

EXECUTIVE SUMMARY

ES.1 PROJECT OVERVIEW

Bisno Co. LLC is proposing the City Place Sky Lofts project (proposed project) on a 2.008-acre site in northeastern Santa Ana, California. The project proposes a high-rise residential development consisting of a 27-story residential tower; four levels of two-story town homes; four above-grade parking and two below-grade parking levels; and amenity deck (Podium Level). A total of 353 for sale residential units will be provided. The 27-story residential tower will include 333 units and 20 two-story town homes will be located adjacent to the parking garage.

ES.2 PROJECT LOCATION

As shown on Figure ES-1, Vicinity Map, the project site is situated in the northeastern part of the City of Santa Ana and is bordered by the City of Orange to the north. As shown on Figure ES-1, the project site is located at the northwestern corner of Jeanette Lane and Lawson Way. Local access to the project site would be provided from Lawson Way. Regional access to the project site would be provided by Interstate 5 (I-5) to the south and west and State Route 22 (SR 22) to the north. Figure ES-2 shows the project site location relative to the City Place project.

ES.3 EXISTING SETTING

The project site consists of 2.008 acres and is used as a staging area for the surrounding City Place project that is currently under construction. The site is flat with an approximate 0.6 percent grade. South of the site are residential units under construction as part of the City Place project. To the west are commercial, retail and residential structures under construction as part of the City Place project. To the north is a six-story parking structure and sixteen-story office building, and to the east is a senior citizen retirement living facility.

ES.4 PROJECT DESCRIPTION

The 27-story residential tower extends approximately 365 feet eight inches above street level and consists of 333 units ranging from 804 to 2,000 square feet. There are 5 units on Level 1 (Podium Level), 13 units per floor on Levels 2 through 25, and 8 units each on Levels 26 and 27. A mechanical penthouse is planned for Level 28 (roof level).

Four levels of attached, two-story town home units facing south along Jeanette Lane are planned adjacent to the above-grade parking levels. Ten town home units are on street level with a private patio, and ten town home units with private balconies are located above the street level units for a total of twenty town home units.

The proposed parking structure would provide 659 tenant parking spaces and 70 visitor parking spaces for a total of 729 parking spaces. Eight of the 659 tenant parking spaces would be handicapped parking spaces, and three of the 70 visitor parking spaces would be handicapped parking spaces. In addition, 353 storage units at 40 square feet each will be located within the parking structure.

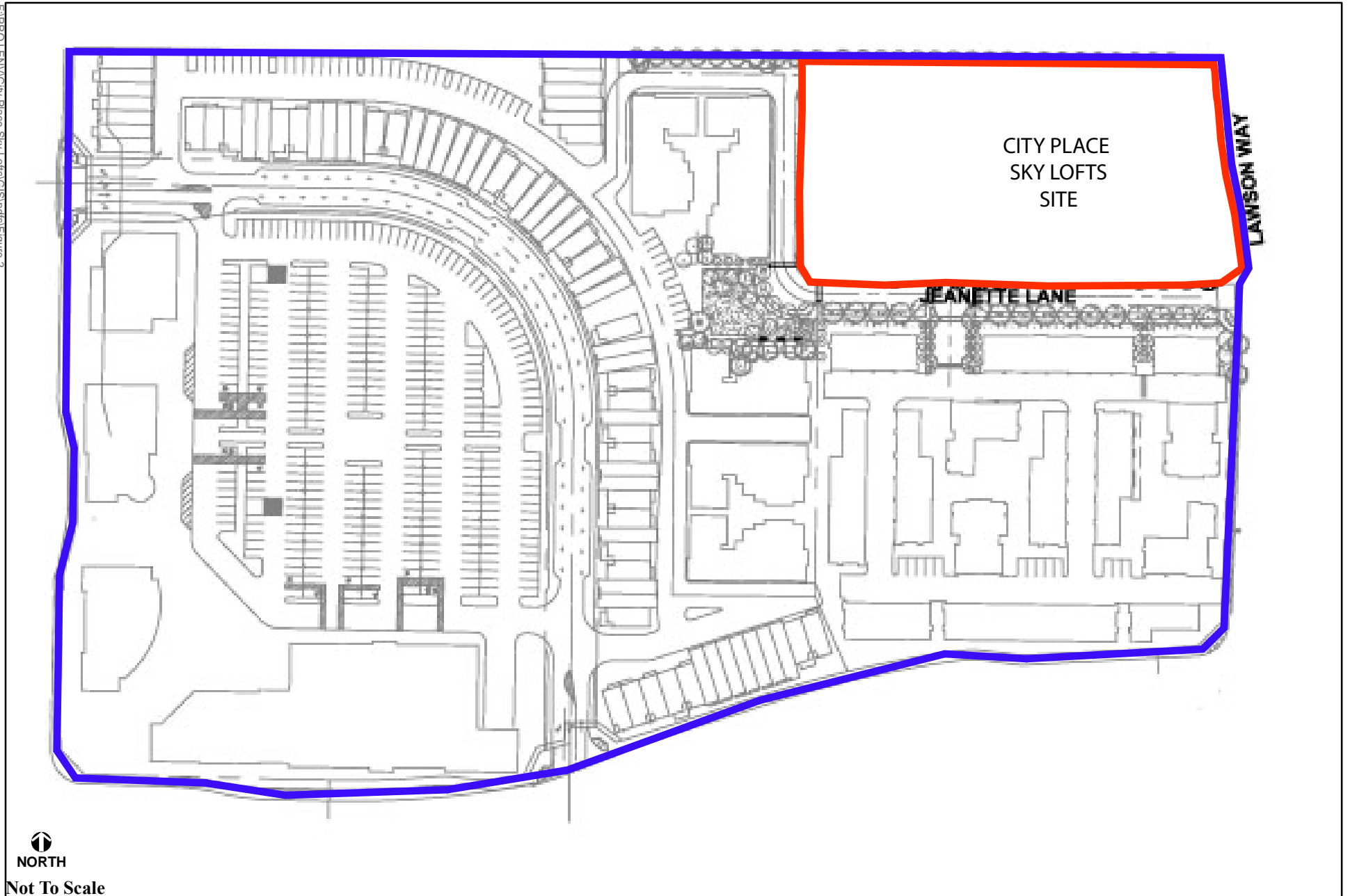
A 33,690 square-foot common space amenity deck (Podium Level) is planned above the parking structure and includes pool, spa, cabana/lounge, fireplace, tables, and outdoor barbecue. The Podium Level also includes 4,590 square feet of enclosed common space including a gymnasium, dining and kitchen area, and media room.



Not To Scale

Source: Steven Ehrlich Architects (2006).

Figure ES-1
Vicinity Map



Not To Scale

Source: Steven Ehrlich Architects (2006).

-  Project Site
-  City Place

Figure ES-2
Project Site Location Map

The site plan for the proposed project is shown on Figure ES-3. West and south elevations of the proposed project are shown on Figure ES-4.

ES.5 DISCRETIONARY ACTIONS

This DEIR will serve as a project-level EIR for the approvals related to the development of the proposed project. The following City of Santa Ana approvals are anticipated to be required for the proposed project:

- Amendment to Specific Development Plan 59 (SD-59) to modify the adopted SD-59 and establish permitted land uses, site development standards, and parking requirements for the proposed project.
- Tentative Tract Map for condominium purposes.
- Development Agreement.
- Conditional Use Permit.

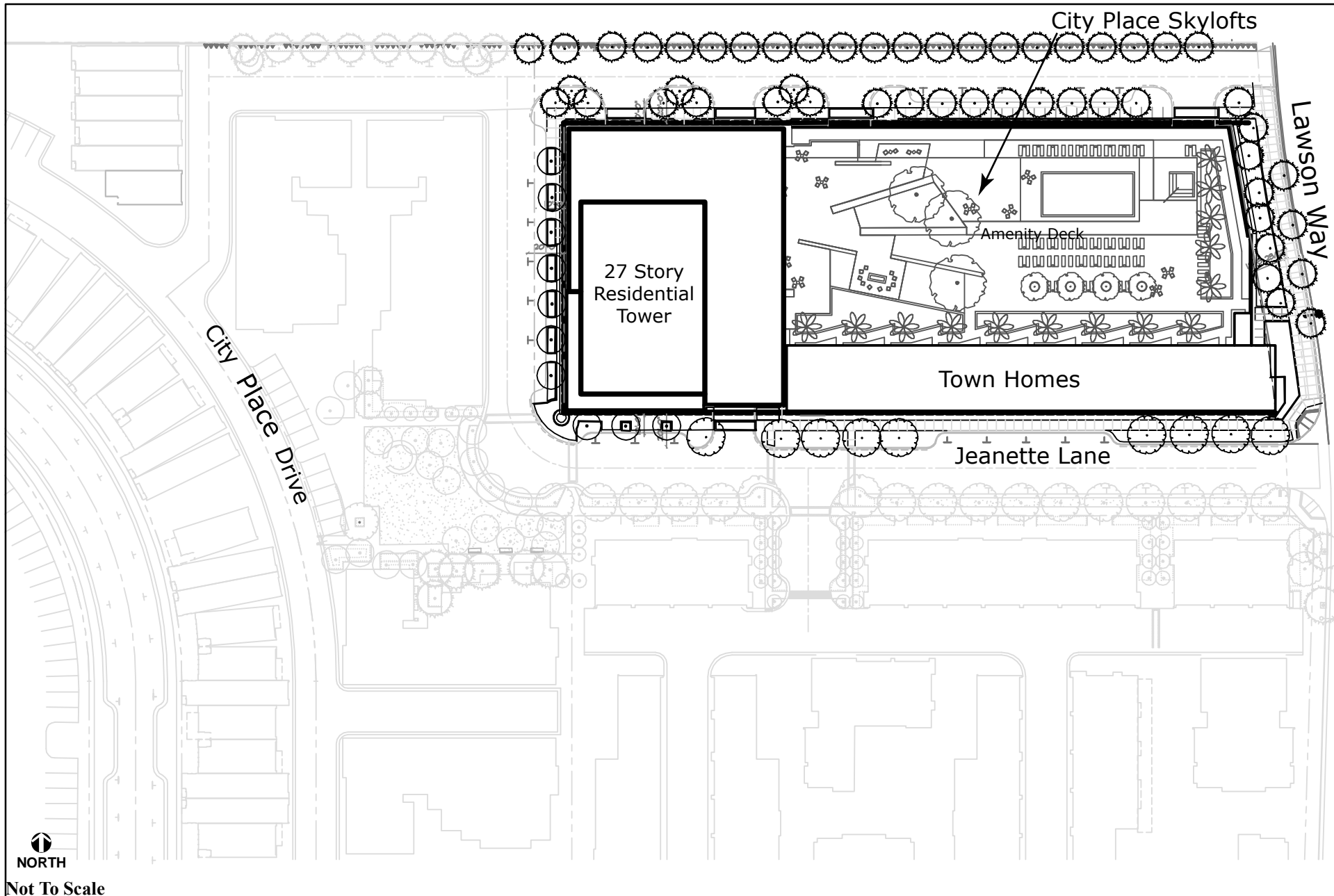
In addition, the following approvals of agencies outside the City are anticipated for the proposed project:

- Federal Aviation Administration (FAA) review of Proposed Construction or Alteration (FAA form 7460-1).
- Airport Land Use Commission of Orange County for consistency analysis.

ES.6 SUMMARY OF ENVIRONMENTAL IMPACTS

Section 4.0 (Existing Conditions, Impacts and Mitigation Measures) of this EIR documents the technical analysis of the potential impacts of the proposed project related to land use, aesthetics, air quality, cultural resources, hazards and hazardous materials, geology and soils, hydrology and water quality, noise, population and housing, public services, recreation, transportation and traffic, and utilities and services systems. Section 8.0 (Unavoidable Adverse Impacts) summarizes the potentially significant adverse impacts of the proposed project which cannot be avoided or mitigated to below a level of significance. Sections 5.0 (Cumulative Impacts) and 7.0 (Growth Inducing Impacts) describe the potential for the proposed project to result in cumulative and growth inducing impacts, respectively.

The potential for the proposed project to result in adverse impacts related to these environmental parameters is summarized in Table ES-1.




NORTH

Not To Scale

Source: Steven Ehrlich Architects (2007).

Figure ES-3
Site Plan

City Place Skylofts

**TABLE ES-1
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Summary of Impacts Related to Aesthetics		
Implementation of the proposed project would change the visual character of the site from undeveloped to a high-rise tower and parking garage. Although impacts to visual character would be less than significant, mitigation measure AS-1 has been included to minimize any potential visual impacts related to above-ground utilities.	AS-1 All above-ground utilities shall, unless technically infeasible, be located within the 2.008-acre project site, and not on adjoining public right-of-way. The project Applicant shall screen these utilities from the public right-of-way, and shall grant appropriate easements to the affected utility. This mitigation would apply to electricity, phone, cable TV, gas, and water utilities.	Less than Significant.
The tower will cast additional shade on surrounding land uses changing visual quality of these areas.	There are no mitigation measures that would mitigate the shade/shadow impacts to residential and park uses to a level that is less than significant.	Shade/shadow impacts would be significant.
Implementation of the proposed project would result in increased light and glare.	<p>AS-2 The project proponent will ensure that all outdoor lighting and fixtures, including lighting for construction, are shielded or designed and located to minimize nighttime light spillage onto adjacent uses. Outdoor fixtures will be designed to generate less than 0.25-foot candle power of light where possible and will direct lighting toward the interior of the project site.</p> <p>AS-3 Non-reflective materials shall be utilized to the extent feasible. Individual building site plans shall be reviewed and approved by the City Planning and Public Works Department.</p>	Less than Significant.
Summary of Impacts Related to Air Quality		
Implementation of the proposed project would result in construction-related air quality impacts.	<p>AQ-1 All trucks hauling dirt, sand, soil or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).</p> <p>AQ-2 Streets shall be swept hourly if visible soil material has been carried onto adjacent public paved roads (reclaimed water shall be used if available.)</p> <p>AQ-3 All active sites shall be watered at least twice daily.</p>	Significant short-term impact

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	<p>AQ-4 All grading activities that result in dust generation shall cease during second stage smog alerts and periods of high winds (i.e., greater than 25 miles per hour [mph]) if dust is being transported to off-site locations and cannot be controlled by watering.</p> <p>AQ-5 The developer shall use zero Volatile Organic Compounds (VOC) content architectural coatings during the construction of the project to the maximum extent feasible. This measure would reduce volatile organic compounds (VOC) [ROG] emissions by 95 percent over conventional architectural coatings. The following websites provide lists of manufacturers of zero VOC content coatings:</p> <p>http://www.aqmd.gov/business/brochures/zerovoc.html http://www.delta-institute.org/publications/paints.pdf http://www.cleanaircounts.org/factsheets/FS%20PDF/Low%20VOC%20Paint.pdf</p> <p>AQ-6 The project applicant will be required to name a construction relations officer to act as a community liaison concerning on-site construction activity, including resolution of issues related to dust generation from grading/paving activities.</p>	
<p>Implementation of the proposed project has the potential to result in impacts associated with global climate change.</p>	<p>AQ-7 All appliances installed as part of the project shall be energy efficient appliances (i.e., washer/dryers, refrigerators, stoves, etc.).</p> <p>AQ-8 The project applicant will install ozone destruction catalysts on all air conditioning units.</p> <p>AQ-9 The proposed project will not include wood burning fireplaces.</p> <p>AQ-10 The project will exceed by 20% requirements of the Energy Efficiency Standards of Title 24 of the California Code of Regulations. Prior to approval of a building permit the project applicant will provide documentation to the City Engineer of compliance with this measure.</p>	<p>A significant impact determination associated with global climate change of the proposed project would be speculative because no adopted thresholds of significance currently exist for measuring the impact of global climate change on or from a project.</p>

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POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Summary of Impacts Related to Cultural Resources		
<p>Implementation of the proposed project has the potential to result in impacts to cultural resources.</p>	<p>C-1 If buried cultural material is encountered during project construction, the construction contractor shall immediately stop work within the immediate vicinity of the finding and the City’s Environmental Coordinator shall be contacted for appropriate action.</p> <p>C-2 If human remains are encountered during construction activities, work shall cease and the Orange County Coroner’s Office and the Native American Heritage Commission shall be notified. A course of action will be agreed upon regarding the treatment of said remains with the Orange County Coroner’s Office or in compliance with the Native American Graves Protection and Repatriation Act (NAGPRA) and the Native American Heritage Commission if the remains are determined to be of Native American origin. This process can involve, but is not limited to, re-interment of said remains on- or off-site, donation to museums or schools for the promotion of archaeological body of record, or other arrangements as agreed upon by the consultation process with the Native American descendents or their representative.</p>	<p>Less than Significant.</p>
Summary of Impacts Related to Geology and Soils		
<p>Implementation of the proposed project has the potential to result in impacts related to geology and soils.</p>	<p>G-1 Prior to issuance of a grading permit, a final geotechnical report that addresses site-specific geotechnical considerations will be submitted to the City Engineer for approval.</p> <p>G-2 Recommendations for grading/earthwork, surface, and subsurface drainage, temporary and/or permanent dewatering, foundations, pavement structural sections, seismic design, and other pertinent, geotechnical design considerations will be formulated and will be included in the grading and building plans for the proposed project.</p>	<p>Less than Significant.</p>

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Summary of Impacts Related to Hazards and Hazardous Materials		
The proposed project's 27-story residential tower would exceed 200 feet in height and could potentially result in hazards associated with aviation safety.	H-1 The Applicant shall file a notice of Proposed Construction or Alternation with the FAA (FAA 7460-1). Following the FAA's Aeronautical Study of the project, projects must comply with conditions of approval imposed or recommended by the FAA. Subsequent to the FAA findings, the City shall refer the project to the Airport Land Use Commission (ALUC) for Orange County for consistency Analysis.	Less than Significant.
Implementation of the proposed project would have the potential to result in impacts related to emergency response plans.	No mitigation is required.	Less than Significant.
Summary of Impacts Related to Hydrology and Water Quality		
Implementation of the proposed project would have the potential to result in impacts related to on- or off-site flooding related to storm water and storm water drainage systems.	W-1 Prior to issuance of grading permits, the applicant shall submit a final drainage plan identifying the exact size and location of drainage facilities. W-2 The applicant shall construct facilities on the project site to transport storm water from the site to the City's/County's drainage facilities. All such facilities will be subject to the review and approval of the City Engineer and shall be installed prior to the issuance of occupancy permits.	Less than Significant.
Implementation of the proposed project would have the potential to result in impacts related to water quality standards or waste discharge requirements, during and after project construction.	For Construction (SWPPP): W-3 Prior to the commencement of soil disturbing activities, the project proponent shall submit for approval to the RWQCB, a Notice of Intent to be covered under the Storm Water Permit. Additionally, the project proponent shall prepare a SWPPP which will require the implementation of BMPs. The project proponent shall implement the SWPPP and will modify the SWPPP as directed by the Storm Water Permit. These provisions shall be included in the plan notes. The SWPPP shall include all of or a combination of specific BMPs as follows:	Less than Significant.

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	<p>a) Sediment for areas disturbed by construction shall be retained on-site using structural controls such as sandbags, fencing or retention ponds.</p> <p>b) Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage facilities or adjacent properties via runoff, vehicle tracking or wind.</p> <p>c) Appropriate BMPs for construction-related materials, wastes, spills or residues shall be implemented to minimize transport for the site to streets, drainage facilities or adjoining properties.</p> <p>d) Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to reduce or remove sediment and other pollutants.</p> <p>e) All construction contractor and subcontractor personnel are to be made aware of the required BMPs and good housekeeping measures for the project site and any associated construction staging areas.</p> <p>f) At the end of each day of construction activity, all construction debris and waste materials shall be collected and properly disposed of in trash or recycle bins.</p> <p>g) Any designated smoking area shall have an appropriate cigarette waste receptacle that is fitted to not allow cigarette butts to enter storm water or drains during rain or high winds. All contractor and subcontractor personnel will be directed to dispose of cigarette butts in these receptacles.</p> <p>For Post-Construction Water Quality Management Plan (WQMP)</p> <p>W-4 Prior to finalizing design plans, a WQMP shall be prepared and approved by the City of Santa Ana addressing post-construction storm water runoff. This will consist primarily of structural BMPs addressing the urban runoff from the site.</p>	
Summary of Impacts Related to Land Use and Planning		
Implementation of the proposed project would have the potential to conflict with an applicable land use plan, policy, or regulation.	No mitigation is necessary.	Less than Significant.

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Summary of Impacts Related to Noise		
Implementation of the proposed project would result in increased noise levels.	N-1 The final design of the mechanical systems will comply with the noise standards of the City of Santa Ana’s Municipal Code. Compliance with these standards will be verified by an acoustical analysis conducted by a qualified acoustical consultant during the final design phase of the project. If this analysis indicates that the mechanical systems, as designed, will fail to meet the noise standards, further noise control measures shall be incorporated into the design to provide compliance. This may include such measures as: selection of quieter mechanical equipment, relocation of mechanical equipment and its associated intakes and exhausts, use of parapet walls or other acoustical shielding, and use of silencers or acoustical louvers.	Less than Significant.
Summary of Impacts Related to Population and Housing		
Implementation of the proposed project would generate an additional 706 persons on the project site.	No mitigation is required.	Less than Significant.
Summary of Impacts Related to Public Services		
Implementation of the proposed project would result in an incremental increase in demand for fire, police protection services, schools, and libraries.	The impacts related to fire, police protection services, schools, and libraries are less than significant and no mitigation is required. However, mitigation measure P-1 is included to ensure that coordination with the SAPD is maintained and security measures are incorporated into the project design and construction. Mitigation measure P-2 is included to ensure the timing of payment of school fees.	Less than Significant.
	P-1 Prior to the issuance of occupancy permits, the Applicant shall coordinate with the City Police Department to prepare a Security Plan for the residential components of the project. This Plan shall be subject to the review and approval of the Police Department. The Plan shall address concerns related to visibility and adequate emergency access. Recommendations resulting from the project review by the City Police Department would be incorporated into the project. P-2 Prior to the issuance of building permits the applicant shall demonstrate proof of payment of development fees to Orange Unified School District.	Less than Significant.

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Summary of Impacts Related to Recreation		
Implementation of the proposed project would increase the demand for parks and recreational facilities in the City.	R-1 Prior to the issuance of the first certificate of occupancy permit, the proposed project shall comply with the City’s public dedication requirements either through provision of private open space, public land dedication, fees, or other vehicles acceptable to the City.	Less than Significant.
Summary of Impacts Related to Transportation and Traffic		
Implementation of the proposed project would result in unacceptable LOS E in 2010 on the Main Street road segment between La Veta Avenue and Town & Country Road.	There are no mitigation measures that would reduce this impact as it would require amending the MPAH road classification from a Major Arterial to a Principal Arterial. This road reclassification would require an amendment to the City of Orange General Plan and the City of Santa Ana General Plan. However, this segment would operate at an acceptable LOS D in 2030 without and with the proposed project. Thus, the significant impact would be temporary significant and unavoidable until the segment is built out to the Master Plan of Arterial Highways (MPAH) designations.	Significant Short-term Impact.
Implementation of the proposed project would cause various signalized intersections to operate at an unacceptable Level of Service (LOS) in 2030, and with an increase in the Intersection Capacity Utilization (ICU) of greater than 0.01.	<p>T-1 Prior to the issuance of occupancy permits, and subject to the approval of the City of Orange, the applicant shall deposit its fair-share contributions into the Transportation System Improvement Area Joint Powers Agreement (TSIA JPA) between the cities of Orange and Santa Ana for the following improvements at the intersection of Parker Street and La Veta Avenue: add one northbound right-turn lane; stripe the unstriped eastbound right-turn lane; convert one eastbound through lane to one shared through/right-turn lane; convert one westbound through lane to one left-turn lane; and modify traffic signal phasing to provide a protected left-turn phase for the eastbound and westbound approaches.</p> <p>T-2 Prior to the issuance of occupancy permits, and subject to the approval of the City of Orange, the applicant shall deposit its fair-share contributions into the TSIA JPA for the following improvements at the intersection of Parker Street and Town & Country Road: convert one eastbound through lane to one shared through/left-turn lane; and modify the signal phasing to provide an eastbound/westbound split phase.</p>	Less than Significant.

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<p>Implementation of the proposed project would cause various signalized intersections at Caltrans ramps to operate at an unacceptable LOS in 2030, and with an increase in delay of greater than one percent.</p>	<p>T-3 Prior to the issuance of occupancy permits, and subject to the approval of the City of Orange, the applicant shall deposit its fair-share contributions into the TSIA JPA for the following improvements at the intersection of SR 22 eastbound ramps and Lawson Way at Town & Country Road: convert one northbound right-turn lane to one shared through/right-turn lane; convert one southbound shared through/right-turn lane to one shared through/left-/right-turn lane; convert one westbound through lane to one shared through/left-turn lane; and modify traffic signal phasing to provide an eastbound/westbound split phase.</p> <p>T-4 Prior to the issuance of occupancy permits, and subject to the approval of the City of Santa Ana, the applicant shall deposit its fair-share contributions into the TSIA JPA for the following improvements at the intersection of Main Street at I-5 HOV ramps, I-5 northbound off-ramp and Edgewood Road: convert one westbound shared through/left-turn lane to one left-turn lane; convert one westbound right-turn lane to one shared through/right-turn lane; and modify the traffic signal phasing to provide a protected eastbound right-turn phase that is overlapped with the northbound left-turn phase.</p>	<p>Less than Significant.</p>
<p>Implementation of the proposed project has the potential to result in impacts related to truck turning radii in the project two-bay truck loading area.</p>	<p>T-5 Prior to the issuance of building permits, the applicant shall increase the two-bay truck loading area's west and east curb radii to 25 feet and use the west loading bay primarily for delivery vans.</p>	<p>Less than Significant.</p>
<p>Implementation of the proposed project has the potential to result in parking impacts.</p>	<p>No mitigation measures are required as Specific Plan 59 would be amended to incorporate an updated parking requirement that would reflect the proposed parking ratios.</p>	<p>Less than Significant.</p>

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Summary of Impacts Related to Utilities and Service Systems		
<p>Implementation of the proposed project has the potential to result in impacts to public utilities and service systems.</p>	<p>Impacts to utility and service systems would be less than significant. However, mitigation measures have been provided to ensure coordination with utility providers.</p> <p>U-1 The Applicant shall coordinate with the utility companies serving the site to establish service connections prior to construction.</p> <p>U-2 Any pre-existing underground utilities at the site shall be located prior to construction and abandoned or removed in accordance with state and local codes and regulations. Any utility trenches shall be backfilled under the observation and testing of the resident engineer or inspector.</p> <p>U-3 The Applicant shall pay its fair share of necessary telephone improvements including a main conduit structure to bring lines into the project site. Coordination with AT&T and/or Time Warner during the development stage would facilitate service connection.</p>	<p>Less than Significant.</p>