster rate than Tustin and Santa Ana but at a slower rate than Orange. The City of Anaheim does not present much opportunity for future development, as the city is almost completely developed. Most future development plans are associated with improving transportation and redevelopment of existing facilities (City of Anaheim 2004). According to

SCAG (2015b) growth projections, the city of Tustin is projected to increase job growth by 38.0 percent from 2012 to 2040.

The unincorporated areas in the County of Orange encompass an area of 321 square miles and was formed as a county in 1889 (County of Orange 2012). The population of the County of Orange unincorporated areas was 129,278 in 2018, as compared to 168,132 in 2000 (SCAG 2019), showing a decrease. With a population growth rate of approximately 49.2 percent expected to occur between 2012 and 2040 (SCAG 2015b), the County of Orange is growing at a faster rate than all the cities within the study area. The County of Orange went through several annexations and incorporations within the last 30 years, resulting in a loss of over 60,000 acres of unincorporated territory. Consequently, a far greater portion of new residential development in the County of Orange will take place within cities than in the past. As only one major new planned community (The Ranch Plan Planned Community) will be developed in the southernmost unincorporated area, the County of Orange will also continue to place major emphasis on infill development strategies in the urbanized unincorporated islands (County of Orange 2013). According to SCAG (2015b) growth projections, the unincorporated areas of the County of Orange is projected to increase job growth by 99 percent from 2012 to 2040.

2.1.2 Consistency with State, Regional, and Local Plans and Programs

This section discusses the project's consistency with the SCAG 2016-2040 RTP/SCS, the SCAG 2019 FTIP, OCTA Measure M Renewal Ordinance, the OCTA M2020 Plan (2012), the OCTA Long Range Transportation Plan (LRTP; 2014), and the General Plans of the Cities of Tustin, Santa Ana, and Orange, and the County of Orange.

2.1.2.1 SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the Metropolitan Planning Organization for six counties and 187 cities. SCAG prepares long-range planning documents guiding responses to regional challenges in the areas of transportation, air quality, housing, growth, hazardous waste, and water quality. Because these issues cross city and county boundaries, SCAG works with cities, counties, and public agencies in the six-county region (i.e., Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial Counties) to develop strategies to specifically address the growth and transportation issues facing Southern California.

The 2016-2040 RTP/SCS was adopted by SCAG on April 2016 and last amended (Amendment No. 1) in January 2017. SCAG's 2016-2040 RTP/SCS places a greater emphasis on sustainability and integrated planning than previous RTPs and defines three principles that guide future development in the six-county region: mobility, economy, and sustainability. SCAG updates the RTP/SCS every 4 years. Improvements to SR 55, including the proposed project (FTIP ORA131301), are listed in the 2016-2040 financially constrained RTP/SCS.

2.1.2.2 SCAG Federal Transportation Improvement Program

The FTIP is a listing of all capital transportation projects proposed over a 6-year period for the SCAG region. The FTIP is prepared to implement the projects and programs listed in the RTP and is developed in compliance with State and federal requirements. A new FTIP is prepared and approved every 2 years. These funded projects include highway improvements; transit, rail, and

bus facilities; carpool lanes; signal synchronization; intersection improvements; freeway ramps; and other related improvements.

Federal law requires that all federally funded projects and regionally significant projects (regardless of funding) must be listed in an FTIP. Improvements to SR 55, including the proposed project (FTIP ORA131301), are listed in the 2019 FTIP (SCAG 2016a).

2.1.2.3 Measure M Renewal Ordinance

In 1990, Orange County voters approved Measure M, a 0.5-cent sales tax for transportation improvements that was scheduled to sunset in 2011. On November 7, 2006, the County's voters renewed Measure M for a 30-year extension through 2041 and approved a continuation of transportation improvements through the Measure M Transportation Investment Plan (M2). By the year 2041, the M2 program plans to deliver approximately \$15.5 billion worth of transportation improvements to Orange County. Major improvement plans target Orange County freeways, streets and roads, and transit and environmental programs. The proposed project is included as project "F" in the M2 program and is subject to the provisions of OCTA's M2 Ordinance. Attachment B, Section II.A.4, of the M2 Ordinance contains the following language related to the design of freeway projects funded by M2:

"Freeway Projects will be built largely within existing rights of way using the latest highway design and safety requirements. However, to the greatest extent possible within the available budget, Freeway Projects shall be implemented using Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway Projects will be planned, designed and constructed using a flexible community-responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, and maintenance and performance goals. Context Sensitive Design features include: parkway-style designs; environmentally friendly, locally native landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs and themes that are in harmony with the surrounding communities."

2.1.2.4 OCTA M2020 Plan/Measure M Next 10 Delivery Plan

OCTA adopted the M2020 Plan on September 10, 2012. The M2020 Plan is an early action delivery plan for the M2 program. The M2020 Plan identifies the development and construction of 14 freeway projects to be delivered before the year 2020. On November 14, 2016, the OCTA Board approved the transition from the M2020 Plan into the Measure M Next 10 Delivery Plan. Improvements to SR 55, including the proposed project (SR 55 between I-5 and SR 91), are included in the plan.

The Next 10 Delivery Plan establishes priorities and funding commitments over a 10-year period (2017-2026) to implement the transportation improvements described in the M2 program, despite changing economic and revenue conditions.

2.1.2.5 OCTA Long Range Transportation Plan

The OCTA LRTP provides a guiding document for transportation improvements for Orange County, which is considered in the development of the RTP. The general goals of the LRTP are to assess the performance of the transportation system over a 20-plus year horizon and to identify the projects that best address the needs of the system based on expected population, housing, and employment growth, while simultaneously considering forecasted financial assumptions. The LRTP reflects OCTA's current policies and commitments and incorporates input from local jurisdictions, business and community leaders, County residents, transportation planning professionals, and other stakeholders. OCTA updates the LRTP about every 4 years. The last LRTP was finalized on September 12, 2014. Improvements to SR 55 to add capacity and improve operations are included in the plan.

Local General Plans

General plans contain policies that guide land use-related decisions within a city or county. General plans address issues that directly and indirectly influence land uses (e.g., housing, noise, transportation, public services and facilities, and conservation and open space). Refer to Table 2.1-2 for an analysis of the consistency of the proposed project with local planning documents.

City of Tustin General Plan

Relevant circulation-related policies in the City of Tustin General Plan are described below.

Circulation Element (2017)

- Policy 3.2: Support capacity and noise mitigation improvements such as HOV lanes, general purpose lanes, auxiliary lanes and noise barriers on the I-5 and SR 55 freeways.
- Policy 3.3: Monitor and coordinate with Caltrans freeway work as it affects Tustin's roadway and require modifications as necessary.
- Policy 3.4: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.

Conservation/Open Space/Recreation Element (2008)

- Policy 14.4: Preserve public and private open space lands for active and passive recreational opportunities.

City of Santa Ana General Plan

Relevant circulation and land use-related policies in the City of Santa Ana General Plan are described below.

Circulation Element (2010)

- Policy 1.1: Coordinate transportation improvements in a manner which minimizes disruptions to the community.

- Policy 1.2: Coordinate with the State to provide a freeway system that promotes efficient and convenient access to City streets in a manner consistent with local land use policy.
- Policy 4.1: Program and prioritize transportation improvements to stimulate growth in major development areas.
- Policy 4.2: Assess land use and transportation project impacts through the development review process.
- Policy 8.2: Maintain compliance with regional, state, and federal programs which provide funding for transportation improvements.

City of Orange General Plan

Relevant circulation and land use-related policies in the City of Orange General Plan are described below.

Circulation Element (2010)

- Policy 2.3: Cooperate with and support local and regional agencies' efforts to improve regional arterials and transit in order to address increasing traffic congestion.
- Policy 2.5: Ensure that transportation facilities and improvements do not degrade the quality of Orange's commercial and residential areas.
- Policy 2.6: Encourage the use of regional rail, transit, bicycling, carpools, and vanpools for work trips to relieve traffic congestion.
- Policy 6.1: Supply adequate, clear, and correctly placed signage to direct both motorists and non-motorists toward destinations and away from hazards.

Natural Resources Element (2015)

- Policy 2.13: Control surface runoff water discharges into the stormwater conveyance system to comply with the City's National Pollutant Discharge Elimination System (NPDES) Municipal Permit and other regional permits issued by the Santa Ana Regional Water Quality Control Board.

City of Anaheim General Plan

Circulation Element

- Policy 1.2.1 Continue working with Caltrans, the FHWA and the FTA to address traffic flow along State highways that traverse the City.
- Policy 1.2.3 Work with Caltrans to identify needed improvements to its facilities in the City as necessary.
- Policy 1.2.4 Work with Caltrans and adjacent jurisdictions to improve the operational performance of highways within and adjacent to the City.
- Policy 1.2.5 Work with Caltrans in analyzing the performance of freeway interchanges located in the City and seek appropriate improvements.

- Policy 2.3.2 Actively engage in inter-jurisdictional planning efforts as part of the Measure M program.
- Policy 2.3.4 Participate in cooperative planning processes to promote effective regional transportation and sustainable development and ensure that citizens of Southern California can access jobs, housing and tourism destinations in Anaheim.
- Policy 4.1.1 Continue to work with Caltrans in its implementation of the State Scenic Highway Program. Ensure the preservation and enhancement of scenic routes through special highway design and building regulation.

Green Element

- Policy 4.1.1 Ensure compliance with the Federal Clean Water Act (CWA) requirements for NPDES permits, including developing and requiring the development of Water Quality Management Plans for all new development and significant redevelopment in the City.
- Policy 4.1.4 Require new development and significant redevelopment to utilize site preparation, grading and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways.
- Policy 4.1.5 Coordinate with appropriate Federal, State, and local resource agencies on development projects and construction activities affecting waterways and drainages.

County of Orange General Plan

Transportation Element (2012)¹

- Policy 2.1: Coordinate with the following transportation planning agencies: Caltrans, OCTA, the Transportation Corridor Agencies, and Orange County cities on various studies relating to freeway, tollway, and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system.
- Policy 6.3: Work with adjacent jurisdictions to cooperatively implement needed measures that would provide HOV lanes, emergency lanes, additional travel lanes, necessary channelization, and/or bicycle lanes whenever warranted and feasible.

Land Use Element (2015)²

- Policy 14 Urban and Storm Runoff Regulations: To guide physical development within the County while protecting water quality through required compliance with urban and stormwater runoff regulations.

¹ County of Orange General Plan, [Transportation Element](#).

² County of Orange General Plan, [Land Use Element](#).

Specific Plans

Some municipalities adopt specific plans to implement the policies established in the general plan in a specific geographical area. No specific plans are located in the Study Area.

2.1.3 Environmental Consequences

Build Alternative

Existing and Planned Land Use

The proposed project would occur almost entirely within the existing right-of-way of SR 55 and would not directly require the permanent conversion from current and planned land uses to transportation uses; therefore, the proposed project is consistent with the current land use of the highway. Indirect or secondary impacts are not anticipated to occur. Furthermore, construction activities are not anticipated to interfere with land uses on the parcels or result in land use conflicts with adjacent businesses and residences near SR 55. Construction impacts would be temporary and would cease when the proposed project construction is complete. The project would result only in temporary impacts associated with acquisition of two TCEs located along southbound SR 55 near the Village Apartments and an adjacent undeveloped parcel to the north. Except for the TCEs, the project would be constructed within Caltrans right-of-way and will not result in permanent acquisition or permanent changes in land use as a result of the project. Detailed discussion of the TCEs is provided in Section 2.3.2 Relocations and Real Property Acquisition.

Consistency with State, Regional, and Local Plans and Programs

As analyzed below in Table 2.1-2, the proposed project is consistent with the policies and objectives outlined above within each General Plan for the cities of Tustin, Santa Ana, Orange, and Anaheim, and County of Orange. The proposed project would improve regional transportation facilities and maximize the efficiency of the circulation system. In addition, implementation of the proposed project would not result in changes to existing land use patterns along SR 55 because SR 55 is an existing transportation facility located in a highly developed area.

Furthermore, inclusion in the 2019 FTIP demonstrates that the proposed project was evaluated for regional impacts, meets the planning and regional requirements for demonstration of federal conformity, and is consistent with local air quality planning efforts. The design concept and scope of the proposed project is also consistent with the project description in the 2016-2040 financially constrained RTP/SCS.

No Build Alternative

Existing and Planned Land Use

The No Build Alternative would not result in the construction of any improvements to the project segment of SR 55 other than routine maintenance. As a result, the No Build Alternative would not result in adverse effects related to existing and planned land uses. No indirect or secondary impacts on land use and planning would result from implementation of the No Build Alternative.

Consistency with State, Regional, and Local Plans and Programs

Consistency with State, regional, and local plans and programs is related to the consistency of permanent changes with those plans. Therefore, impacts under the No Build Alternative would not result in any inconsistencies with State, regional, and local plans and policies.

Table 2.1-2: Consistency with State, Regional, and Local Plans and Programs

Policy	Build Alternative	No Build Alternative
City of Tustin General Plan		
<i>Circulation Element (2017)</i>		
Policy 3.2: Support capacity and noise mitigation improvements such as high-occupancy vehicle (HOV) lanes, general purpose lanes, auxiliary lanes and noise barriers on the I-5 and SR 55 freeways.	Consistent. The Build Alternative adds general purpose and auxiliary lanes in each direction at strategic locations along SR 55 between just north of the I-5/SR 55 interchange and just south of the SR 55/SR 91 interchange. The Build Alternative would also include one additional noise barrier.	Inconsistent. The No Build Alternative would not improve conditions on SR 55 and would therefore not introduce general purpose lanes or noise barriers on SR 55.
Policy 3.3: Monitor and coordinate with California Department of Transportation (Caltrans) freeway work as it affects Tustin's roadway and require modifications as necessary.	Consistent. All improvements to SR 55 are, and would continue to be, coordinated with the City of Tustin and Caltrans.	N/A
Policy 3.4: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.	Consistent. The improvements to SR 55 associated with the proposed project would affect the City of Tustin, and the City of Tustin has an active role in project development meetings with OCTA.	N/A
<i>Conservation/Open Space/Recreation Element (2017)</i>		
Policy 14.4: Preserve public and private open space lands for active and passive recreational opportunities.	Consistent. The proposed project would not result in the removal of open space lands in Tustin.	Consistent. The No Build Alternative would not result in the removal of open space lands in Tustin.
City of Santa Ana General Plan		
<i>Circulation Element (2010)</i>		
Policy 1.1: Coordinate transportation improvements in a manner which minimizes disruptions to the community.	Consistent. Except for the two TCEs, construction of the proposed project would occur within existing right-of-way and would not require road closures or detours, therefore minimizing disruption to the community.	N/A
Policy 1.2: Coordinate with the State to provide a freeway system that promotes efficient and convenient access to City streets in a manner consistent with local land use policy.	Consistent. Implementation of the proposed project includes coordination with Caltrans and will improve efficiency and access to SR 55 from local arterials, including those in the City of Santa Ana.	Inconsistent. The No Build Alternative would not improve conditions on SR 55 and would therefore not be in coordination with the State to provide a system with efficient and convenient access to city streets.

Policy	Build Alternative	No Build Alternative
Policy 4.1: Program and prioritize transportation improvements to stimulate growth in major development areas.	Consistent. Improvements to SR 55 are included in the 2016 RTP, which is designed to address and accommodate existing and projected growth in the region.	Inconsistent. The No Build Alternative would not result in transportation improvements to SR 55, which is included in the 2016 RTP/SCS.
Policy 4.2: Assess land use and transportation project impacts through the development review process.	Consistent. The proposed project is subject to CEQA and NEPA environmental review. Land use and transportation impacts are discussed as part of the CEQA/NEPA documentation.	N/A
Policy 8.2: Maintain compliance with regional, state, and federal programs which provide funding for transportation improvements.	Consistent. Improvements to SR 55 are included in the 2016 RTP/SCS and the 2019 FTIP. Therefore, the proposed project is in compliance with regional, State, and federal programs.	Inconsistent. The No Build Alternative would not improve conditions on SR 55, and would not be in compliance with the RTP/SCS and FTIP.
City of Orange General Plan		
<i>Circulation Element (2015)</i>		
Policy 2.3: Cooperate with and support local and regional agencies' efforts to improve regional arterials and transit in order to address increasing traffic congestion.	Consistent. The proposed project adds general purpose and auxiliary lanes in each direction at strategic locations along SR 55 between just north of the I-5/SR 55 interchange and just south of the SR 55/SR 91 interchange. The corridor Cities are members of the project development team and are part of the interdisciplinary team working to implement the proposed project. OCTA/Caltrans have been working with the Cities to avoid/minimize impacts to regional and local facilities.	N/A.
Policy 2.5: Ensure that transportation facilities and improvements do not degrade the quality of Orange's commercial and residential areas.	Consistent. Except for the two TCEs, construction of the proposed project would occur within existing right-of-way and would therefore avoid the degradation of adjacent commercial and residential areas.	N/A
Policy 2.6: Encourage the use of regional rail, transit, bicycling, carpools, and vanpools for work trips to relieve traffic congestion.	Consistent. Within the limits of the proposed project, SR 55 currently has three to five general purpose lanes and an HOV lane in each direction, with auxiliary lanes between ramps at various locations. The purpose of the proposed project is to provide congestion relief, improve traffic flow, and increase mobility on SR 55.	Consistent. The No Build Alternative would maintain the existing HOV lane in each direction.
Policy 6.1: Supply adequate, clear, and correctly placed signage to direct both motorists and non-motorists toward destinations and away from hazards.	Consistent. The proposed project would place proper signage along SR 55 to direct motorists toward destinations.	Consistent. The No Build Alternative would maintain existing signage along SR 55.

Policy	Build Alternative	No Build Alternative
<i>Natural Resources Element (2015)</i>		
Policy 2.13: Control surface runoff water discharges into the stormwater conveyance system to comply with the City's National Pollutant Discharge Elimination System (NPDES) Municipal Permit and other regional permits issued by the Santa Ana Regional Water Quality Control Board.	Consistent. The proposed project is an NCCP/HCP covered freeway improvement project and, therefore, will comply with the provisions of the Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS00003) and the NPDES General Permit, WDRs for Discharges of Stormwater Runoff Associated with Construction Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002), and any subsequent permit in effect at the time of construction.	N/A
City of Anaheim General Plan		
<i>Circulation Element (2018)</i>		
Policy 1.2.1 Continue working with Caltrans, the Federal Highway Administration and the Federal Transit Administration to address traffic flow along State highways that traverse the City.	Consistent. Implementation of the proposed project includes coordination with Caltrans and will improve traffic flow in the city of Anaheim.	Inconsistent. The No Build Alternative would not improve conditions on SR 55 and would therefore not address traffic flow within the city.
Policy 1.2.3 Work with Caltrans to identify needed improvements to its facilities in the City as necessary.	Consistent. Implementation of the proposed project includes coordination with Caltrans and will improve traffic flow in the city of Anaheim.	Inconsistent. The No Build Alternative would not improve conditions on SR 55 and would therefore not address traffic flow within the city.
Policy 1.2.4 Work with Caltrans and adjacent jurisdictions to improve the operational performance of highways within and adjacent to the city.	Consistent. Implementation of the proposed project includes coordination with Caltrans and will improve traffic flow in the city of Anaheim.	Inconsistent. The No Build Alternative would not improve conditions on SR 55 and would therefore not address traffic flow within the city.
Policy 1.2.5 Work with Caltrans in analyzing the performance of freeway interchanges located in the city and seek appropriate improvements.	Consistent. Implementation of the proposed project includes coordination with Caltrans and will improve traffic flow in the city of Anaheim.	Inconsistent. The No Build Alternative would not improve conditions on SR 55 and would therefore not address traffic flow within the city.
Policy 2.3.2 Actively engage in inter-jurisdictional planning efforts as part of the Measure M program.	Consistent. The proposed project included inter-jurisdictional planning efforts with Caltrans to comply with the Measure M program.	N/A
Policy 2.3.4 Participate in cooperative planning processes to promote effective regional transportation and sustainable development and ensure that citizens of Southern California can access jobs, housing, and tourism destinations in Anaheim.	Consistent. Implementation of the proposed project includes coordination with Caltrans and will improve traffic flow in the city of Anaheim.	Inconsistent. The No Build Alternative would not improve conditions on SR 55 and would therefore not address traffic flow within the city.

Policy	Build Alternative	No Build Alternative
<p>Policy 4.1. Continue to work with Caltrans in its implementation of the State Scenic Highway Program. Ensure the preservation and enhancement of scenic routes through special highway design and building regulation.</p>	<p>Consistent. A portion of the proposed project limits occur within a state scenic highway. Therefore, coordination with Caltrans would occur to ensure the preservation and enhancement of the highway.</p>	<p>N/A</p>
<p><i>Green Element (2018)</i></p>		
<p>Policy 4.1.1 Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including developing and requiring the development of Water Quality Management Plans for all new development and significant redevelopment in the City.</p>	<p>Consistent. The proposed project is an NCCP/HCP covered freeway improvement project and, therefore, will comply with the provisions of the Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS00003) and the NPDES General Permit, WDRs for Discharges of Stormwater Runoff Associated with Construction Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002), and any subsequent permit in effect at the time of construction.</p>	<p>N/A</p>
<p>Policy 4.1.4 Require new development and significant redevelopment to utilize site preparation, grading and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways.</p>	<p>Consistent. Erosion control measures will be implemented during construction and as part of the proposed project's improvements. The proposed BMPs to minimize erosion include, but are not limited to, temporary fiber rolls, temporary mulch, drainage inlet protection, concrete washout facilities, street sweeping, and hydroseeding.</p>	<p>N/A</p>
<p>Policy 4.1.5 Coordinate with appropriate Federal, State, and local resource agencies on development projects and construction activities affecting waterways and drainages.</p>	<p>Consistent. Implementation of the proposed project includes coordination with Caltrans and permitting agencies for activities affecting waterways and drainages.</p>	<p>N/A</p>
<p>County of Orange General Plan</p>		
<p><i>Transportation Element (2012)</i></p>		
<p>Policy 2.1: Coordinate with the following transportation planning agencies: Caltrans, OCTA, the Transportation Corridor Agencies, and County of Orange cities on various studies relating to freeway, tollway, and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system.</p>	<p>Consistent. Implementation of the proposed project includes coordination with Caltrans, OCTA, and the County of Orange cities and communities within the study area. All improvements to SR 55 are, and would continue to be, coordinated with the County of Orange and Caltrans.</p>	<p>N/A</p>
<p>Policy 6.3: Work with adjacent jurisdictions to cooperatively implement needed measures that would provide high occupancy vehicle lanes, emergency lanes or additional travel lanes, necessary channelization, and/or bicycle lanes whenever warranted and feasible.</p>	<p>Consistent. All improvements to SR 55 are, and would continue to be, coordinated with the County of Orange and Caltrans.</p>	<p>N/A</p>

Policy	Build Alternative	No Build Alternative
<i>Land Use Element (2015)</i>		
Policy 14 Urban and Storm Runoff Regulations: To guide physical development within the County while protecting water quality through required compliance with urban and stormwater runoff regulations.	Consistent. The proposed project is an NCCP/HCP covered freeway improvement project and, therefore, will comply with the provisions of the Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS00003) and the NPDES General Permit, WDRs for Discharges of Stormwater Runoff Associated with Construction Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002), and any subsequent permit in effect at the time of construction.	N/A

Notes: BMP: Best Management Practice; Caltrans: California Department of Transportation; CEQA: California Environmental Quality Act; FTIP: Federal Transportation Improvement Program; HOV: high-occupancy vehicle; I-5: Interstate 5; N/A: not applicable; NCCP/HCP: Natural Community Conservation Plan/Habitat Conservation Plan; NEPA: National Environmental Policy Act; NPDES: National Pollution Discharge Elimination System; OCTA: Orange County Transportation Authority; RTP: Regional Transportation Plan; SR 55: State Route 55; WDR: Waste Discharge Requirement

2.1.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are proposed since the proposed project would avoid conversion of or disruption to adjacent land uses within the Study Area by working within existing right-of-way and maintaining consistency with all local policies within the various General Plans.