

ROH – 04/07/15

RESOLUTION NO. 2015-015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA ANA APPROVING AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT / ENVIRONMENTAL IMPACT REPORT NO. 89-01 FOR THE BRISTOL STREET WIDENING PROJECT BETWEEN CIVIC CENTER DRIVE AND WASHINGTON AVENUE (PHASE IIIA)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA ANA AS FOLLOWS:

Section 1. The City Council of the City of Santa Ana hereby finds, determines and declares as follows:

- A. On November 19, 1990, the City Council approved the Final Environmental Impact Statement / Environmental Impact Report (EIS 89-01) for the widening of a 3.9-mile segment of Bristol Street from Warner Avenue to Memory Lane, hereinafter referred to as the "Project".
- B. City Council has been asked to approve the commencement of Phase IIIA of the Project, widening Bristol Street from Civic Center Drive to Washington Avenue. Phase IIIA includes minor design modifications to the Project approved in EIS 89-01.
- C. On April 7, 2015, the City Council of the City of Santa Ana considered the request for approval of the Addendum to the Final Environmental Impact Study / Environmental Impact Report (EIS 89-01).

Section 2. The City Council previously approved and adopted Final Environmental Impact Study / Environmental Impact Report (EIS 89-01). In accordance with the California Environmental Quality Act ("CEQA"), an Addendum to EIS 89-01 was prepared for Phase IIIA of the Bristol Street Widening Project. A true and correct copy of the Addendum is attached hereto as Exhibit "A" and incorporated herein by reference. The City Council reviewed the information contained in the Addendum, which includes reference materials, all of which are hereby incorporated by reference, and as a result of its consideration and the evidence presented at the hearings on this matter, determined that, as required pursuant to CEQA and the State CEQA Guidelines, the Addendum adequately addresses the expected environmental impacts of this Project. Based upon the studies, the City Council determines that there are no new significant impacts or any increases in the severity of the impacts previously identified in the original FEIS/EIR.

Section 3. The City Council hereby certifies and approves the Addendum to EIR 89-01, and directs that any necessary Notice of Determination be prepared and filed with the County Clerk of the County of Orange in the matter required by Law.

Section 4. These decisions are based upon the Request for Council Action dated April 7, 2015, and exhibits attached thereto; the public comments; and, the Final Environmental Impact Study / Environmental Impact Report (EIS 89-01), all of which are incorporated herein by this reference.

Section 5. This decision rendered by the City Council of the City of Santa Ana is final and is subject to judicial review pursuant to California Code of Civil Procedure section 1094.6.

ADOPTED this 7th day of April, 2015.


Miguel A. Pulido
Mayor

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By: 

Ryan O. Hodge
Assistant City Attorney

AYES: Councilmembers: Amezcuca, Benavides, Martinez, Pulido, Reyna,
Tinajero (6)

NOES: Councilmembers: None (0)

ABSTAIN: Councilmembers: Sarmiento (1)

NOT PRESENT: Councilmembers: None (0)

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, MARIA D. HUIZAR, Clerk of the Council, do hereby attest to and certify the attached Resolution No. 2015-014 to be the original resolution adopted by the City Council of the City of Santa Ana on April 7, 2015.

Date: 4/17/2015

Maria D. Huizar
Clerk of the Council
City of Santa Ana

PLEASE SEE LASERFICHE
RESOLUTION NO. 2015-015
FOR EXHIBIT A

January 20, 2015

CITY OF SANTA ANA

Bristol Street Widening Project Civic Center Drive to Washington Avenue (Phase IIIA) *Environmental Impact Report Addendum*

PROJECT NUMBER:
133868

PROJECT CONTACT:
Court Morgan
EMAIL:
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PHONE:
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Exhibit A

Environmental Impact Report Addendum

PREPARED FOR: CITY OF SANTA ANA
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SANTA ANA, CA 92702

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ACRONYMS AND ABBREVIATIONS

| | |
|-------------------|---|
| AAQS | ambient air quality standards |
| ADA | American with Disabilities Act of 1990 |
| APE | Area of Potential Effect |
| AQMP | Air Quality Management Plan |
| BMPs | best management practices |
| CAAQS | California ambient air quality standards |
| CalEEMod | SCAQMD California Emissions Estimator Model |
| Caltrans | California Department of Transportation |
| CEQA | California Environmental Quality Act |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| CPRC | California Public Resources Code |
| CRHR | California Register of Historical Resources |
| CWA | Clean Water Act |
| dB | decibels |
| dB(A) | A-weighted decibels |
| EPA | US Environmental Protection Agency |
| FEIS/EIR | Final Environmental Impact Statement / Environmental Impact Report |
| FHWA | Federal Highway Administration |
| FTIP | Federal Transportation Improvement Program |
| GC | General Commercial |
| GHG | greenhouse gas |
| I-405 | San Diego Freeway |
| LOS | Level of Service |
| LSTs | Localized Significance Thresholds |
| mph | miles per hour |
| NAAQS | National Ambient Air Quality Standards |
| NEPA | National Environmental Policy Act |
| NO ₂ | nitrogen dioxide |
| NO _x | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| O ₃ | ozone |
| OCTD | Orange County Transit District |
| PM ₁₀ | particulate matter less than or equal to 10 microns in diameter |
| PM _{2.5} | particulate matter less than or equal to 2.5 microns in diameter |
| ppm | parts per million |
| Project | Bristol Street Widening Phase IIIB – 17 th Street to Washington Ave. Project |
| ROG | reactive organic gases |
| RTIP | Regional Transportation Improvement Program |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SIPs | state implementation plans |
| SO _x | sulfur oxides |
| SP1 | Specific Plan |
| SR-22 | State Route 22 |
| SWPPP | Stormwater Pollution Prevention Plan |
| TCMs | Transportation Control Measures |
| UBC | Uniform Building Code |

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1.0 INTRODUCTION

This Addendum has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to evaluate the potential environmental impacts of the proposed changes to the widening of Bristol Street, from Warner Avenue to Memory Lane as proposed in the Project Final Environmental Impact Statement / Environmental Impact Report (FEIS/EIR) approved in 1990 (FHWA-CA-EIS-89-01-F; SCH No. 87071509).

This Addendum focuses on the segment of Bristol Street between Civic Center Drive to Washington Avenue (Phase IIIA, or Project) and is limited to the proposed improvements to this segment. This Addendum provides an assessment of potential environmental impacts associated with minor design modifications and the issue of climate change which was not addressed in the previously prepared and certified FEIS/EIR.

Design modifications to the Project, since approval of the 1990 FEIS/EIR, that are addressed in this Addendum include the following:

- The 1990 FEIS/EIR, using decommissioned noise methodology, recommended noise barriers (soundwalls) at all easterly parcel boundaries currently fronting the east side of Bristol Street between Civic Center Drive and Washington Avenue. However, using current noise modeling methodology (RBF Consulting 2014), noise abatement in the form of noise barriers is not required for the Phase IIIA Project.
- For purposes of aesthetic treatment and enhancement, the proposed Project would install an approximately 8-foot high block wall at approximately the same location where soundwalls were previously recommended (as addressed in the 1990 FEIS/EIR).
- The proposed Project increases the total right-of-way width from 120 feet to 128 feet. The proposed Project right-of-way cross-section would maintain a curb-to-curb width of 100 feet, would accommodate a 7-foot wide bike lane on each side of the roadway, and would not affect the number or width of vehicular travel lanes as compared to the right-of-way cross-section addressed in the 1990 FEIS/EIR. However, the proposed Project right-of-way cross section, as compared to the right-of-way cross section addressed in the 1990 FEIS/EIR, would reduce the width of the sidewalks from 10 to 8 feet and also accommodate a 6-foot wide parkway on each side of Bristol Street to separate pedestrian and vehicular travel; a parkway was not included as part of the roadway cross section addressed in the 1990 FEIS/EIR. Acquisition of property resulting from the proposed Project right-of-way is accounted for in this analysis.
- Addition of a westbound right-turn lane on Washington Avenue at Bristol Street.
- Addition of a cul-de-sac at 9th Street on the west side of Bristol Street.
- Full and partial acquisition on both sides of Bristol Street between Civic Center Drive and Washington Avenue.
- Changes in land use as part of the Bristol Specific Plan Addendum, as follows:
 - Assessor Parcel Numbers (APNs) 405-262-21, -22, -23, -24, -25, -26, -27, -28, -29, -30, -31, -32, and -33; and 405-274-09, -10, -11, -12, and -13) – Land use change from Park to Park with Commercial option.

Additionally, the topic of greenhouse gas (GHG) emissions was not addressed in the previously approved 1990 FEIS/EIR as this topic was not a subject matter that required evaluation pursuant to CEQA at that time. As such, this Addendum analyzes the effects of GHG emissions associated with construction and operation of the proposed Project.

This Addendum to the previously certified 1990 FEIS/EIR has been prepared because Project-related modifications to the Bristol Street alignment do not trigger the need for further environmental analysis in a Subsequent or Supplemental EIR under the requirements CEQA (refer to CEQA Guidelines Sections 15162 and 15163, respectively).

1.1 Purpose of an Addendum

Under CEQA, when an EIR has been certified for a project, no Subsequent EIR may be required for that project unless the lead agency determines, based upon substantial evidence, that one or more specified circumstances has occurred. Only if one or more of the following circumstances arises is a Subsequent EIR required, pursuant to CEQA Guidelines Section 15162:

1. (1) Substantial changes are proposed in the project which will require major revision of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revision of the previous EIR due to the involvement of new significant environmental increase in the severity of previously identified significant effects; or
3. (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines Section 15162[a])

A Supplement to an EIR (or Supplemental EIR), which is narrower in scope than a Subsequent EIR, may be prepared if any of the above criteria apply, but “[o]nly minor changes or additions would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines Section 15163[a][2]). In the absence of the need to prepare either a Subsequent or Supplemental EIR, an Addendum may be prepared. More specifically, CEQA Guidelines Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This Addendum to the previously certified FEIS/EIR for the approved Project has been prepared because the evaluation of the proposed modifications does not result in any of the circumstances requiring a Subsequent or Supplemental EIS/EIR. Although the proposed modifications would result in development that differs from that in the 1990 FEIS/EIR, those modifications do not trigger the need for preparation of a Subsequent or Supplemental EIR under the criteria listed in CEQA Guidelines Sections 15162 and 15163, respectively. Sections 2.0 and 3.0 of this Addendum demonstrate that no substantial changes are proposed in the approved Project or have occurred in the area of the Bristol Street Widening Phase IIIA Project that will require major revisions to the previously certified 1990 FEIS/EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Specifically, the proposed modifications, as compared to the 1990 FEIS/EIR, do not result in new or substantially greater significant impacts because the scale and nature of the proposed modifications are sufficiently similar to that analyzed in the 1990 FEIS/EIR such that the impacts of the proposed modifications are within the levels and types of environmental impacts disclosed in the 1990 FEIS/EIR.

In addition, no substantial changes in circumstances under Section 15162(a)(2) have occurred since the certification of the 1990 FEIS/EIR for the approved Project that would result in new significant impacts or substantially increase the severity of significant impacts previously identified, since the background environmental conditions have not significantly changed since that time. The City of Santa Ana has received no information indicating there has been a substantial change in any circumstances that would result in a new or substantially greater significant impact.

Furthermore, no new information, which was not known and could not have been known at the time of the 1990 FEIS/EIR preparation, has been revealed that shows new or substantially greater significant impacts would result (see CEQA Guidelines Section 15162(a)(3)). In addition, there are no new or different mitigation measures or alternatives that would substantially reduce one or more significant impacts of the approved Project but that are not adopted. The proposed modifications do not identify or require adoption of any further mitigation measures or alternatives beyond those provided in the certified 1990 FEIS/EIR for the approved Project, since additional mitigation measures are either not necessary or not feasible, and the alternatives analyzed in the 1990 FEIS/EIR represent a reasonable range as required pursuant to CEQA [see CEQA Guidelines Section 15162(a)(3)].

This Addendum relies on the certified 1990 FEIS/EIR and the related administrative record, in addition to the additional documentation included to support the Addendum, including the appendices. The Addendum is to be included or attached to the 1990 FEIS/EIR and is not to be considered as an independent or separate document.

As this Addendum does not identify new or substantially greater significant impacts, circulation for public review and comment is not necessary pursuant to CEQA Guidelines Section 15164(c). However, the City Council will consider and adopt or reject this Addendum at a public meeting (refer to CEQA Guidelines Section 15164(d)). The findings of the City Council in its resolution of adoption of this Addendum, if adopted, will reflect this Addendum which provides the basis and substantial evidence for

the decision not to prepare a Subsequent or Supplemental EIR (refer to CEQA Guidelines Section 15164(e)).

1.2 Project Location

The proposed Project includes a segment of Bristol Street between Civic Center Drive and Washington Avenue in the City of Santa Ana. The City of Santa Ana, located within the County of Orange, is surrounded by the Cities of Tustin, Orange, Costa Mesa, Fountain Valley, and Garden Grove. The proposed Project site is located approximately 1.5 miles north of the San Diego Freeway (I-405) and approximately three miles south of State Route 22 (SR-22). Refer to Figures 1 and 2 for the regional map and Project location map, respectively.

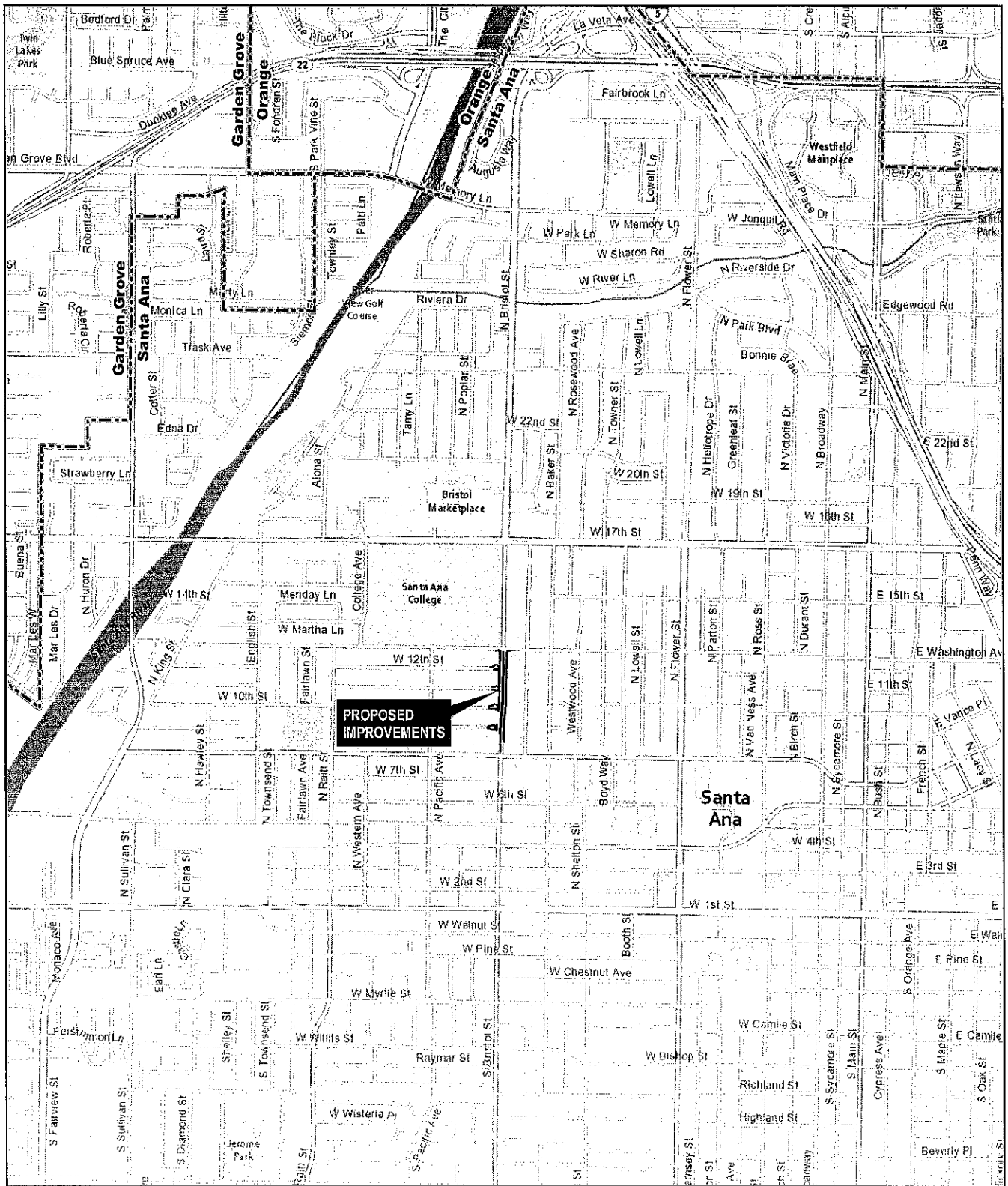
1.2.1 Existing Land Uses

The Project area and surrounding vicinity is located within an urbanized area of the City of Santa Ana. Existing land use along the Project corridor consists of commercial and single- and multi-family residences. Figure 3 illustrates existing land use as identified in the 1990 FEIS/EIR.

FIGURE 1 REGIONAL LOCATION

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FIGURE 2 PROJECT LOCATION



LEGEND

— PROPOSED IMPROVEMENTS

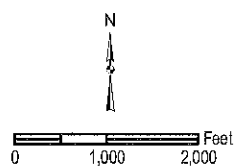








FIGURE 2
PROJECT LOCATION

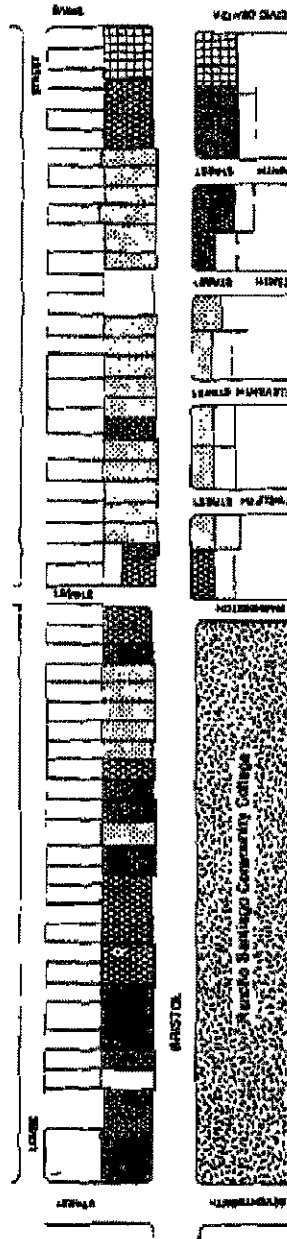
BRISTOL STREET WIDENING PROJECT
CIVIC CENTER DRIVE TO
WASHINGTON AVENUE
(PHASE IIA)

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FIGURE 3 EXISTING LAND USE (1990 FEIS/EIR)

LEGEND

-  SINGLE FAMILY RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  COMMERCIAL
-  OFFICE PROFESSIONAL
-  GAS STATION
-  VACANT



SOURCE: FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT, PROPOSED WIDENING OF BRISTOL STREET FROM WHILSHIRE AVENUE TO WARNER AVENUE IN THE CITY OF SANTA ANA, WILLDAN ASSOCIATES, 1990.

FIGURE 3
EXISTING LAND USE
(1990 FEIS/EIR)

BRISTOL STREET WIDENING PROJECT
CIVIC CENTER DRIVE TO
WASHINGTON AVENUE
(PHASE IIIA)

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1.3 Project Background

1.3.1 Approved 1990 Final EIR/EIS

The City of Santa Ana General Plan designates Bristol Street as a Major Arterial Highway traveling in a north-south direction. As a result of significant growth and traffic congestion on Bristol Street, the City of Santa Ana, in the late 1980s, proposed to widen Bristol Street from a four-lane roadway to a six-lane arterial in accordance with adopted County of Orange and City of Santa Ana standards for a Major Arterial Highway. A joint EIS/EIR was prepared and approved by the City of Santa Ana and the California Department of Transportation (Caltrans) for the widening of Bristol Street in 1990. The 1990 Project entailed a 3.9-mile segment of Bristol Street from Warner Avenue to Memory Lane. Due to significant costs associated with construction and availability of funding, the street widening Project was divided into three phases; Phase I, from Warner Avenue north to First Street; Phase II, consisting of the widening and reconstruction of the bridge which crosses Santiago Creek (northerly limits of the street widening Project); and Phase III, between First Street and Memory Lane. Subsequently, and also due to funding programming and availability, the Phase III segment has been further divided into two separate segments: Phase IIIA, Civic Center Drive to Washington Avenue (the subject of this Addendum); and Phase IIIB Washington Avenue to 17th Street. The Bristol Street widening segments, as described above, operate independently; that is, operation of one segment is not dependent on another.

The 1990 FEIS/EIR (SCH No. 87071509) was approved on November 19, 1990. The 1990 FEIS/EIR and associated technical studies, incorporated herein by reference, documented the environmental impacts of widening Bristol Street from Warner Avenue to Memory Lane in the City of Santa Ana. As stated in the 1990 FEIS/EIR, the purpose and goals of the Bristol Street Widening Project were to:

1. Provide sufficient roadway capacity to accommodate current and future traffic demand.
2. Improve the performance and safety of the roadway for the benefit of the motoring public.
3. To reduce current and projected future delays experienced at major intersections and to design intersections to function at acceptable Levels of Service (LOS).
4. To design the roadway in manner conducive to the provision of public transportation, namely bus service provided by the Orange County Transit District (OCTD).

1.3.2 Adopted Transportation Improvement Program

The Approved Project is fully funded and included as project number ORA125 in the regional emissions analysis conducted by Southern California Association of Governments (SCAG) for the conforming 2013 Federal Transportation Improvement Program (FTIP) adopted by SCAG on September 19, 2012 and approved by FHWA on December 14, 2012. As provided in the FTIP, the Approved Project description reads as follows:

BRISTOL ST (WARNER TO MEMORY LANE) WIDEN FROM 4 TO 6 LANES (IMPV AT BRISTOL/WARNER (ADD NB/EB/SB THRU LNS; WB RT TRN LN) AND BRISTOL/FIRST (ADD NB/SB THRU LNS; SB LFT/RT/TRN LNS

The Phase IIIA project is a component of the Approved Project. The Phase IIIA Project's design concept and scope have not changed significantly from what was analyzed in the RTIP and FTIP. This analysis found that the plan and, therefore, the individual projects contained in the plan, are conforming projects, and would have air quality impacts consistent with those identified in the state implementation plans (SIPs) for achieving the National Ambient Air Quality Standards (NAAQS). FHWA determined the RTIP to conform to the SIP.

The Phase IIIA Project's open to the public year is consistent with (within the same regional emission analysis period as) the construction completion date identified in the FTIP and/or RTP. The FTIP gives priority to eligible Transportation Control Measures (TCMs) identified in the SIP and provides sufficient funds to provide for their implementation. FHWA determined the TIP to conform to the SIP on December 2010.

The Phase IIIA Project is also included in the 2013 TIP adopted by SCAG on September 6, 2012 and approved by FHWA on December 14, 2012.

1.4 Project Description

1.4.1 Bristol Street Widening Phase IIIA Project Area

Phase IIIA of the Bristol Street Widening Project involves the widening of Bristol Street between Civic Center Drive and Washington Avenue from four lanes to six lanes with a 128-foot wide right-of-way cross section including a 14-foot wide raised landscaped median; three 12-foot wide through travel lanes in each direction; a 7-foot wide Class II bike lane on each side of the roadway; a 6-foot wide parkway; and 8-foot wide sidewalks with curb ramps for wheelchair access (pursuant to American with Disabilities Act of 1990 [ADA] requirements) on both sides of the roadway. As Bristol Street approaches the intersections, the landscaped center median would taper to accommodate right-turn pockets and left-turn lanes in each direction. The proposed Project also includes the addition of a westbound right-turn lane on Washington Avenue at Bristol Street and removal of the eastbound through movement on Washington Avenue at Bristol Street to match the existing condition. Furthermore, a cul-de-sac would be constructed at 9th Street on the west side of Bristol Street.

Street signs and utilities including electric power lines, telephone poles, and street lighting would be relocated to new locations within the Project area along Bristol Street. Street furniture, including benches and bus shelters, would be provided at bus stop locations. Affected trees would be replanted.

During the one-year construction period (anticipated to be mid-2015 to mid-2016), one lane in each direction would remain open and existing driveway accesses along Bristol Street would be retained at all times. The maximum excavation depth would be three feet for roadway excavation, and approximately 10 feet for utility/drainage excavation.

1.4.2 Property Acquisition

As listed in Table 1, a total of 20 properties (parcels) would be fully acquired as a result of the proposed widening of Bristol Street between Civic Center Drive and Washington Avenue (refer to Figure 4 for the locations of affected properties). More specifically, the proposed Project, and its associated right-of-way requirements, would result in the full acquisition by the City of Santa Ana, of 17 single-family residential parcels; two parcels representing commercial/utility uses; and one parcel characterized as office-type use. Parcel 405-262-26 is within the project limits; however, this parcel is owned by the City. The acquisitions would comply with policies pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as implemented by the City of Santa Ana. The increase in right-of-way width associated with the proposed Project from 120 feet, as addressed in the 1990 FEIS/EIR, to 128 feet would not result in a difference in the number of properties that would be acquired as a result of the proposed improvements.

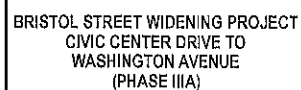
TABLE 1 PROPERTY ACQUISITIONS

| APN | ADDRESS | EXISTING LAND USE | ACQUISITION TYPE | ACQUIRED AREA (SF) |
|------------|---------------------|--|----------------------------|--------------------|
| 004-111-18 | 1306 W. 11th St. | Single-Family Residential | Partial | 304 |
| 004-111-22 | 1302 W. 11th St. | Single-Family Residential | Full | 6,983 |
| 004-112-33 | 1305 W. 11th St. | Single-Family Residential | Partial | 267 |
| 004-112-35 | 1302 W. 12th St. | Single-Family Residential | Full | 6,702 |
| 004-112-36 | 1301 W. 11th St. | Single-Family Residential | Full | 6,864 |
| 004-113-19 | 1305 W. 12th St. | Single-Family Residential | Full | 6,007 |
| 004-113-34 | 1301 W. 12th St. | Single-Family Residential | Full | 6,103 |
| 004-121-12 | 1307 W. 10th St. | Single-Family Residential | Full | 6,270 |
| 004-121-18 | 1301 W. 10th St. | Single-Family Residential | Full | 7,106 |
| 004-122-18 | 1311 W. 9th St. | Single-Family Residential | Partial | 92 |
| 004-123-11 | 1312 W. 9th St. | Single-Family Residential | Partial | 34 |
| 405-262-21 | 827 N. Bristol St. | Single-Family Residential | Full | 6,951 |
| 405-262-22 | 829 N. Bristol St. | Single-Family Residential | Full | 6,751 |
| 405-262-23 | 907 N. Bristol St. | Single-Family Residential | Full | 6,726 |
| 405-262-24 | 911 N. Bristol St. | Single-Family Residential | Full | 7,327 |
| 405-262-25 | 917 N. Bristol St. | Single-Family Residential | Full | 9,970 |
| 405-262-26 | 921 N. Bristol St. | Single-Family Residential | Owned by City ¹ | 0 |
| 405-262-28 | 1003 N. Bristol St. | Single-Family Residential | Full | 7,517 |
| 405-262-29 | 1005 N. Bristol St. | Single-Family Residential | Full | 7,406 |
| 405-262-30 | 1009 N. Bristol St. | Single-Family Residential | Full | 7,271 |
| 405-262-31 | 1015 N. Bristol St. | Single-Family Residential | Full | 7,270 |
| 405-262-32 | 1019 N. Bristol St. | Single-Family Residential | Full | 7,269 |
| 405-262-33 | 1023 N. Bristol St. | Office (Optometrist) | Full | 7,269 |
| 405-274-10 | 1111 N. Bristol St. | Commercial (Strip Mall) | Full | 34,264 |
| 044-113-35 | 1220 N. Bristol St. | Commercial (Strip Mall) | Partial | 3,500 |
| 405-274-12 | 1221 N. Bristol St. | Commercial/Utility (Restaurant/Substation) | Full | 6,122 |

¹Property acquired by City due to either (1) property tax default or (2) in accordance with Measure M guidelines for acquisition due to short sale or foreclosure.

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FIGURE 4 PROPERTY ACQUISITIONS



SOURCE: ARCGIS ONLINE, IMAGERY, ACCESSED 1/19/2015.

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1.4.3 Changes as Compared to the Approved Project

It should be noted that Project phasing has been revised from the original three phases identified in the 1990 FEIS/EIR. Construction phasing of the entire Project segment has been further subdivided as follows:

- St. Andrew Place to McFadden Avenue (Constructed in 2002)
- Elm Street to Memory Lane (Constructed in 2003)
- Pine Street to 3rd Street (Constructed in 2009)
- Phase I: McFadden Avenue to Pine Street (Constructed in 2011)¹
- Phase II: 3rd Street to Civic Center Drive (Constructed in 2014)
- Phase IIIA: Civic Center Drive to Washington Avenue
- Phase IIIB: Washington Avenue to 17th Street
- Phase IV: Warner Avenue to St. Andrew Place
- Phase V: 17th Street to Elm Street

The proposed street widening design configuration for the current Phase IIIA segment (proposed Project addressed herein) differs from the original configuration of the 1990 FEIS/EIR, as follows:

- The 1990 FEIS/EIR, using decommissioned noise methodology, recommended noise barriers (soundwalls) at all easterly parcel boundaries currently fronting the east side of Bristol Street between Civic Center Drive and Washington Avenue. However, using current noise modeling methodology (RBF Consulting 2014), noise abatement in the form of noise barriers is not required for the Phase IIIA Project.
- For purposes of aesthetic treatment and enhancement, the proposed Project would install an approximately 8-foot high block wall at approximately the same location where soundwalls were previously recommended (as addressed in the 1990 FEIS/EIR).
- The proposed Project increases the total right-of-way width from 120 feet to 128 feet. The proposed Project right-of-way cross-section would maintain a curb-to-curb width of 100 feet, would accommodate a 7-foot wide bike lane on each side of the roadway, and would not affect the number or width of vehicular travel lanes as compared to the right-of-way cross-section addressed in the 1990 FEIS/EIR. However, the proposed Project right-of-way cross section, as compared to the right-of-way cross section addressed in the 1990 FEIS/EIR, would reduce the width of the sidewalks from 10 to 8 feet and also accommodate a 6-foot wide parkway on each side of Bristol Street to separate pedestrian and vehicular travel; a parkway was not included as part of the roadway cross section addressed in the 1990 FEIS/EIR. Acquisition of property resulting from the proposed Project right-of-way is accounted for in this analysis.
- Addition of a westbound right-turn lane on Washington Avenue at Bristol Street.
- Removal of eastbound through movement on Washington Avenue at Bristol Street to match existing condition.
- Addition of a cul-de-sac at 9th Street on the west side of Bristol Street.
- Full and partial acquisition on both sides of Bristol Street between Civic Center Drive and Washington Avenue.
- Changes in land use as part of the Bristol Specific Plan Addendum, as follows:

¹ Phase numbers were assigned to the Bristol Street Widening Project subsequent to cancellation of the CenterLine Light Rail Transit Project and associated reallocation of funding from that canceled project to the Bristol Street Widening Project.

Assessor Parcel Numbers (APNs) 405-262-21, -22, -23, -24, -25, -26, -27, -28, -29, -30, -31, -32, and -33; and 405-274-09, -10, -11, -12, and -13) – Land use change from Park to Park with Commercial option.

The proposed Project lane configuration is shown on Figure 5 (Proposed Project Lane Geometries), whereas the intersection lane configurations from the original approved 1990 FEIS/EIR are shown on Figures 6 and 7. The proposed block wall, as described above, is also illustrated on Figure 5.

An assessment of construction and Project related GHG emissions was also not addressed in the 1990 FEIS/EIR, and as a result is addressed in this Addendum.

1.4.4 Construction Timeframe

Construction activities associated with the proposed Project would occur following acquisition of the required parcels. Construction of the proposed Project is anticipated to begin in mid-2015 and be completed within approximately one year (mid-2016).

1.5 Discretionary Actions

This Addendum must be adopted by the City of Santa Ana City Council as to its adequacy in complying with the requirements of CEQA and the previously approved 1990 FEIS/EIR. The City Council will consider the information contained in the Addendum and the 1990 FEIS/EIR in making a decision to approve or deny the proposed Project.

FIGURE 5 PROPOSED PROJECT LANE GEOMETRICS

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LEGEND

- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPOSED IMPROVEMENTS
- PROPOSED STRIPING

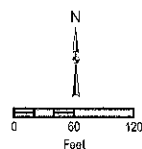
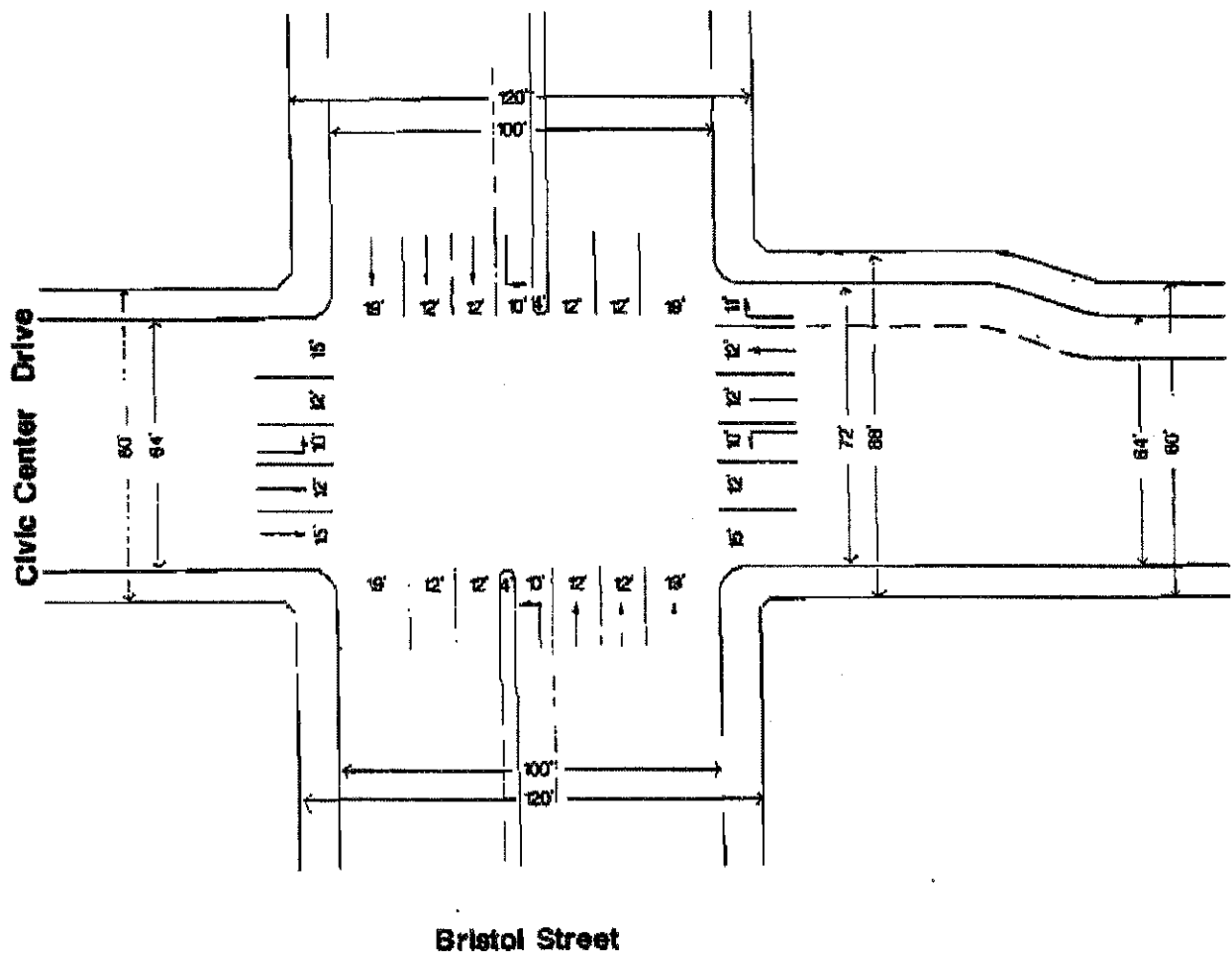


FIGURE 5
PROPOSED PROJECT
LANE GEOMETRICS

BRISTOL STREET WIDENING PROJECT
CIVIC CENTER DRIVE TO
WASHINGTON AVENUE
(PHASE IIIA)

FIGURE 6 BRISTOL STREET/CIVIC CENTER DRIVE INTERSECTION (1990 FINAL EIS/EIR)



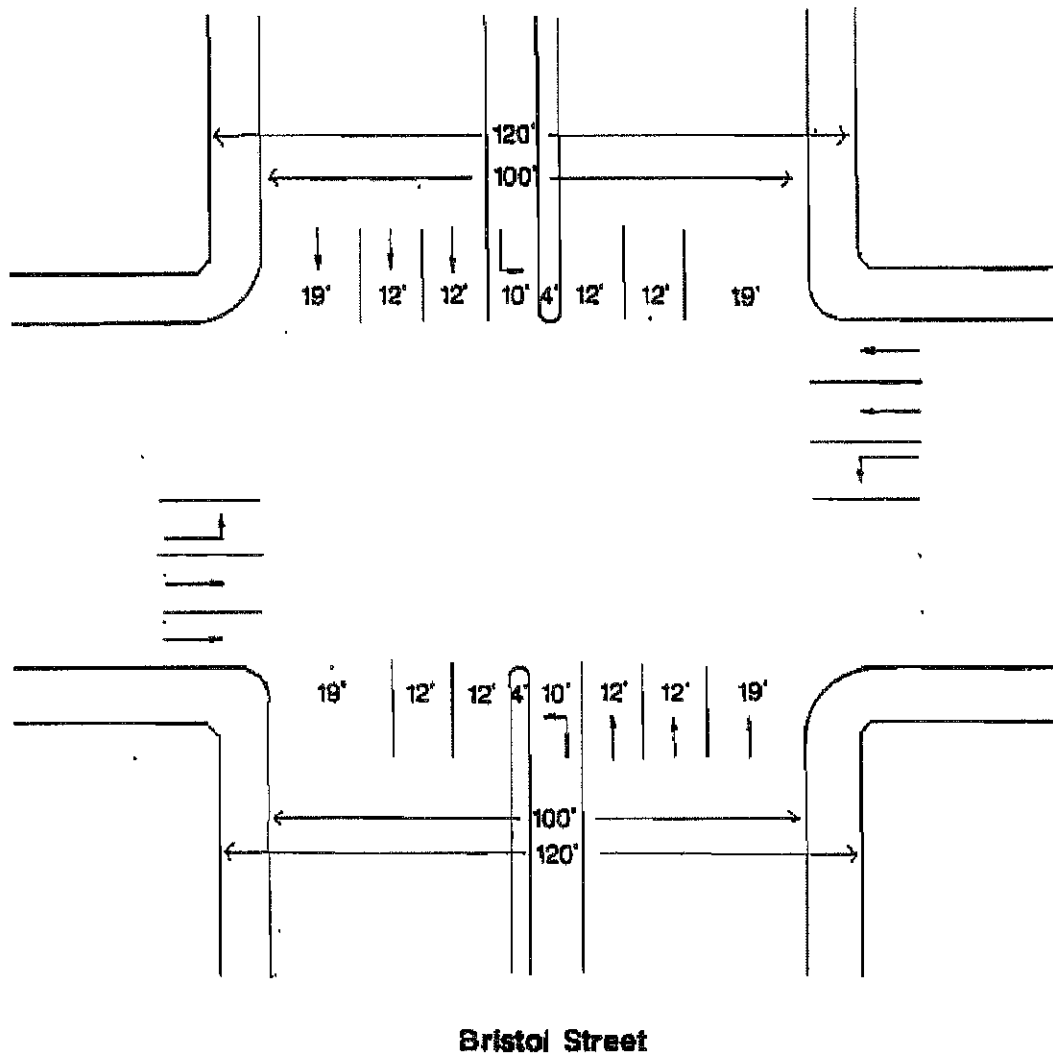
SOURCE:
FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT, PROPOSED WIDENING OF BRISTOL STREET FROM WARNER AVENUE TO MEMORY LANE, IN THE CITY OF SANTA ANA. WILDAN ASSOCIATES. 1990.

FIGURE 6
BRISTOL STREET/CIVIC
CENTER DRIVE INTERSECTION
(1990 FINAL EIS/EIR)

BRISTOL STREET
WIDENING PROJECT
CIVIC CENTER DRIVE TO
WASHINGTON AVENUE
(PHASE IIIA)

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FIGURE 7 BRISTOL STREET/OTHER INTERSECTIONS (1990 FINAL EIS/EIR)



SOURCE:
FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT, PROPOSED WIDENING OF BRISTOL
STREET FROM WARNER AVENUE TO MEMORY LANE, IN THE CITY OF SANTA ANA. WILDAN ASSOCIATES. 1990.

**FIGURE 7
BRISTOL STREET/
OTHER INTERSECTIONS
(1990 FINAL EIS/EIR)**

BRISTOL STREET
WIDENING PROJECT
CIVIC CENTER DRIVE TO
WASHINGTON AVENUE
(PHASE IIIA)

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2.0 ENVIRONMENTAL CHECKLIST

2.1 Background

Project Title: Bristol Street Widening, Phase IIIA Project.

Lead Agency Name and Address:

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

Contact Person and Phone Number:

Kenny Nguyen, P.E.
Senior Civil Engineer
City of Santa Ana
(714) 647-5632

Project Location: Bristol Street from Civic Center Drive to Washington Avenue in the City of Santa Ana.

Project Sponsor's Name and Address:

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

General Plan Designation: General Commercial (GC)

Zoning: Specific Plan (SP1)

Description of Project:

The City of Santa Ana is proposing to widen the Bristol Street between Civic Center Drive and Washington Avenue from four lanes to six lanes with a 128-foot wide right-of-way cross section including a 14-foot wide raised landscaped median; three 12-foot wide through travel lanes in each direction; a 7-foot wide Class II bike lane on each side of the roadway; a 6-foot wide parkway; and 8-foot wide sidewalks with curb ramps for wheelchair access (pursuant to American with Disabilities Act of 1990 [ADA] requirements) on both sides of the roadway. As Bristol Street approaches the intersections, the landscaped center median would taper to accommodate right-turn pockets and left-turn lanes in each direction. The proposed Project also includes the addition of a westbound right-turn lane on Washington Avenue at Bristol Street and removal of the eastbound through movement on Washington Avenue at Bristol Street to match the existing condition. Furthermore, a cul-de-sac would be constructed at 9th Street on the west side of Bristol Street. The proposed Project would also install an approximately 8-foot-high block wall at approximately the same location where the soundwall was previously recommended (as addressed in the 1990 FEIS/EIR). The widening would require full acquisitions of 20 parcels fronting Bristol Street as detailed in Table 1 (Property Acquisitions) of this Addendum.

Surrounding Land Uses and Setting:

The Project site is located within a fully developed urban area within the City of Santa Ana. Areas surrounding the Project site consist of various urban uses such as single- and multi-family residences and commercial and retail uses.

Other Public Agencies Whose Approval is Required (e.g., permits, financing, or participation agreement): City of Santa Ana.

3.0 ENVIRONMENTAL CONSEQUENCES

This section describes the effects of the proposed Project as compared to those identified in the previously approved 1990 FEIS/EIR document, and to existing conditions and any changes in regulatory setting since the previously approved 1990 FEIS/EIR. Furthermore, this section analyzes the potential environmental impacts associated with the proposed Project. The issue areas evaluated in this document include the following, pursuant to Appendix G of the CEQA Guidelines, and have been modified to evaluate the proposed Project changes for which an FEIS/EIR has been previously approved (in 1990) to assist in the determination of the need for a supplemental EIS/EIR or an Addendum.

The modified Initial Study checklist, comparing the effects of the Project modifications as compared to those analyzed in the 1990 FEIS/EIR, is found in Appendix A.

- | | |
|---------------------------------------|--------------------------------------|
| • Aesthetics | • Land Use |
| • Agricultural and Forestry Resources | • Mineral Resources |
| • Air Quality | • Noise |
| • Biological Resources | • Population and Housing |
| • Cultural Resources | • Public Services |
| • Geology and Soils | • Recreation |
| • Greenhouse Gas Emissions | • Transportation/Traffic |
| • Hazards and Hazardous Materials | • Utilities/Service Systems |
| • Hydrology/Water Quality | • Mandatory Findings of Significance |

A summary of impacts of the previously approved Project and the mitigation measures imposed is provided along with an analysis of the potential impacts resulting from the proposed Project and whether those impacts substantially exceeds those discussed in the previously approved 1990 FEIS/EIR.

3.1 Aesthetics

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections A - Landform Modification, G - Urban Landscaping, J - Light and Glare, and K - Aesthetic Considerations of the previously approved 1990 FEIS/EIR.

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

The proposed Project would not result in any significant modifications or changes from the previously approved 1990 FEIS/EIR. The Project is located within a highly developed urban area of the City of Santa Ana. No scenic vistas are located within the Project area. No impact to scenic vistas would result from the proposed Project.

Mitigation Measures

No new additional mitigation measures are required.

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

There are no state-designated scenic highways within the Project area, nor is the Project area visible from any scenic highways. No impacts are anticipated in this regard.

Mitigation Measures

No new additional mitigation measures are required.

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

The proposed Project is located in a highly urbanized area of the City of Santa Ana. Although the proposed Project would result in modifications to the visual character of the area resulting from the widening of Bristol Street and resultant property acquisitions, as well as the addition of an 8-foot high block wall at approximately the same location where the soundwall was previously addressed in the 1990 FEIS/EIR, the Project would not result in substantial changes in visual character as analyzed in the 1990 FEIS/EIR. Implementation of mitigation measures as included in the previously approved 1990 FEIS/EIR, including installation of a block wall as described above, would ensure that impacts are reduced to a less than significant level.

Although the proposed block wall is no longer warranted for purposes of noise abatement based on the updated Project noise analysis (RBF Consulting, 2014), the wall, as further described in the 1990 FEIS/EIR, was taken into consideration as a Project-related component in the context of providing improved visual continuity within the Bristol Street corridor; not constructing the proposed block wall would detract from providing an aesthetically unified streetscape along the Project corridor.

Mitigation Measures

No additional new mitigation measures are required.

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

Light and glare are currently generated from various sources within the Project area (e.g., commercial and retail businesses, signage, street lighting, and parking lot lighting). The proposed Project does not involve the construction of any structures other than relocation of street lighting fixtures. Therefore, no new sources of light or glare are anticipated with implementation of the proposed Project. The proposed Project would not generate additional daytime or nighttime illumination beyond that currently experienced within the area. Implementation of the proposed Project would not create more significant light and glare impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No additional new mitigation measures are required.

3.2 Agricultural Resources

The previously approved 1990 FEIS/EIR did not include evaluation for agricultural resources, as no agricultural resources are located within the area of analysis.

- a.) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The Project site is located within a highly urbanized area of the City of Santa Ana. No Prime, Unique, or Farmland of Statewide Importance is located in the vicinity of the Project site. No impacts would result from the proposed Project. The proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No additional new mitigation measures are required.

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

The Project site is located within a highly urbanized area in the City of Santa Ana. Lands within the Project area are designated General Commercial as identified in the City of Santa Ana's General Plan. The zoning designation of properties within the Project area is Specific Plan (SP1) which allows for a variety of land uses such as commercial, office, residential and open space as provided in the approved Specific Plan document. No agricultural uses exist on site or in the vicinity, and the Project would not conflict with a Williamson Act contract as none exist in the Project area. The proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No additional new mitigation measures are required.

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

The Project site is located within a highly urbanized area in the City of Santa Ana. Lands within the Project area are designated General Commercial as identified in the City of Santa Ana's General Plan. The zoning designation of properties within the Project area is Specific Plan (SP1) which allows for a variety of land uses such as commercial, office, residential and open space as provided in the approved Specific Plan document. No agricultural uses exist on site or in the vicinity, and the Project would not conflict with a Williamson Act contract as none exist in the Project area. The proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No additional new mitigation measures are required.

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

The Project site is located within a highly urbanized area in the City of Santa Ana. No forest land is located on site or in the vicinity. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No additional new mitigation measures are required.

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

The Project site is located within a highly urbanized area in the City of Santa Ana. No forest land is located on site or in the vicinity. Implementation of the proposed Project would not result in greater impacts than previously analyzed, regarding farmland, in the 1990 FEIS/EIR.

Mitigation Measures

No additional new mitigation measures are required.

3.3 Air Quality

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections H - Air Quality and V - Construction Impacts of the previously approved 1990 FEIS/EIR.

a.) Conflict with or obstruct implementation of the applicable air quality plan?

The Bristol Street Widening Project is fully funded and included in SCAG's 2012 Regional Transportation Plan titled 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future (2012 RTP) (RTP ID ORA125). The project is also currently listed in SCAG's financially constrained 2013 Federal Transportation Improvement Program (2013 FTIP) for fiscal year 2012/2013 – 2015/2016. The project entry in the 2013 FTIP identifies the following scope of work: BRISTOL ST (WARNER TO MEMORY LANE) WIDEN FROM 4 TO 6 LANES (IMPV AT BRISTOL/WARNER (ADD NB/EB/SB THRU LNS; WB RT TRN LN) AND BRISTOL/FIRST (ADD NB/SB THRU LNS; SB LFT/RT/TRN LNS).

The Project's design concept and scope have not changed significantly from what was analyzed in the RTIP and FTIP. This analysis found that the plan and, therefore the individual projects contained in the plan, are conforming projects and would have air quality impacts consistent with those identified in the SIPs for achieving the NAAQS. The FHWA determined the RTIP to conform to the SIP.

The proposed widening of Bristol Street, from Warner Avenue to Memory Lane has been included in the FTIP since 1992. The FTIP gives priority to eligible Transportation Control Measures (TCMs) identified in the SIP and provides sufficient funds to provide for their implementation. The FHWA determined the FTIP to conform to the SIP on April 2, 2009. No significant impacts would occur. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Furthermore, the South Coast Air Basin (SCAB) is designated by the state and US Environmental Protection Agency (EPA) as nonattainment for ozone (O₃), and particulate matter (PM₁₀ and PM_{2.5}). The South Coast Air Quality Management District (SCAQMD) developed regional emissions thresholds to

determine whether or not a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then the project would substantially contribute to air quality violations in the SCAB. In addition, a project would also contribute to air pollutant violations if localized emissions result in an exceedance of the ambient air quality standards (AAQS).

Based on the Air Quality Assessment Report performed by URS Corporation (2013a) for the Project, short-term emissions generated during Project-related construction activities would not exceed the SCAQMD regional emissions thresholds for any of the criteria pollutants and also would not substantially elevate localized concentrations of these pollutants. Consequently, the Project would be consistent with the Air Quality Management Plan (AQMP). Long-term emissions generated by the Project would not exceed the SCAQMD thresholds for regional emissions and would therefore also not contribute to an increase in frequency or severity of air quality violations.

The proposed Project would be consistent with the Major Arterial designation of the City of Santa Ana General Plan Circulation Element and the County of Orange's Master Plan of Arterial Highways. Additionally, the Project would improve traffic flow and result in a reduction in air pollutant emissions.

Mitigation Measures

No additional new mitigation measures are required.

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

Short-term emissions were modeled for the construction phase of the proposed Project. Construction activities associated with the Project would include demolition of pavement and buildings, fine grading, trenching, paving, and development of ancillary structures. During construction activities, emissions from heavy equipment exhaust, delivery trucks, and fugitive dust would be generated for a short duration. To accurately determine the significance of air quality impacts from construction activities, construction emissions are quantified and compared to the significance thresholds set by the SCAQMD. Project-specific data, such as construction timelines and dimensions of the Project site, along with general operating guidelines, were used as inputs to the SCAQMD's California Emissions Estimator Model (CalEEMod) (version 2011.1.1) to quantify construction emissions. As shown in Table 2, emissions calculated by this model were compared to the SCAQMD's regional significance thresholds to determine whether project emissions would result in a significant air quality impact.

As shown in Table 2, emissions attributable to construction of the proposed Project were found to be below the significance thresholds adopted by the SCAQMD for all the analyzed air pollutants. Because emissions were found to be below the SCAQMD's significance thresholds, Project related construction emissions are not considered by the SCAQMD to result in a significant air quality impact. In addition, mitigation measures included in the 1990 FEIS/EIR would further reduce construction-related air quality impacts.

TABLE 2 PROJECT RELATED CONSTRUCTION EMISSIONS

| CONSTRUCTION PHASE | CRITERIA POLLUTANTS (POUNDS PER DAY) | | | | | |
|--------------------|--------------------------------------|-----------------|-----|-----------------|------------------|-------------------|
| | VOC | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Demolition | 9 | 70 | 44 | <1 | 12 | 3 |
| Trenching | 5 | 41 | 19 | <1 | 2 | 2 |
| Grading | 8 | 60 | 34 | <1 | 6 | 4 |
| Paving | 3 | 16 | 11 | <1 | 2 | 1 |
| Maximum | 9 | 70 | 44 | <1 | 12 | 4 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold? | No | No | No | No | No | No |

Source: Air Quality Assessment Report (URS 2013a).

Notes: VOC = volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter.

An assessment of regional emissions associated with the operations phase of the proposed Project was also conducted which compared emissions with and without the proposed Project. Air pollutant emissions generated by roadway vehicles are quantified based on emissions rates that vary based on vehicle speed. Because the proposed Project would increase the roadway capacity along Bristol Street, traffic congestion would be alleviated and average vehicle speeds would increase along improved roadway segments. Table 3 shows the emissions that would occur with and without the proposed Project based on the average vehicle speeds. As shown in Table 3, air pollutant emissions would be less under the With-Project Alternative as opposed to the No Project Alternative due to the lower emission rates associated with higher average vehicle speeds. The SCAQMD has established significance thresholds to determine whether the operations phase of projects would result in significant impacts to regional air quality. The proposed Project would result in air pollutant emissions which are below these significance thresholds and would result in a beneficial impact on air pollutant emissions due to improvements in operational phase efficiencies along Project roadway segments for the 2015 Project opening year.

Emissions occurring during the 2035 design year were also quantified based on the LOS, average vehicle speed and emission rates that would occur with and without the proposed Project. As shown in Table 4, air pollutant emissions occurring under the With-Project Alternative would be less than under the No Project Alternative due to lower emission rates associated with higher average speeds. Consequently, the Proposed Project for the 2035 Project design year would likewise result in emissions which are below the SCAQMD's significance thresholds and would result in a beneficial impact relative to greenhouse gas (GHG) emissions due to improvements in operational phase efficiencies along Project roadway segments.

Mitigation Measures

No additional new mitigation measures are required.

TABLE 3 YEAR 2015 WITH AND WITHOUT PROJECT AIR POLLUTANT EMISSIONS

| ROADWAY INTERSECTION | AVERAGE VEHICLE SPEED | CO | ROG | NOX | SO ₂ | PM ₁₀ | PM _{2.5} |
|---|-----------------------|----|-----|-----|-----------------|------------------|-------------------|
| Year 2015 No Project | | | | | | | |
| Bristol Street Between Civic Center Drive and Washington Avenue | 13 | 69 | 5 | 12 | 0 | 2 | 2 |
| Year 2015 with Project | | | | | | | |
| Bristol Street Between | 25 | 45 | 2 | 8 | 0 | 1 | 1 |

| ROADWAY INTERSECTION | AVERAGE VEHICLE SPEED | CO | ROG | NOX | SO ₂ | PM ₁₀ | PM _{2.5} |
|---|-----------------------|-----|-----|-----|-----------------|------------------|-------------------|
| Civic Center Drive and Washington Avenue | | | | | | | |
| Difference between No Project and with Project Emissions | | | | | | | |
| Bristol Street Between Civic Center Drive and Washington Avenue | | -24 | -3 | -4 | 0 | -1 | -1 |
| SCAQMD Significance Thresholds | | 550 | 55 | 55 | 150 | 150 | 55 |
| Exceeds Thresholds | | No | No | No | No | No | No |

Source: Air Quality Assessment Report (URS 2013a).

Notes: mph = miles per hour; CO = carbon monoxide; ROG = reactive organic gases; NOx = nitrogen oxides; SO₂ = sulfur dioxide; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter.

TABLE 4 YEAR 2035 WITH AND WITHOUT PROJECT AIR POLLUTANT EMISSIONS

| ROADWAY INTERSECTION | AVERAGE VEHICLE SPEED | CO | ROG | NO _x | SO ₂ | PM ₁₀ | PM _{2.5} |
|---|-----------------------|-----|-----|-----------------|-----------------|------------------|-------------------|
| Year 2035 No Project | | | | | | | |
| Bristol Street Between Civic Center Drive and Washington Avenue | 13 | 35 | 3 | 6 | 0 | 2 | 2 |
| Year 2035 with Project | | | | | | | |
| Bristol Street Between Civic Center Drive and Washington Avenue | 20 | 29 | 2 | 4 | 0 | 2 | 1 |
| Difference between No Project and with Project Emissions | | | | | | | |
| Bristol Street Between Civic Center Drive and Washington Avenue | -6 | -1 | -1 | 0 | -1 | -1 | -6 |
| SCAQMD Significance Thresholds | | 550 | 55 | 55 | 150 | 150 | 55 |
| Exceeds Thresholds | | No | No | No | No | No | No |

Source: Air Quality Assessment Report (URS 2013a).

Notes: mph = miles per hour; CO = carbon monoxide; ROG = reactive organic gases; NOx = nitrogen oxides; SO₂ = sulfur dioxide; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter.

- c.) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

The SCAB is designated by the EPA and the State as being nonattainment for O₃, PM₁₀, and PM_{2.5}. In accordance with SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values does not add significantly to a cumulative impact. As mentioned above, the development of the proposed Project demonstrates that construction and operational activities would not result in emissions in excess of SCAQMD's threshold values. Since the proposed Project would not exceed the SCAQMD's significance thresholds for construction activities or the operations phase, the SCAQMD does not consider emissions from the Project's emissions to add significantly to any cumulative impact. Furthermore, it should be noted that the proposed Project would increase the capacity

of Bristol Street from Civic Center Drive to Washington Avenue to address existing and projected traffic congestion. Increases in roadway capacity would result in improvement in the LOS along Bristol Street. The improvement in LOS would result in increases in average vehicle speed and reductions in the amount of delay vehicles experience at intersections thereby resulting in both lower emissions and lower emissions rates associated with higher vehicle speeds. As such, the Project would continue to result in a beneficial impact. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No additional new mitigation measures are required.

d.) Expose sensitive receptors to substantial pollutant concentrations?

A project could have the potential to expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute substantially to elevated pollutant concentration levels or place the Project in an area with elevated pollutant concentrations. An evaluation of air pollutant emissions as it affects local sensitive receptors has been conducted for both the construction and operations phases of the Project.

Localized Construction Impacts

Localized air pollutant emissions are evaluated relative to the exposure of local sensitive uses to air pollutant concentrations generated by the proposed Project. These are pollutant concentrations which can be directly correlated to the health-based ambient air quality standards. This differs from regional emissions which were discussed previously in that regional emissions are used to assess how much air pollution is generated within an air basin and does not have a direct correlation with health effects.

Localized Significance Thresholds (LSTs) have been developed by the SCAQMD for nitrogen oxides (NO_x), carbon monoxide (CO), PM₁₀, and PM_{2.5}. The LSTs determine whether project-related emissions would substantially contribute to or exceed the ambient air quality standards and expose sensitive receptors to excessive concentrations of air pollutants. The LSTs differ based on distance such that a greater allowance in air pollutant emissions is allowed for construction activities occurring further from a sensitive use and a lesser allowance in emissions is given for construction activities occurring closer to sensitive uses.

Only short-term emissions occurring at the Project site for the Project's construction phase were included to determine if sensitive receptors local to the Project site would be adversely affected. Emissions generated by construction activities disperse rapidly with distance from the construction site. Individual construction phases were compared against the SCAQMD's LST significance criteria. As shown in Table 5, Project emissions would not exceed the LST screening level criteria for CO, nitrogen dioxide (NO₂), PM₁₀, or PM_{2.5}. Because emissions associated with this alternative would be less than the LST, onsite construction emissions would not be expected to exceed the federal or California AAQS at the nearest sensitive receptors. As such, no significant air quality impacts related to localized air pollutants would occur from the construction phase.

TABLE 5 LOCALIZED SIGNIFICANCE THRESHOLDS ANALYSIS FOR CONSTRUCTION ACTIVITIES

| CONSTRUCTION PHASE | CRITERIA POLLUTANTS (LBS/DAY) | | | |
|--------------------|-------------------------------|----|------------------|-------------------|
| | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Demolition | 66 | 41 | 4 | 3 |
| Grading | 60 | 34 | 6 | 4 |

| CONSTRUCTION PHASE | CRITERIA POLLUTANTS (LBS/DAY) | | | |
|--------------------|-------------------------------|------|------------------|-------------------|
| | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Trenching | 41 | 19 | 2 | 2 |
| Paving | 16 | 11 | 1 | 1 |
| SCAQMD Threshold | 183 | 1253 | 13 | 7 |
| Exceeds Threshold? | No | No | No | No |

Source: Air Quality Assessment Report (URS 2013a).

Notes: NO_x = nitrogen oxides; CO = carbon monoxide; PM₁₀ = particulate matter less than or equal to 10 microns in diameter; PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter.

Intersection Hot-Spots

While the proposed Project would not result in any direct sources of localized emissions due to the roadway street lighting being powered by electricity, changes in LOS or traffic volumes due to the Project may cause indirect sources of localized emissions. While emissions of motor vehicles have improved due to more stringent vehicle emissions standards and the use of cleaner burning fuels, they continue to be the primary source of local emissions within the study area. Localized areas where ambient concentrations exceed national and/or state standards for CO are known as hotspots. The SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create pockets of CO called “hot spots.” These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm. Note that the federal levels are based on one- and eight-hour standards of 35 and 9 ppm, respectively. Thus, an exceedance condition would occur based on the state standards before the federal standards.

The following intersections were modeled for CO hotspots as detailed in the Air Quality Assessment Report (URS 2013a):

- Bristol Street and 17th Street
- Bristol Street and Washington Avenue

As shown in Table 6, both the 1- and 8-hour CO concentrations at the intersections that were affected by the proposed Project would be substantially below the California and federal AAQS for CO. Potential CO impacts related to the Project alternatives are below AAQS and would not result in a significant air quality impact from CO hotspots.

TABLE 6 CO HOTSPOT ANALYSIS (PPM)

| INTERSECTION | 1-HOUR CO CONCENTRATION | 1-HOUR CAAQS | 8-HOUR CO CONCENTRATION | 8-HOUR CAAQS | EXCEEDS CAAQS? | |
|---------------------------------------|-------------------------------|-----------------|-------------------------------|-----------------|----------------|--------|
| | | | | | 1-Hour | 8-Hour |
| Bristol Street and Civic Center Drive | | | | | | |
| Northeast Receptor | 6.6 | 20 | 4.5 | 9.0 | No | No |
| Southeast Receptor | 6.7 | 20 | 4.5 | 9.0 | No | No |
| Southwest Receptor | 6.7 | 20 | 4.5 | 9.0 | No | No |
| Northwest Receptor | 6.6 | 20 | 4.5 | 9.0 | No | No |
| Bristol Street and Washington Avenue | | | | | | |
| Northeast Receptor | 6.6 | 20 | 4.5 | 9.0 | No | No |

| INTERSECTION | 1-HOUR CO CONCENTRATION | 1-HOUR CAAQS | 8-HOUR CO CONCENTRATION | 8-HOUR CAAQS | EXCEEDS CAAQS? | |
|--------------------|-------------------------------|-----------------|-------------------------------|-----------------|----------------|--------|
| | | | | | 1-Hour | 8-Hour |
| Southeast Receptor | 6.6 | 20 | 4.5 | 9.0 | No | No |
| Southwest Receptor | 6.7 | 20 | 4.5 | 9.0 | No | No |
| Northwest Receptor | 6.7 | 20 | 4.5 | 9.0 | No | No |

Source: Air Quality Assessment Report (URS 2013a).

Note: CAAQS = California Ambient Air Quality Standards.

As discussed previously, the proposed Project would not result in air pollutant concentrations that exceed the SCAQMD's LSTs for construction activities. In addition, the operations phase of the Project would not result in CO hotspots. As such, the construction and operations phases of the Project would not result in significant impacts to air quality which would expose sensitive receptors to substantial air pollutant concentrations.

Mitigation Measures

No additional new mitigation measures are required.

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

Construction activities associated with the proposed Project may generate detectable odors from heavy-duty construction equipment and exhaust. Odors associated with diesel and gasoline fumes are transitory in nature and would not create objectionable odors affecting a substantial number of people. The impacts from these odors would be short-term, would cease upon Project completion, and are not anticipated to be significant. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No additional new mitigation measures are required.

3.4 Biological Resources

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsection E - Streambed Modification, of the previously approved 1990 FEIS/EIR.

a.) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

The Project site is located within a highly urbanized area within the City of Santa Ana. No sensitive natural habitat or special-status species exist on or in the vicinity of the proposed Project (Natural Environment Study [Minimal Impacts], URS Corporation, April 2011). Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

Refer to response in 3.4 (a.), above. No riparian habitat or other sensitive natural communities are identified in the Project area or vicinity. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- c.) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Refer to response in 3.4 (a.), above. No federally protected wetlands are identified in the Project area or vicinity. The proposed Project is located within a highly urbanized area of the City of Santa Ana. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The proposed Project is located within a highly urbanized area of the City of Santa Ana. The Project would not interfere with the movement of any native resident or migratory fish or wildlife species, corridors, or impede the use of native wildlife nursery sites, as none are located within the Project area. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The proposed Project may result in the removal of existing landscaping, including trees. As such, removal or planting of trees is required to comply with the City of Santa Ana Municipal Code, Chapter 33, Article VII, Regulation of the Planting, Maintenance, and Removal of Trees. Furthermore, the proposed Project would not conflict with the City's tree ordinance. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The Project site is not located within a habitat conservation plan. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.5 Cultural Resources

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsection T - Cultural Resources, of the previously approved 1990 FEIS/EIR.

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

A Historic Property Survey Report (Applied Earthworks, 2015) was prepared for the Project to document identification, recordation, and evaluation efforts for architectural resources, such as buildings, structures, objects, districts, and linear features within the Project area. The Historic Property Survey Report concludes with the finding that none of the properties within the Area of Potential Effect (APE) appear to meet the criterion for listing in the National Register of Historic Places or California Register of Historical Resources (CRHR). The historic-period properties within the APE also have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code (CPRC), and do not appear to be historical resources for purposes of CEQA. Implementation of the proposed Project would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

Due to the limited area of disturbance, within an existing developed and urban area, and limited depth of proposed excavations, the potential to uncover archaeological resources is considered low. However, implementation of mitigation measures as included in the previously approved 1990 FEIS/EIR would reduce impacts to archaeological resources yet uncovered or undiscovered. The proposed Project would not result in archaeological impacts greater than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

As documented in Chapter VI, Resources Element, of the County of Orange General Plan, the Project site is not located in an area of paleontological sensitivity. Also, the proposed Project would involve only shallow excavation. Furthermore, since the Project area is already developed, the potential for discovering paleontological resources during construction is low. Soils occurring in the Project area are mostly Quaternary Alluvium. Typically, these deposits are less than 10,000 years old, and not likely to contain

important fossils. No greater impacts to paleontological resources than previously analyzed in the 1990 FEIS/EIR would result from Project implementation.

Mitigation Measures

No new additional mitigation measures are required.

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

The Project site is located within a highly urbanized area within the City of Santa Ana. No formal cemeteries are located within the Project area or vicinity. However, in the event that human remains are uncovered during grading or excavation, contractors are required to comply with the procedures and requirements set forth in the California Health and Safety Code Section 7050.5 and CPRC Section 2098.98. The County Coroner and, in the event that the remains are Native American, the Native American Heritage Commission would be notified and, in turn, would notify those persons believed to be most likely descended from the deceased for appropriate disposition of the remains. The proposed Project would not result in an impact to human remains greater than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.6 Geology and Soils

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections A - Landform Modification, B - Seismic Hazards, C - Erosion Impacts, and F - Water Quality, of the previously approved 1990 FEIS/EIR.

a.)i Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The City of Santa Ana is not included in the Alquist-Priolo Earthquake Fault Zoning Map. The Project site is not underlain by an active fault and the closest fault, the Newport-Inglewood Fault, is approximately eight miles to the west. The proposed widening would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

a.)ii Strong seismic ground shaking?

The Newport-Inglewood Fault is the closest fault to the Project site and is the most likely source of ground shaking impacts. The proposed Project is an intersection widening project and would not expose people or structures to adverse ground shaking impact. The proposed widening would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

a.)iii Seismic-related ground failure, including liquefaction?

The Project site is not identified by the 1990 FEIS/EIR as having a high liquefaction potential but is near areas classified as having high to medium liquefaction potential. In addition, the Project would be constructed to achieve the standards outlined in the California Building Code to reduce impacts in this regard. Consequently, the proposed Project would not expose people or structures to potential liquefaction impact. The proposed widening would not result in greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

a.)iv Landslides?

The proposed Project site is generally flat and does not contain any significant slopes. The proposed Project would not result in greater impacts than previously analyzed in the 1990 Final EIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

Exposure of barren rock and soil surfaces during construction would result in soil erosion. However, considering the slight gradient, anticipated erosion impact is minimal. Furthermore, the Project would be subject to National Pollutant Discharge Elimination System (NPDES) permitting regulation, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) during construction activities. The SWPPP requires construction contractors to implement best management practices (BMPs) to reduce sediment from impacting the storm water system. The increased erosion impact due to the intersection widening would not be substantially greater than previously analyzed.

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

The 1990 FEIS/EIR indicated that there are no instances of undisturbed, natural soils. The Project site is underlain by well-drained alluvial fan or flood plains and is not included in the areas of high subsidence or high liquefaction hazard (but located south of an area identified as having high to medium subsidence for liquefaction). The Project area is fully developed with urban uses within the City of Santa Ana. The proposed Project would be constructed in accordance with the standards of the Uniform Building Code (UBC). The proposed Project would not create greater impact than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

d.) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The proposed Project would not include the construction of any structures other than relocation of existing utilities. The proposed Project would not create substantial risks to life or property and the proposed Project would not create greater impacts than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The proposed Project would not generate any sewage or wastewater and would not require installation of any septic tanks or alternative wastewater systems. No impacts are anticipated in this regard.

Mitigation Measures

No new additional mitigation measures are required.

3.7 Greenhouse Gas Emissions

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections H - Air Quality, and V - Construction Impacts of the 1990 FEIS/EIR.

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

Greenhouse gas emissions (GHG) were not evaluated in the 1990 FEIS/EIR. Construction activities would consume fuel and result in the generation of GHG emissions. Construction of the Project is anticipated to occur over a one-year period. Construction-related GHG emissions would cease upon completion of the Project. Due to the length of construction activities, GHG emissions associated with construction activities are anticipated to be minimal. Because construction emissions are not substantial and would cease after completion of construction, GHG emissions would not be significant.

Furthermore, the Project proposes intersection widening of Bristol Street at 17th Street and Washington Avenue, therefore only carbon dioxide (CO₂) emissions from mobile-sources are evaluated. Similar to the other criteria pollutants, the highest emissions would occur between 0 to 10 miles per hour (mph) and 50 mph and above. Because the Project would improve traffic flow within the Project area, the Project would result in reduced CO₂ emissions. Consequently, GHG emissions associated with the Project would be less than significant.

Mitigation Measures

No mitigation measures are required.

- b.) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The proposed Project would not conflict with applicable plans, policy, or regulations adopted for the purpose of reducing the emissions of GHG. The proposed Project would result in improved traffic flow, reduced vehicle idling times, and congestion. Implementation of the proposed Project would not result in new impacts to GHG.

Mitigation Measures

No mitigation measures are required.

3.8 Hazards and Hazardous Materials

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections V - Construction Impacts, X - Hazardous Materials, of the 1990 Final EIS/EIR.

- a.) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The proposed Project would involve demolition of existing structures. Compliance with the standard protocol surveys and abating procedures would be required prior to any demolition activities that would potentially disturb existing building materials. Furthermore, specific requirements limiting asbestos emissions from building demolition activities are set forth in SCAQMD Rule 1403 (Asbestos Emission from Demolition/Renovation Activities). The existing structures to be demolished and roadway pavement striping are also required to be surveyed for lead-based paint prior to removal, in compliance with the applicable local, state, and federal regulations administered through the California Division of Occupational Safety and Health. Compliance with existing regulations would ensure that impacts are not greater than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No mitigation measures are required.

- b.) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Refer to response in 3.8 (a.), above. Compliance with existing regulations and mitigation measures from the 1990 FEIS/EIR would ensure that impacts are not greater than previously analyzed.

Mitigation Measures

No new additional mitigation measures are required.

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

As listed below in Table 7, there are four schools located within approximately one-quarter mile of the Project site.

TABLE 7 SCHOOLS WITHIN THE PHASE IIIA PROJECT AREA

| SCHOOL NAME | ADDRESS | DISTANCE | LOCATION |
|--|--|------------|---|
| Gonzalo Felicitas Mendez Fundamental Intermediate School | 2000 North Bristol Street Santa Ana, CA 92706 | 0.17 mile | Northwest of Bristol Street at 17 th Street intersection |
| Love 2 Learn Preschool & K | 1200 West 17th Street Santa Ana, CA 92706 | 0.10 mile | East of Bristol Street at 17 th Street intersection |
| Woodrow Wilson Elementary School | 1317 North Baker Street Santa Ana, CA 92706 | 0.16 mile | Northeast of Bristol Street at Washington Avenue intersection |
| Heroes Elementary School | 1111 W Civic Center Drive Santa Ana, CA 92703 | 0.25 miles | East of Bristol Street at Civic Center Drive intersection |

| SCHOOL NAME | ADDRESS | DISTANCE | LOCATION |
|--|--|------------|--|
| George Washington Carver Elementary School | 1401 W Santa Ana Boulevard Santa Ana, CA 92703 | 0.25 miles | Southwest of Bristol Street at Civic Center Drive intersection |
| Santa Ana College | 1530 West 17 th Street Santa Ana, CA 92706 | 0.20 mile | West of Bristol Street between Washington Avenue and 17 th Street |

Refer to response in 3.8 (a.), above. Health risks associated with Project construction-related activities would be less than significant. Compliance with existing regulations would ensure that impacts are not greater than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- d.) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The Project area is developed with residential, institutional, open space, commercial and retail uses. Pursuant to the Phase I Initial Site Assessment Update prepared by RBF Consulting (2015), the Project site includes a former service station location where gasoline was reported to have contaminated the groundwater; the site was under-going site remediation through appropriate state and local agency standards as required. To that end, the Santa Ana Regional Water Quality Control Board issued a case closure letter dated September 3, 2014 stating that no further action was required for the site. Compliance with existing regulations and mitigation measures from the 1990 FEIS/EIR would ensure that impacts are not greater than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- e.) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The Project site is not within an airport land use plan. The closest airport to the site is John Wayne – Orange County Airport, more than five miles southeast of the Project site. The proposed widening would not introduce any new risks or increase risks associated with the Project.

Mitigation Measures

No new additional mitigation measures are required.

- f.) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The Project site is not within the vicinity of a private airstrip and would not create any safety hazard. The proposed Project would not create additional significant impact.

Mitigation Measures

No new additional mitigation measures are required.

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

During construction, the disruption of traffic and access along Bristol Street between Civic Center Drive and Washington Avenue would temporarily affect the mobility of emergency vehicles. However, provisions would be made for interim access through the Project corridor and to adjoining properties; traffic control plans would be prepared detailing provisions for vehicular movement and access through the Project corridor during construction. Advance warning and information signs would be used to inform motorists during the construction process. It is expected that two-way travel would be maintained along Bristol Street during construction. Although the proposed Project may interfere with an emergency evacuation plan, it would be short term during construction and mobility would improve once the Project is completed. Compliance with mitigation measures from the 1990 FEIS/EIR would ensure that impacts are not greater than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

h.) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The proposed Project is located in a highly urbanized area of the City of Santa Ana. There are no wildlands in the Project vicinity and no new significant impacts would result with Project implementation.

Mitigation Measures

No new additional mitigation measures are required.

3.9 Hydrology and Water Quality

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections C - Erosion Impacts, D - Floodplain/Floodway Encroachment, and F - Water Quality of the 1990 FEIS/EIR.

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

Under Section 402 of the Clean Water Act (CWA), the EPA has established regulations under the NPDES program to control direct storm water discharges. The proposed Project would be required to comply with the NPDES program for the Santa Ana Regional Water Quality Control Board.

Construction Activities

Grading and excavation and use of hazardous materials during Project-related construction activities would create potential sources of polluted discharge. The construction contractor is required to conform to the requirements of the General Permit for Discharges of Storm Water Associated with Construction Activity. Pursuant to the CWA, in 2009 the State Water Quality Control Board issued a statewide General Construction Permit for stormwater discharges from construction sites (NPDES No. CAS000002; Order

No. 2009-2009-DWQ, amended as Order No. 2012-0006-DWQ). Under this General Construction Permit, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the General Construction Permit. In addition, BMPs specified in the Caltrans Storm Water Management Plan are also applicable. The construction contractor is required to conform to the requirements of the General NPDES Permit for Construction Activities and any subsequent General Permit in effect at the time of Project construction.

As part of the statewide NPDES permit, the construction contractor would be required to implement BMPs into their construction operations to reduce potential water quality impacts to the maximum extent practicable through preparation of a SWPPP. The General Construction Permit contains requirements that BMPs must meet, including:

Erosion Control

Erosion control, also called stabilization, is the protection of the soil surface so that soil particles do not become detached by water or wind; and trapping soil particles that do become detached and are moved by water or wind.

Non-Stormwater Management

Non-stormwater management is the reduction or avoidance of discharges other than stormwater, such as from cleaning of vehicles and equipment, and spills of hazardous materials and hazardous wastes. Non-stormwater management includes requirements for the use and storage of hazardous substances so as to avoid spills and minimizes pollution by cleaning spills that do occur.

The SWPPP contains BMPs chosen for a project based on the specific activities that would be conducted as part of that project, and the amounts of stormwater and non-stormwater runoff that are anticipated, and the projected Risk Level. The 1990 FEIS/EIR included a mitigation measure to control stormwater runoff associated with construction activities. Impacts would be less than significant and would be similar to those identified in the 1990 FEIS/EIR. Moreover, the Project would comply with the updated NPDES requirements, as described above.

Operational Phase

Vehicular travel along the improved Project corridor has the potential to degrade water quality, including increases in such pollutants as oil, gasoline, grease, lead, and dust. Discharge from the Project site to stormwater facilities would consist of non-point sources. Stormwater quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and the quantity of transported sediments. Typical urban water quality pollutants usually result from motor vehicle operations, oil and grease residue. The majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry season period. Due to the nature of the proposed Project, occurring within an existing developed area, Project impacts are not considered adverse. Therefore, impacts to water quality would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- b.) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

The proposed widening of Bristol Street, as addressed herein, would not result in increased water consumption and would not deplete groundwater supplies. No impact to groundwater supplies would result from the proposed Project. No mitigation measures are necessary. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The proposed Project would not alter the existing drainage pattern in the area. Storm drain improvements would include the relocation and/or construction of catch basins and lateral drainage lines as necessary. Therefore, implementation of the proposed Project would not result in a substantial erosion or siltation on- or offsite due to drainage alteration. No mitigation measures are necessary. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- d.) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

Refer to response in 3.9 (c.), above. The proposed Project would not result in a substantial increase in impervious ground surfaces, and therefore would not increase the rate or amount of surface runoff so as to create on- or off-site flooding. Impacts would not be greater than previously analyzed in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- e.) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Refer to response in 3.9 (c.), above. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- f.) Otherwise substantially degrade water quality?*

Refer to response in 3.9 (c.), above. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

g.) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The proposed widening would not place any housing within a 100-year flooding zone as mapped by the Federal Emergency Management Agency; therefore, no impact would result from the proposed Project in that regard. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

Refer to response in 3.9 (g.), above. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

i.) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The proposed Project does not involve the development or placement of any structures, with exception of relocation of utility poles. Therefore, the Project would not expose people or structures to a significant flooding risk beyond that which already exists. No impact would result from the proposed Project.

Mitigation Measures

No new additional mitigation measures are required.

j.) Inundation by seiche, tsunami, or mudflow?

The Project site is located approximately 10 miles inland from the Pacific Ocean; therefore, the likelihood of tsunami impacting the site is minimal. The Project site and vicinity are highly urbanized and there is no unusual slope or geologic features in the area. The potential for seiche, tsunami, or mudflow impacting the Project site is less than significant. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measure

No new additional mitigation measures are required.

3.10 Land Use and Planning

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsection A - Landform Modification, of the 1990 FEIS/EIR.

a.) Physically divide an established community?

The proposed Project involves the widening of Bristol Street between Civic Center Drive and Washington Avenue; the proposed widening would not divide an established community. Although the proposed widening of Bristol Street within the Project limits would result in full acquisition of existing properties,

the Project would not create a physical barrier to, or separate a community. The proposed Project would not introduce any significant land use impacts than previously analyzed. No significant impact would result from the Project implementation. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- b.) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

According to the City of Santa Ana's General Plan, the Project area is designated General Commercial (GC). The zoning designation of properties within the Project area is Specific Plan (SP1) which allows for a variety of land uses such as commercial, office, residential and open space as provided in the approved Specific Plan document. The proposed Project would not result in changes to the land use designation of the acquired parcels. The proposed Project is in compliance with the existing designation and would not create a new conflict. No significant impact is anticipated. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The Project site is not a part of any habitat conservation plan, and is located within a highly urbanized area within the City of Santa Ana. The proposed widening would not conflict with any habitat conservation plan or natural community. No impact is anticipated. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.11 Mineral Resources

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsection W - Consumption of Renewable and Non-Renewable Resources of the 1990 FEIS/EIR.

- a.) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

The Project site is currently developed and does not contain any areas that are utilized for the extraction of mineral resources. Furthermore, the proposed Project would not involve excavation that would likely identify previously unidentified mineral resources. No impact to mineral resources would result from the proposed Project. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

b.) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The Project site is currently developed and is not delineated as a mineral resources recovery site by the City of Santa Ana General Plan. Implementation of the proposed Project would have no impact on the mineral resources and no mitigation measures are necessary. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.12 Noise

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections I - Noise, and V - Construction Impacts of the 1990 FEIS/EIR.

a.) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The proposed Project involves widening of Bristol Street between Civic Center Drive and Washington Avenue in an area that consists primarily of residential and commercial uses (Category C) along Bristol Street within the Project limits. As detailed in the Supplemental Technical Noise Study Memorandum prepared by RBF Consulting (2014), noise abatement in the form of noise barriers, as originally presented in the 1990 FEIS/EIR, is not required for the Phase IIIA Project using current noise modeling methodology.

Mitigation Measures

No mitigation is required related to the operational (with-widening) phase of the Project; noise abatement in the form of noise barriers (sound walls) is no longer required based on the updated Project noise analysis.

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

Refer to response in 3.12 (a.), above. During Project construction, noise associated with construction may intermittently dominate the noise environment in the immediate area of construction. As described in the Noise Study Report prepared by URS Corporation (2012c), typical construction equipment for roadway construction is expected to generate noise levels ranging from 74 to 89 decibels (dB) at a distance of 50 feet. However, no additional adverse noise impacts from construction are anticipated as construction would comply with the City of Santa Ana Municipal Code, which limits construction noise to the least noise sensitive portions of the day. Construction equipment would be properly fitted and maintained according to the manufacturer's specifications. Furthermore, construction noise would be short-term, temporary, and cease upon completion of the proposed Project. Impacts would be similar to those identified in the 1990 FEIS/EIR with implementation of mitigation measures, as identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

Refer to response in 3.12 (a.) and (b.), above.

Mitigation Measures

No new additional mitigation measures are required.

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

Refer to response 3.12 (b.), above, for discussion regarding temporary noise impacts associated with Project construction.

Mitigation Measures

No new additional mitigation measures are required.

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

The Project site is not located within an airport land use plan. The nearest airport is the John Wayne – Orange County Airport, located more than five miles from the proposed Project. No impacts would occur. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- f.) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

Refer to response 3.12 (e.), above. The proposed Project is not located within the vicinity of a private airstrip.

Mitigation Measures

No new additional mitigation measures are required.

3.13 Population and Housing

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections L - Population, M - Housing Displacement, N - Business Displacement, O - Impacts on Neighborhood Character and Minority Groups, and R - Effect on Assessed Property Values, of the 1990 FEIS/EIR. No take of residential parcels is proposed as part of this Project.

- a.) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed Project involves the widening of Bristol Street between Civic Center Drive and Washington Avenue, within a highly urbanized and built out area. The proposed Project is designed to accommodate the existing and future traffic volume and would not create significant numbers of new trips. The roadway segments and intersections within the Project area function at acceptable levels of service and, as such, are not expected to be significantly impacted to an unacceptable level of service by any additional traffic generated from the proposed Project. The proposed widening would not result in additional impact. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

A Relocation Impact Study Technical Memorandum was prepared by POWER Engineers, Inc. (2015) to identify potential impacts on residential and non-residential occupants as a result of the proposed Project. The parcels identified for acquisition are defined as distinct locations where residential and non-residential displacement could occur along the Project alignment. A total of 20 parcels (see Table 1) would be fully acquired as a result of the proposed widening of Bristol Street between Civic Center Drive and Washington Avenue (refer to Figure 4 for the locations of affected properties). More specifically, the proposed Project, and its associated right-of-way requirements, would result in the full acquisition by the City of Santa Ana, of 17 single-family residential parcels; two parcels representing commercial/utility uses; and one parcel characterized as office-type use. Parcel 405-262-26 is within the project limits; however, this parcel is owned by the City. Based on the Relocation Impact Study Technical Memorandum (POWER Engineers, Inc. 2015), comparable relocation properties appear to be available in the metropolitan Santa Ana area in sufficient quantity, the need to provide replacement housing would not be triggered as a result of implementing the proposed Project. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Project-related acquisitions would comply with policies pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as implemented by the City of Santa Ana.

Mitigation Measures

No new additional mitigation measures are required.

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

Refer to response 3.13 (b.), above. Prior to displacement, residential and non-residential displacees would be presented with information regarding comparable replacement properties that are available within the last six months for rent, lease, or purchase regardless of race, color, religion, sex or national origin, and would be consistent with the requirements of Title VI of the Civil Rights Act of 1968. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.14 Public Services

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections P - Impacts on Community Facilities, and V - Construction Impacts of the 1990 FEIS/EIR.

a.) Fire Protection?

The proposed Project includes the widening of the existing Bristol Street and no increase in demand for fire protection services would occur with implementation of the proposed Project. Furthermore, the proposed Project would result in positive impacts as a result of greater congestion relief and increased mobility in the vicinity for motor vehicles including emergency vehicles. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

b.) Police Protection?

Refer to response for Section 3.14 (a.), above. The proposed Project would reduce congestion and traffic idling times, and therefore, increase mobility of emergency vehicles, including police vehicles. The proposed Project would not result in the need or increase the demand for police services in the area.

Mitigation Measures

No new additional mitigation measures are required.

c.) Schools?

No schools would be impacted by the proposed Project and no school services would be affected by the proposed Project (see response to Section 3.8 (c.), above, for information regarding schools in the vicinity of the Project). Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

d.) Parks?

There are no parks within the Project limits, and no park services would be increased or impacted as a result of the proposed Project. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

e.) Other public facilities?

The proposed Project entails the widening of Bristol Street between Civic Center Drive and Washington Avenue, and would not generate demands for public facilities. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.15 Recreation

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsection P - Impact on Recreational Facilities, of the 1990 FEIS/EIR.

- a.) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The proposed Project involves the widening of Bristol Street between Civic Center Drive and Washington Avenue within a highly urbanized and built-out area in the City of Santa Ana; the widening of Bristol Street would not induce growth, nor create demand for recreation-related services. Furthermore, the proposed Project would not result in the physical deterioration of recreational facilities. No mitigation measures are required with regards to recreational resources. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- b.) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

Refer to response 3.15 (a.), above. The proposed Project does not include, nor would it require, construction or expansion of recreational facilities. Therefore, no adverse physical impact on the environment would occur from such facilities as a result of the proposed Project. No mitigation measures are required. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.16 Transportation/Traffic

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections U - Impacts to Transportation Facilities, and V - Construction Impacts of the 1990 FEIS/EIR. As stated in Section 1.0, the proposed Project eliminates the dedicated eastbound right-turn lane and proposes a shared right-turn lane in its place at the intersection of Bristol Street and 17th Street.

- a.) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.*

The proposed Project is consistent with the applicable plans, ordinances and policies establishing measures of effectiveness for the performance of the circulation system as described in the 1990 FEIS/EIR. The widening of Bristol Street was designated in the Orange County Master Plan, and was

recommended in the Bristol Street Corridor Study – Final Report prepared by Mohle, Grover & Associates (1983). It was also recommended in the Arterial Highway Element – Santa Ana Element – Santa Ana Transportation Corridor State II Alternative Analysis prepared by Parsons, Brinckerhoff, Quade and Douglas, Inc. (1983). The proposed widening is also consistent with the recommendation found in the Intercity Liaison Committee – Five-Year Transportation Study Update to 1990 prepared by Basmaciyani-Darnell, Inc. (1985). Furthermore, the proposed Project would improve traffic operations through the Project corridor. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The proposed Project would result in an improvement to Bristol Street from Civic Center Drive to Washington Avenue. Within the Project limits, Bristol Street would be widened from four to six lanes. The proposed Project includes the addition of a westbound right-turn lane on Washington Avenue at Bristol Street, and also eliminates the eastbound through movement on Washington Avenue at Bristol Street to match existing conditions; elimination of this through movement along Washington Avenue would not result in a reduction in level of service as evaluated in the 1990 FEIS/EIR. The Project would result in improved traffic flow and LOS along the roadway; therefore, the proposed Project would not cause the County congestion agency's LOS standards to be exceeded. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- c.) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The closest airport to the site is John Wayne – Orange County Airport, located more than five miles southeast of the Project site; the proposed Project would have no impact on air traffic patterns. The proposed Project would not introduce any new risks or increase risks. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- d.) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The proposed Project would improve the traffic flow along Bristol Street from Civic Center Drive to Washington Avenue, and would not create any sharp curves or other incompatible uses. The proposed Project would not create any significant hazards beyond what was previously analyzed. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

e.) Result in inadequate emergency access?

The proposed Project would improve traffic operations along Bristol Street in the long-term. During the construction phase traffic flow along Bristol Street within the Project limits could be temporarily affected, including the mobility of emergency vehicles; however, access, including two-way travel would be maintained through the Project corridor during construction. Traffic control plans would be prepared prior to construction to facilitate traffic movement through the Project corridor during construction. Although the proposed Project may interfere with emergency access in the short-term, it would improve emergency access once the Project is completed. The proposed Project would not result in impacts to emergency access beyond those previously identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

f.) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed Project would not conflict with any alternative transportation plan, and would increase safety associated with improvements to the traffic operations through the Project corridor. The proposed Project would not result in impacts greater than as described in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.17 Utilities and Service Systems

This section corresponds with Section IV - Environmental Consequences and Mitigation Measures, Subsections S - Effect on Utilities, and V - Construction Impacts of the 1990 Final EIS/EIR.

a.) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed Project would not generate wastewater. No new significant impact is anticipated. No impacts are anticipated in this regard.

Mitigation Measures

No new additional mitigation measures are required.

b.) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed road widening Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The existing sewer and water lines beneath Bristol Street would not be relocated. No new significant impact is anticipated. Impacts in this regard would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- c.) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The proposed Project would not substantively affect runoff volumes in the area. Rather, the Project would improve existing drainage flow by constructing properly designed curb and gutter along the edges of Bristol Street. No new significant impact is anticipated. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The proposed Project entails the widening of Bristol Street between Civic Center Drive and Washington Avenue; such improvements would not result in any increase in water demand/consumption. Landscape improvements, if applicable, would not require any new or expanded water entitlements. The proposed Project would not create any new significant environmental impact. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

- e.) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Refer to response 3.17 (a.) and (b.), above. The proposed roadway widening Project would not result in an increase in wastewater production. No new significant impact is anticipated. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

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

The proposed Project would generate construction waste on a short-term basis. Construction waste that cannot be recycled would be taken to available landfills. The predominant receiving landfill for the City is the Frank R. Bowerman Sanitary Landfill at 11002 Bee Canyon Access Road in Irvine. The landfill, which is owned and operated by the Orange County Integrated Waste Management Department, opened in 1990 and is scheduled to operate until approximately 2022. The facility has adequate landfill capacity to serve the proposed Project and no new significant environmental impact would result from the Project implementation. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

g.) Comply with federal, state, and local statutes and regulations related to solid waste?

The proposed Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. The Project would comply with the City of Santa Ana's established reduction, reuse, and recycling programs. No new significant solid waste impact would result from the proposed Project. Impacts would be similar to those identified in the 1990 FEIS/EIR.

Mitigation Measures

No new additional mitigation measures are required.

3.18 Mandatory Findings of Significance

Based on this Addendum, the proposed Project has not substantially changed in regard to the setting, design, impacts, and mitigation measures as described in the 1990 FEIS/EIR. New circumstances or new information, including any new or revised environmental laws, regulations, or policies have not modified the impacts of the proposed Project.

a.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The proposed Project would not result in impacts beyond those identified in the 1990 Final EIS/EIR in this regard, and does not have the potential to degrade the environment, reduce the habitat of a fish or wildlife species, threaten plant or animal communities, reduce or restrict endangered plant or animal species or eliminate important examples of major periods of California history or prehistory.

b.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Given the nature and scope of the proposed Project, and in consideration of mitigation measures that are included in the 1990 FEIS/EIR, the Project would not involve impacts that are cumulatively considerable.

c.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Construction-related activities are anticipated to have some relatively minor, temporary impacts which can be mitigated with implementation of measures included in the 1990 FEIS/EIR. Furthermore, potential long-term (operational) impacts would be reduced to less than significant levels through implementation of required mitigation measures.

4.0 REFERENCES

The following references were utilized for the preparation of this Addendum.

- Applied Earthworks, Inc. 2015. Historic Property Survey Report – Bristol Street Widening Project (Phase III) Civic Center Drive to Seventeenth Street. January 2015.
- Basmaciyani-Darnell, Inc. 1985. Intercity Liaison Committee – Five-Year Transportation Study Update to 1990.
- California Department of Transportation (Caltrans). 2012. Noise Study Report – Bristol Street Widening Phase III Civic Center Drive to Seventeenth Street. March 2012.
- Mohle, Grover & Associates. 1983. Bristol Street Corridor Study – Final Report.
- Parsons, Brinckerhoff, Quade, and Douglas, Inc. 1983. Arterial Highway Element – Santa Ana Element – Santa Ana Transportation Corridor State II Alternative Analysis.
- POWER Engineers, Inc. 2015. Relocation Impact Statement Technical Memorandum – Bristol Street Widening Project (Phase III) Civic Center Drive to Seventeenth Street. January 2015.
- RBF Consulting. 2014. Supplemental Technical Noise Study Memorandum – Bristol Street Widening Project (Phase III) Civic Center Drive to Seventeenth Street. August 2014.
- _____. 2015. Phase I Initial Site Assessment Update – Bristol Street Widening Project (Phase III) Civic Center Drive to Seventeenth Street. January 2015.
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- _____. 2013. City of Santa Ana Website: www.ci.santa-ana.ca.us. Accessed November 2013.
- _____. 2013b. 17th St. at Bristol St. EB Right Turn Pocket Future LOS Calculation Memorandum. November 25, 2013.
- Southern California Association of Governments (SCAG). 2008. Orange County RTIP, Project Listing Report. Accessed at: www.scag.ca.gov.
- URS Corporation. 2010a. Traffic Impact Analysis – Bristol Street Widening Project Phase III Civic Center Drive to Seventeenth Street. September 2010.
- _____. 2010b. Community Impact Assessment – Bristol Street Widening Project Civic Center Drive to Seventeenth Street (Phase III). October 2010.
- _____. 2011a. Natural Environment Study (Minimal Impacts) – Bristol Street Widening Project Civic Center Drive to Seventeenth Street (Phase III). April 2011.
- _____. 2011b. Final Relocation Impact Statement – Bristol Street Widening Project Civic Center Drive to Seventeenth Street (Phase III). November 2011.
- _____. 2012a. Historic Resources Evaluation Report – Bristol Street Widening Project Civic Center Drive to Seventeenth Street (Phase III). September 2012.

- _____. 2012b. Air Quality Conformity Analysis – Bristol Street Widening Project Civic Center Drive to 17th Street (Phase III). November 2012.
 - _____. 2012c. Noise Study Report – Bristol Street Widening Project Civic Center Drive to 17th Street (Phase III). March 2012.
 - _____. 2013a. Air Quality Assessment Report – Bristol Street Widening Project Civic Center Drive to 17th Street (Phase III). January 2013.
 - _____. 2013b. Initial Site Assessment – Bristol Street Widening Project Civic Center Drive to 17th Street (Phase III). March 2013.
- Wildan Associates. 1990. Final Environmental Impact Statement, Proposed Widening of Bristol Street from Warner Avenue to Memory Lane, in the City of Santa Ana. 1990.

APPENDIX A MODIFIED INITIAL STUDY CHECKLIST

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Modified Initial Study Checklist

The following Modified Initial Study Checklist is based on the California Environmental Quality Act (CEQA) Initial Study Checklist. It is modified to evaluate the proposed Project changes for which environmental impact reports/statements have previously been completed to assist in the determination of the need for supplemental environmental documents, in this case, a Subsequent or Supplemental EIS/EIR or an Addendum under Public Resources Code 21166 and Guideline Sections 15162, 15163, and 15164, respectively. For purposes of this study, references to "the proposal" in the left hand column questions refer to the modifications to the Project (proposed Project) as compared the Project improvements evaluated in the 1990 FEIS/EIR.

The first four columns to the right of the modified checklist questions identify whether the proposed Project changes would result in new impacts, and if so whether these impacts would be less than significant, less than significant after mitigation, or significant.

The fifth column asks whether or not the impacts associated with Project changes, if any, were sufficiently disclosed in the previous environmental documents (Not Addressed).

Finally, the last column indicates whether or not a Subsequent or Supplemental EIR is needed. Moreover, a Subsequent or Supplemental EIR would be needed if there were new significant unmitigated or substantially more severe impacts which would result from the Project changes and which were not sufficiently disclosed in the previous environmental documents.

Discussion in support of the conclusions indicated on the checklist is provided in Chapter 3.

MODIFIED INITIAL STUDY CHECKLIST

| | New Impacts of Proposed Project Changes | | | | Previous FEIS/EIR | |
|---|---|------------------------------|--|--------------------------------|--------------------|--|
| | No Impact | Less Than Significant Impact | Less Than Significant After Mitigation | Potentially Significant Impact | Impacts Disclosed? | Subsequent or Supplemental EIR Required? |
| 1. AESTHETICS. Would the project: | | | | | | |
| a) Have a substantial adverse effect on a scenic vista? | X | | | | YES | NO |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | X | | | | N/A | NO |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | | X | | | YES | NO |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | X | | | | YES | NO |
| 2. AGRICULTURAL RESOURCES. Would the project: | | | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | X | | | | N/A | NO |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | X | | | | N/A | NO |
| c) Conflict with existing zoning for, or cause rezoning, of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | X | | | | N/A | NO |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | X | | | | N/A | NO |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | X | | | | N/A | NO |
| 3. AIR QUALITY. Would the project: | | | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | X | | | | YES | NO |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | X | | | YES | NO |

MODIFIED INITIAL STUDY CHECKLIST

| | New Impacts of Proposed Project Changes | | | | Previous FEIS/EIR | |
|--|---|------------------------------|--|--------------------------------|--------------------|--|
| | No Impact | Less Than Significant Impact | Less Than Significant After Mitigation | Potentially Significant Impact | Impacts Disclosed? | Subsequent or Supplemental EIR Required? |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | X | | | | YES | NO |
| d) Expose sensitive receptors to substantial pollutant concentrations? | X | | | | YES | NO |
| e) Create objectionable odors affecting a substantial number of people? | X | | | | YES | NO |
| 4. BIOLOGICAL RESOURCES Would the project: | | | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | X | | | | YES | NO |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | X | | | | YES | NO |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | X | | | | YES | NO |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | X | | | | YES | NO |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | X | | | | YES | NO |

MODIFIED INITIAL STUDY CHECKLIST

| | New Impacts of Proposed Project Changes | | | | Previous FEIS/EIR | |
|--|---|------------------------------|--|--------------------------------|--------------------|--|
| | No Impact | Less Than Significant Impact | Less Than Significant After Mitigation | Potentially Significant Impact | Impacts Disclosed? | Subsequent or Supplemental EIR Required? |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | X | | | | YES | NO |
| 5. CULTURAL RESOURCES. Would the project: | | | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? | X | | | | YES | NO |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | | X | | | YES | NO |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | X | | | | YES | NO |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | | X | | | N/A | NO |
| 6. GEOLOGY AND SOILS. Would the project: | | | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | X | | | | YES | NO |
| ii) Strong seismic ground shaking? | X | | | | YES | NO |
| iii) Seismic-related ground failure, including liquefaction? | | X | | | YES | NO |
| iv) Landslides? | X | | | | YES | NO |
| b) Result in substantial soil erosion or the loss of topsoil? | X | | | | YES | NO |

MODIFIED INITIAL STUDY CHECKLIST

| | New Impacts of Proposed Project Changes | | | | Previous FEIS/EIR | |
|--|---|------------------------------|--|--------------------------------|--------------------|--|
| | No Impact | Less Than Significant Impact | Less Than Significant After Mitigation | Potentially Significant Impact | Impacts Disclosed? | Subsequent or Supplemental EIR Required? |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | X | | | YES | NO |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | X | | | | YES | NO |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | X | | | | N/A | NO |
| 7. GREENHOUSE GAS EMISSIONS. Would the project: | | | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | X | | | NO | NO |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | X | | | | NO | NO |
| 8. HAZARDS. Would the project involve: | | | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | X | | | YES | NO |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | X | | | YES | NO |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | X | | | N/A | NO |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | X | | | YES | NO |
| e) For a project located within an airport | X | | | | N/A | NO |

MODIFIED INITIAL STUDY CHECKLIST

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|--|---|------------------------------|--|--------------------------------|--------------------|--|
| | No Impact | Less Than Significant Impact | Less Than Significant After Mitigation | Potentially Significant Impact | Impacts Disclosed? | Subsequent or Supplemental EIR Required? |
| land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | | | | | | |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | X | | | | N/A | NO |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | X | | | YES | NO |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | X | | | | N/A | NO |
| 9. HYDROLOGY AND WATER QUALITY Would the project: | | | | | | |
| a) Violate any water quality standards or waste discharge requirements? | | X | | | YES | NO |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | X | | | | YES | NO |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site? | X | | | | YES | NO |

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| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | X | | | | YES | NO |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | X | | | | YES | NO |
| f) Otherwise substantially degrade water quality? | X | | | | YES | NO |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | X | | | | YES | NO |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | X | | | | YES | NO |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | X | | | | YES | NO |
| j) Inundation by seiche, tsunami, or mudflow? | X | | | | N/A | NO |
| 10. LAND USE AND PLANNING. Would the project: | | | | | | |
| a) Physically divide an established community? | X | | | | N/A | NO |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | X | | | | YES | NO |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | X | | | | N/A | NO |

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| 11. MINERAL RESOURCES. Would the project: | | | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | X | | | | YES | NO |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | X | | | | YES | NO |
| 12. NOISE. Would the project result in: | | | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | X | | | YES | NO |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | X | | | YES | NO |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | X | | | YES | NO |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | X | | | YES | NO |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | X | | | | N/A | NO |

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| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | X | | | | N/A | NO |
| 13. POPULATION AND HOUSING. Would the project: | | | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | X | | | | YES | NO |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | X | | | | YES | NO |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | X | | | | YES | NO |
| 14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | | | |
| a) Fire protection? | | X | | | YES | NO |
| b) Police protection? | X | | | | YES | NO |
| c) Schools? | X | | | | YES | NO |
| d) Parks? | X | | | | YES | NO |
| e) Other public facilities? | X | | | | YES | NO |
| 15. RECREATION | | | | | | |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | X | | | | YES | NO |

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| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | X | | | | YES | NO |
| 16. TRANSPORTATION/TRAFFIC. Would the project: | | | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | X | | | | YES | NO |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | X | | | | YES | NO |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | X | | | | NO | NO |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | X | | | | YES | NO |
| e) Result in inadequate emergency access? | | X | | | YES | NO |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | X | | | | YES | NO |
| 17. UTILITIES AND SERVICE SYSTEMS. Would the project: | | | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | X | | | | YES | NO |

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| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | X | | | | YES | NO |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | X | | | | YES | NO |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | X | | | | YES | NO |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | X | | | | YES | NO |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | X | | | | YES | NO |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | X | | | | YES | NO |
| 18. MANDATORY FINDINGS OF SIGNIFICANCE. Responses to the following questions are discussed in Chapter 3. | | | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | X | | | | YES | NO |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current | X | | | | YES | NO |

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| projects, and the effects of probable future projects)? | | | | | | |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | X | | | YES | NO |
| Note: N/A = Not applicable | | | | | | |
| <p>19. EARLIER ANALYSES. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:</p> <p>a) Earlier analyses used. Identify earlier analyses and state where they are available for review.</p> <p>b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.</p> <p>c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.</p> <p>Responses to this section are discussed further in Chapter 3.</p> | | | | | | |