



## Santa Ana-Garden Grove Fixed Guideway Project

# Revised Environmental Assessment/ Final Environmental Impact Report



January 2015

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# Chapter 1.0 Introduction

This Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR) complies with both National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements. The federal and State environmental clearance for the Santa Ana-Garden Grove Fixed (SA-GG) Guideway Project (proposed project) was prepared in a joint NEPA and CEQA document.

## 1.1 Intended Use of the Revised EA/Final EIR

This REA/FEIR was prepared at the direction and under the supervision of the City of Santa Ana (City) as the local lead agency. The Orange County Transportation Authority (OCTA) is a responsible agency under CEQA. The Federal Transit Administration (FTA) is the federal lead agency pursuant to NEPA. This REA/FEIR incorporates the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR) by reference and includes a description of a subsequent change to the proposed project, which involves the identification of a Locally Preferred Alternative. In addition, the REA/FEIR includes comments and recommendations received in response to the EA/DEIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the EA/DEIR; responses to significant environmental points raised in those comments; and other relevant information added by the local lead agency.

The intended use of this REA/FEIR by the City is to assist in making decisions regarding whether to adopt the proposed project, certify the FEIR, and file the Notice of Determination, which will complete the CEQA process. The intended use of this REA/FEIR by FTA is to update the proposed project and provide the necessary information to issue the Findings of No Significant Impact (FONSI) to complete the NEPA process.

This REA/FEIR is comprised of four chapters:

**Chapter 1.0 Introduction.** This chapter includes an overview of the proposed project, a summary of the alternatives considered, and a summary of the project's potential environmental impacts.

**Chapter 2.0 Responses to Comments.** This chapter contains comments received by the City during the public review period and public hearings for the EA/DEIR and responses to each comment.

**Chapter 3.0 Corrections and Additions.** This chapter provides the changes to the EA/DEIR in response to comments received during the public review period and public hearing process.

**Chapter 4.0 Mitigation Monitoring and Reporting Program.** This chapter includes a list of the required mitigation measures and identifies the enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and the action indicating compliance with each measure.

## 1.2 Summary of the Proposed Project

The SA-GG Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transit Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

The alternatives addressed in the EA/DEIR consisted of a No Build Alternative and a Transportation System Management (TSM) Alternative, as well as four build alternatives; Streetcar Alternatives 1 and 2 and Initial Operating Segment (IOS)-1 and IOS-2, which are shorter versions of the full alignment. Streetcar Alternative 1, which is the Locally Preferred Alternative, will utilize the Pacific Electric Right-of-Way (PE ROW) through the western portion of the approximately four-mile alignment to reduce costs and impacts and to provide optimum accessibility. The eastern portion of the alignment will operate along Santa Ana Boulevard and 4<sup>th</sup> Street on the way to SARTC. The streetcar system will be electrically powered using an overhead contact system and a series of Traction Power Substations. The Locally Preferred Alternative includes 24 stations.

Streetcar Alternative 2 would utilize the PE ROW through the western half of its alignment and primarily operate along Santa Ana Boulevard, Civic Center Drive, and 5<sup>th</sup> Street through the eastern half of the alignment to SARTC. The operational characteristics of this alternative are identical to Streetcar Alternative 1. The differences between the two streetcar alternatives are the alignment and the fact that Streetcar Alternative 2 would have one additional station for a total of 13.

The No Build Alternative provides the basis for comparing future conditions resulting from other alternatives. This alternative includes conditions in the foreseeable future (through planning horizon year 2035) include projects that (1) have environmental analysis approved by an implementing agency and (2) have a funding source identified for implementation. The TSM Alternative enhances the mobility of existing transportation facilities and transit network without construction of major new transportation facilities or significant, costly physical capacity improvements. The TSM Alternative emphasizes low cost (i.e., small physical) improvements and operational efficiencies, such as focused traffic engineering actions, expanded bus service, and improved access to transit services. In response to funding and phasing issues raised by fiscal constraints identified during OCTA's long-range transportation planning process, IOSs were developed as alternatives, which are shorter segments of the Locally Preferred Alternative and Streetcar Alternative 2. Further details on these alternatives are provided on page 2-1 of the EA/DEIR.

### **1.3 Selection of a Locally Preferred Alternative**

Following receipt of public comments on the EA/DEIR and after the close of the public comment period, the City Council of the City of Santa Ana selected Streetcar Alternative 1 with Operations & Maintenance Facility Site B (west of Raitt Street) and 4<sup>th</sup> Street Parking Scenario A (parallel parking) as the Locally Preferred Alternative for the SA-GG Fixed Guideway Project on August 5, 2014. The selection of the Locally Preferred Alternative was based on the evaluation criteria that were approved by the community during the public scoping process. These criteria included the consideration of accessibility and livability; economic development, transit supportive land use, and community goals; environmental responsibility; travel benefits, choice, and reliability; and cost effectiveness and financial feasibility. Streetcar Alternative 1 produced the highest ridership, and served the greatest number of transit dependent households. Compared to Streetcar Alternative 2, it required less right-of-way acquisition, had a lower capital cost to construct, and greater ease of constructability. The existing land uses along the Streetcar Alternative 1 alignment were highly transit supportive, and offered greater economic development potential for the future. The selection of this Locally Preferred Alternative constitutes the extent of change to the proposed project that has occurred since the circulation of the EA/DEIR. The selection of the Locally Preferred Alternative does not create a change in circumstances, generate changes to the previously identified alternatives, or alter the previous environmental evaluation and determinations which were identified in the EA/DEIR.

### **1.4 Noticing and Availability of EA/DEIR**

In compliance with NEPA regulations and CEQA Guidelines Sections 15085 and 15087, a Notice of Availability of the EA/DEIR was distributed, and the EA/DEIR was made available for public review for 45 days beginning May 23, 2014 to provide an opportunity for interested parties to comment on the EA/DEIR. There were three public hearing meetings, which were held on June 14, 17, and 19, 2014. During the review period, 17 written submissions were received on the EA/DEIR from public agencies, community groups, and individuals. These comments and the corresponding responses are presented in Chapter 2.0, Responses to Comments of this REA/FEIR.

### **1.5 Environmental Review Process**

Meaningful public engagement was an important component of the SA-GG Fixed Guideway Project from the onset. Prior to making any key decisions on the proposed project, the City of Santa Ana initiated a public scoping process to define the appropriate range of issues to be addressed in the EA/DEIR. Four scoping meetings were conducted for the general public between June 8 and June 12, 2010. Two of these meetings were scheduled in the evening, one meeting was scheduled in the morning, and one meeting was scheduled on a Saturday afternoon, providing those community members who could not attend any of the weekday evening meetings with an opportunity to participate. Public comment opportunities were made available at each meeting. It should also be noted that articles and advertisements were published in a number of local newspapers, including several non-English publications. All information materials were presented in English, as well as Spanish.

The alternatives identified for evaluation in the EA/DEIR were based on public comments, as well as technical analyses, as detailed in the Alternative Analysis Report (under separate cover and available by request or on the City's website at <http://santaanatransitvision.com>). The alternatives analysis process included a comprehensive review of potential technology and alignment options. A wide range of public transit options were defined and investigated as candidate technologies. The initial alignment options were based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area's regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and Bus Rapid Transit [BRT] services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

A reasonable range of alternatives has been evaluated as part of the environmental process, beginning with a robust alternatives analysis and using a screening process to provide a limited range of alternatives in the EA/DEIR. The alternatives analysis is described in detail beginning on page 2-29 of the EA/DEIR. Several alternatives, in addition to those previously discussed, including BRT routes along Santa Ana Boulevard and Civic Center Drive, were considered in the initial alternatives analysis but were ultimately screened out because they did not fully satisfy the purpose and need or project goals and objectives and were less cost effective in terms of both capital and operations and maintenance costs per rider than Streetcar Alternatives 1 and 2.

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. If the No Build Alternative is identified as the environmentally superior alternative, the identification of the next best environmentally superior alternative must be identified. As described in the EA/DEIR and the REA/FEIR, the No Build Alternative has been found to have the least amount of environmental impacts and is the environmentally superior alternative. Of the remaining alternatives, the TSM Alternative is the CEQA environmentally superior alternative because no impacts were identified in the EA/DEIR. However, the City hereby finds that the TSM Alternative would not achieve the proposed project's basic objectives and thereby rejects this alternative.

## Chapter 2.0 Responses to Comments

This chapter provides responses to all written and oral comments received on the EA/DEIR. Comments include issues raised by the public that warrant clarification or correction of certain statements in the EA/DEIR.

### 2.1 Public Review

The EA/DEIR was circulated for a period of 45 days beginning on May 23, 2014. During the review period, 17 written submissions were received on the EA/DEIR from public agencies, groups and individuals. Between June 14 and June 19, 2014, the City also held three public meetings to present the conclusions of the EA/DEIR and receive comments from the public. Approximately 150 people attended the public meetings, and roughly 34 attendees gave verbal testimony at the meetings. Transcripts of the verbal testimony and responses to the environmental issues raised in their testimony are provided below. **Table 2-1** presents a list of all public agencies, organizations, and individuals who submitted written comments. Each comment letter has been assigned a number.

TABLE 2-1: COMMENT LETTERS		
No.	Commenter	Comment Topic
<b>FEDERAL AGENCIES</b>		
1	U.S. General Services Administration Region 9 Portfolio Management Division Maureen Sheehan, NEPA Project Manager 400 15 <sup>th</sup> St. S.W. Auburn, WA 98001	Support for Streetcar Alternative 1
<b>STATE AGENCIES</b>		
2	State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit Scott Morgan P.O. Box 3044 Sacramento, CA 95812-3044 Re: Native American Heritage Commission	Draft EIR Review Process
3	State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit Scott Morgan P.O. Box 3044 Sacramento, CA 95812-3044 Re: California State Transportation Agency	Draft EIR Review Process
4	Native American Heritage Commission Dave Singleton 1550 Harbor Boulevard West Sacramento, CA 95691	Impacts to Archaeological Resources, Native American Remains, and Sacred/ Historic Sites and Mitigation Monitoring Plan

**TABLE 2-1: COMMENT LETTERS**

<b>No.</b>	<b>Commenter</b>	<b>Comment Topic</b>
5	State of California California State Transportation Agency Department of Transportation District 12 Maureen El Harake, Branch Chief, Regional-Community-Transit Planning 3347 Michelson Drive, Suite 100 Irvine, CA 92612	No comments provided.
<b>ORGANIZATIONS</b>		
6	Orange County Clerk-Recorder's Office 12 Civic Center Plaza, Room 106 Santa Ana, CA 92702	Draft EIR Review Process
7	Santa Ana Historical Preservation Society Alan Lawson 120 Civic Center Drive West Santa Ana, CA 92701	Historic Resources, ROW Acquisition, Support for Streetcar Alternative 1
8	Santa Ana Community & Business Alliance (SAC-BA) Madeleine Spencer 333 East 9 <sup>th</sup> #303 Santa Ana, CA 92701  <i>Commenters:</i> Elia Fitz; Jose Olegario Perez; Maximo Navarro; David Manzo; Francisco Pro.; Adriana Hernandez; Teresa M. Julio; Alicia Meza; Erick Leyva; Gina Torres; Bienvenida Guzman; Susi Lopez	Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, General Opposition
9	Santa Ana Business Council, Inc. (SABC) 400 East 4 <sup>th</sup> , Suite 7 Santa Ana, CA 92701  <i>Commenters:</i> Shahram Makhani; Laura Fabilla Diaz; Guillermina Madriles; Manuel Peña; Ceballos Fernando; Raul Alvarez; Tomas Valenzuela; Inhee Cha; Inhee Cha; Won Cha; Walter W. Cha	Impacts to Business on Fourth Street and Opposition to Streetcar Alternative 1
10	<i>Commenters:</i> Karla Cuevas; Art Santacruz; Villamar Ortiz; Ashley Brown; Maria Anza; Miguel Angel; Maylin Mendoza; Hugo Martinez; Alvarez Regino; Maximiliano Garcia; Alejandro Escobar; Lorena Ramirez; Cinthya Perez; Lizzi Murtough; Katherine Anza; Geraldine Arellano; Clarissa Arellano; Aurora Sandivia; Petra Salgado; Maria Hernandez; Enrique R.; Yesenia Canova; Nathalie Canova; Evangelina Romero; Manuel Topete; Imelda Salgado; Jose Ochoa; Virginia Ochoa; David Inga; Patrick Douphy; Cesar Gonzalez; Francisco Salgado; Lesley Ramos; Sergio Diaz; Maria Salgado; Ciro Salgado; Adelfa Najera; Irma Lopez; Monse Perez	Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, Opposition to Streetcar Alternative 1

**TABLE 2-1: COMMENT LETTERS**

No.	Commenter	Comment Topic
11	<p>Santa Ana Community &amp; Business Alliance (SAC-BA)  Madeleine Spencer  333 East 9<sup>th</sup> #303  Santa Ana, CA 92701</p> <p><i>Commenters:</i> Ginette Sanchez; Cirilo Martinez; Andrew Ramos; Jose Llanos; Ismael Becerril; Isidro Acosta; Juan Sanchez; Crecencio Martinez; Raul Hernandez; Hanadi Roman; Jose Roman; Evander Aguirre; Cuahutemoc Sanchez; Araceli Kantu; Angela Garcia; Angela Mejia; Carmen Ortega; Maria Perez; Yolanda Aguirre; Consuelo Blanco; Edlyn Salazar; Mari Carmen Valencia; Javier Galvez; Edith Hernandez; Sergio Ortega; Teresa Andrade; Cristina Moreno; Praxedes Bernal; David Rey Resendiz; Jose Olivares; Leonardo Moreno Navarro; Oscar Hurtado; Juan Sacche; Hugo Rojas Hernandez; Jose Hernandez; America Najera; Marco Zeferino; Araceli Robles; Rigoberto Robles; Luis E. Robles; Apolonio Cortes; Nancy Mejia; Laura Pantoja; Edward Garza; Jeff Merrick; Pat Aliso; Cinthya Sanchez; Elva Navarrete; Yohana Rojas; Venancio Chavez; Angelica Flores; Arnold W; Luis Pantoja; Juan Carlos Macedo; Javier Roman; Jonathan Lizarraga; Gavino Mendez; Miguel Angel Macedo; Yanet Castaneda; Juan Vergara; Jose E. Vega; Abraham Hernandez; Jorge Cabrera; Mario Martinez; Juanita Hernandez; Maria Guadalupe Diaz; Nohemi Gonzalez; Jose Elias Gonzalez; Isidora Espinoza; Felipe Chavez; Victor Guerrero; Crecencio Reyes; Angie Tapia; Francisca Trujillo; Rufino Tochiuhitl; Teresa Mendez; Jaime Mendez; Estela Tejada; Victoria garcia; Moices Vasquez; Rosa E. Ubach; Maria Perez; Esperanza Ramirez; Adrian Brindis; Celene Ponce; Soledad Gomez</p>	<p>Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, Opposition to Streetcar Alternative 1</p>
12	<p>Santa Ana Business Council, Inc. (SABC)  400 East 4<sup>th</sup>, Suite 7  Santa Ana, CA 92701</p> <p><i>Commenters:</i> Perla Veronica Alvarez; Elma Vazquez; George Hansen; Quan M. Tran; Guadalupe Macias; Martha Guillen; Jose M. Solorio; Maria Hernandez; Hector Ruiz; Paulino Fuentes; Palmira Astudillo; Susan Chan; Carlos Rodriguez; Patricia Munoz; Jose Rodriguez; Susan Ceballos; Daniel Estrada; Martha Sliva; Adan Rodriguez; Efren; Raymond Rangel; Acencion Trujillo; Laura Hernandez; Josefina Estrada; Gerardo Bahena; Edilberto Forero; Lupe Sandoval; Guadalupe Pantoja; Michael Kassira; Ricardo Cortez; Elvia Viera; Irma Aguilera; Mariano Mendoza; Jorge Vital; Sal Navarro; Arturo Lomeli; Tomas Valenzuela; Jaime Nungavay; Joseph G Elias; Ruth Gerardo; Mike Husain; Jeam Yeol Chon; Lee Gomez; Elia Castel/on; Aracely Calderon; Danica Marin; Alberto Otero; Hector Silva; Alicia Salcedo; Guillermo de la Pina; Abdul Amoudi; Narn Hye Yun; Marcela Prado Rodriguez; Marcela Rodriguez; Adan Hernandez; Ruben Puebla; Ruben Alvarez; Grace Yanez; Mery Larrea; Rosa Weber; Joe M. Lara; Silvia Huerta; Wilter Cobefia; Fortunato Reyes; Teresa Saldivar; Nam Hye Yun; Sandra Cerpas; Shay Patmer; Lety Gomez; Herb Rose; Frank Chavez; Barbara Y Rooker; Maria Guerrero; Arturo Arellanes; Samuel Romero</p>	<p>Opposition to Streetcar Alternative 1</p>

**TABLE 2-1: COMMENT LETTERS**

No.	Commenter	Comment Topic
<b>INDIVIDUALS</b>		
13	Dennis Dascanio	Support for Streetcar Alternative 1
<b>COMMENT CARDS</b>		
14	Jose Rodriquez 312 E. 4 <sup>th</sup> Street, Suite A Santa Ana, CA 92701	Support for Streetcar Alternative 2
15	Jose Diaz 1502 W. 9 <sup>th</sup> Street Santa Ana, CA 92703	Public Notification of Design Changes
16	Adrian Munoz 407 Vance Street Santa Ana, CA 92701	Impacts to the community, including businesses, public facilities, churches, pedestrians, and disabled
17	Frank Mitchell, III. 1920 S. Greenville Street Santa Ana, CA 92704	General Support for the Project and Further Extension of Alignment
<b>PUBLIC HEARING MEETING</b>		
1	PH1-1 – Madeleine Spencer PH1-2 – Madeleine Spencer  PH1-3 – Madeleine Spencer PH1-4 – Madeleine Spencer  PH1-5 – Madeleine Spencer PH1-6 – Madeleine Spencer PH1-7 – Madeleine Spencer PH1-8 – Unknown Speaker PH1-9 – Sean Pulich  PH1-10 – Sean Pulich  PH1-11 – Ruby Cardenas PH1-12 – Ruby Cardenas  PH1-13 – Ruby Cardenas PH1-14 – Sean Pulich PH1-15 – Ruby Cardenas  PH1-16 – Ruby Cardenas PH1-17 – Ruby Cardenas PH1-18 – Raul Yanez PH1-19 – Raul Yanez  PH1-20 – Tish Leon  PH1-21 – Sean Pulich  PH1-22 – Madeleine Spencer	PH1-1 – Community Outreach and Noticing PH1-2 – Construction, Traffic, Ridership, Safety, Cost, Design  PH1-3 – Further Extension of Alignment, Ridership PH1-4 – Improvements to the Bus System and Economic Growth  PH1-5 – Funds to Improve Safety PH1-6 – Economic Impact  PH1-7 – Environmental Justice/Equity Analysis PH1-8 – Community Outreach and Noticing PH1-9 – Integration of the Proposed Project into the Existing Bus System  PH1-10 – General Support for the Project, Development of More Retail along the Alignment, and Further Extension of the Alignment  PH1-11 – Impact to Schools  PH1-12 – Compatibility of the Proposed Project with Other Transit Systems  PH1-13 – Alternatives Analysis PH1-14 – Operations During Special Events PH1-15 – Construction and Preference for Streetcar Alternative 2  PH1-16 – Alternatives Analysis PH1-17 – Design  PH1-18 – Community Outreach and Noticing PH1-19 – Support for Streetcar Alternative 2, Construction  PH1-20 – CEQA Process and Purpose of Public Review Period and Meetings  PH1-21 – Alternatives Analysis, Further Extension of Alignment  PH1-22 – Community Outreach and Noticing, Construction

**TABLE 2-1: COMMENT LETTERS**

No.	Commenter	Comment Topic
	PH1-23 – Madeleine Spencer PH1-24 – Madeleine Spencer PH1-25 – Sean Pulich PH1-26 – Unknown Speaker PH1-27 – Ruby Cardenas	PH1-23 – Parking PH1-24 – Displacement, Environmental Justice/Equity, Neighborhood Impact PH1-25 – Ridership, Fare PH1-26 – Construction Schedule PH1-27 – Transit Schedule
2	PH2-1 – Peter Katz PH2-2 – Ruby Woo PH2-3 – Unknown Speaker PH2-4 – Unknown Speaker	PH2-1 – General Support PH2-2 – Design and Landscaping PH2-3 – Construction Schedule PH2-4 – Construction, Land Use
3	PH3-1 – Unknown Speaker PH3-2 – Unknown Speaker PH3-3 – Wan Cha PH3-4 – Wan Cha PH3-5 – Aldolpho Lopez PH3-6 – Saul O’Campo PH3-7 – Raul Yanez PH3-8 – Madeleine Spencer PH3-9 – Unknown Speaker PH3-10 – Unknown Speaker PH3-11 – Isabel Lopez PH3-12 – Unknown Speaker PH3-13 – Unknown Speaker PH3-14 – Unknown Speaker PH3-15 – Unknown Speaker PH3-16 – Unknown Speaker PH3-17 – Unknown Speaker PH3-18 – Unknown Speaker PH3-19 – Unknown Speaker PH3-20 – Unknown Speaker PH3-21 – Madeleine Spencer PH3-22 – Unknown Speaker	PH3-1 – Impact of the Streetcar Alternative 2 Alignment PH3-2 – Environmental Justice/Equity PH3-3 – Construction Impacts to Historic Structures PH3-4 – Ridership PH3-5 – Land Use Development and Ridership PH3-6 – Construction, Safety, Impacts to School Routes PH3-7 – Construction PH3-8 – Community Outreach and Noticing PH3-9 – Parking PH3-10 – Ridership PH3-11 – Community Outreach and Noticing PH3-12 – Preferred Alternative Selection PH3-13 – Environmental Justice/Equity PH3-14 – Safety PH3-15 – Fares PH3-16 – Funding PH3-17 – Design PH3-18 – Fiscal/Economic Impact PH3-19 – Design PH3-20 – Utilities PH3-21 – Funding PH3-22 – Displacement

## 2.2 Summary of Comments

Comments on the EA/DEIR were received from federal, State, and local agencies, as well as community groups and individual community members. The comment topics ranged from broad statements of support or opposition to specific questions on environmental areas of concern. The one federal agency to comment on the EA/DEIR was the U.S. General Services Administration, which expressed support for Streetcar Alternative 1. Four State agencies submitted comment letters related to the EA/DEIR. Three of the comment letters acknowledged that the EA/DEIR was received, and one comment letter was related to the preservation of cultural resources.

Seven comment letters were received from local organizations, including the Santa Ana Historical Preservation Society, which raised concerns over effects to the Howe-Waffle House.

The Santa Ana Community & Business Alliance and the Santa Ana Business Council, Inc. submitted similar comment letters representing members of the community. The comment letters either included a list of people supporting the letter or individual form letters restating the concerns in the cover letters submitted by the business groups. In summary, the comment letters from the Santa Ana Community & Business Alliance and the Santa Ana Business Council, Inc., expressed opposition to the proposed project and listed concerns associated with community outreach and noticing, construction activity, environmental justice/equity, safety, displacement, land use and growth, purpose and need, and cost.

One emailed comment was received from a community member and four comment cards were submitted by individuals at the three public meetings, at which the conclusions of the EA/DEIR were presented. These comments: (1) expressed general support for the proposed project, one comment expressed support for Streetcar Alternative 1; (2) expressed support for Streetcar Alternative 2; (3) asked how the public would be notified of design changes; and (4) expressed concern with various environmental topics discussed in the EA/DEIR, including community impacts. Questions were fielded by the project team and recorded by court reporters. Meeting transcripts are provided in this REA/FEIR, although names of the people who submitted comments were not noted in the transcripts. Each of the comments stated during the public meetings are addressed in this chapter.

## **2.3 Comments and Responses**

The comment letters and hearing transcripts reproduced in the following pages follow the same order of presentation and organization as described in Table 2-1.

**From:** Maureen Sheehan - 9P2PTC [<mailto:maureen.sheehan@gsa.gov>]  
**Sent:** Monday, July 07, 2014 11:24 AM  
**To:** Gabriel, Jason  
**Cc:** Galvez, William E.; Cavazos, David; Cathy Higley ([chigley@cordobacorp.com](mailto:chigley@cordobacorp.com))  
**Subject:** Re: FW: Santa Ana Transit Vision - Comment Period Extension

Jason,

Thank you for the phone call today. Like I said, we are anticipate sending you GSA and our Tenant Agency comments the week of 7/14.

GSA's preferred alternative is Streetcar Alternative #1 where the streetcar runs on 4<sup>th</sup> St. Streetcar Alternative #2 is highly undesirable to GSA and our Tenant Agencies from a security standpoint. Our comments next week will elaborate on this.

Thank you for including GSA in your review, and look forward to working with you on this project.

## **Letter 1**

U.S. General Services Administration  
Region 9 Portfolio Management Division  
Maureen Sheehan, NEPA Project Manager  
400 15<sup>th</sup> St. S.W.  
Auburn, WA 98001

## **Response 1-1**

The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration.



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

July 8, 2014

Jason Gabriel  
City of Santa Ana  
20 Civic Center Plaza, M-36  
P.O. Box 1988  
Santa Ana, CA 92702

Subject: Santa Ana and Garden Grove Fixed Guideway Corridor  
SCH#: 2010051060

Dear Jason Gabriel:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 7, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

2-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

**Document Details Report**  
**State Clearinghouse Data Base**

**SCH#** 2010051060  
**Project Title** Santa Ana and Garden Grove Fixed Guideway Corridor  
**Lead Agency** Santa Ana, City of

**Type** EIR Draft EIR

**Description** The Santa Ana-Garden Grove Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. Both streetcar alternatives would utilize the PE ROW through the western portion of the approximately four mile alignment. The streetcar systems would be electrically powered using an overhead contact system and a series of Traction Power Substations. Streetcar Alternative 1 would include 12 stations and Streetcar Alternative 2 would include 13 stations.

**Lead Agency Contact**

**Name** Jason Gabriel  
**Agency** City of Santa Ana  
**Phone** 714 647 5664  
**email**  
**Address** 20 Civic Center Plaza, M-36  
P.O. Box 1988  
**City** Santa Ana **State** CA **Zip** 92702  
**Fax**

**Project Location**

**County** Orange  
**City** Santa Ana  
**Region**  
**Lat / Long** 33° 45' 9.1" N / 117° 52' 20" W

**Cross Streets**

**Parcel No.**  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** SR-22, 55, 57, I-5  
**Airports** No  
**Railways** SA PE ROW, Metrolink  
**Waterways** Santa Ana River  
**Schools** Numerous  
**Land Use** Transportation, Industrial, Commercial

**Project Issues** Archaeologic-Historic; Aesthetic/Visual; Air Quality; Other Issues; Noise; Traffic/Circulation; Wetland/Riparian; Water Quality; Toxic/Hazardous; Flood Plain/Flooding; Biological Resources; Drainage/Absorption; Forest Land/Fire Hazard; Geologic/Seismic; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Vegetation; Water Supply; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Cal Fire; Caltrans, District 12; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

**Date Received** 05/23/2014 **Start of Review** 05/23/2014 **End of Review** 07/07/2014

Clear  
07/07/14  
E

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
Ds\_nahc@pacbell.net  
e-mail: ds\_nahc@pacbell.net



May 30, 2014

Mr. Jason Gabriel  
**City of Santa Ana**

**Public Works Authority**

20 Civic Center Plaza, MS 36; P.O. Box 1988  
Santa Ana, CA 92701



Sent by U.S. Mail

No. of Pages: 4

RE: SCH#2010051060 CEQA Notice of Completion;; draft Environmental Impact Report (DEIR) for the **“Santa Ana – Garden Grove Fixed Guideway Project;”** located in the Santa Ana and Garden Grove areas; Orange County, California

Dear Mr. Gabriel:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources; pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally

affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

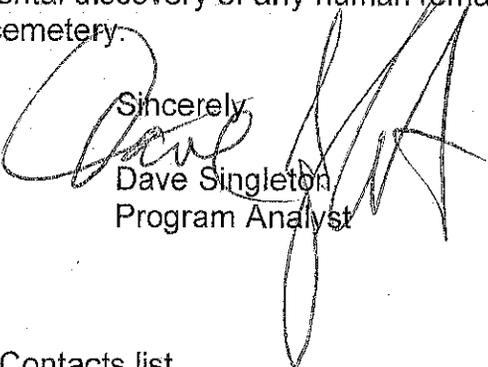
A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People... with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11, which requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

  
Dave Singleton  
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

## **Letter 2**

State of California – Governor’s Office of Planning and Research  
State Clearinghouse and Planning Unit  
Scott Morgan  
P.O. Box 3044  
Sacramento, CA 95812-3044

### **Response 2-1**

The comment is an acknowledgement that the City of Santa Ana has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. The comment letter also informs the City of Santa Ana that the EA/DEIR was submitted to relevant State agencies for review. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

The Native American Heritage Commission (NAHC) provided comments to the State Clearinghouse. A response to the NAHC comment letter is provided in Comment Letter 4.



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

July 9, 2014

Jason Gabriel  
City of Santa Ana  
20 Civic Center Plaza, M-36  
P.O. Box 1988  
Santa Ana, CA 92702

Subject: Santa Ana and Garden Grove Fixed Guideway Corridor  
SCH#: 2010051060

Dear Jason Gabriel:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on July 7, 2014. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2010051060) when contacting this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

3-1

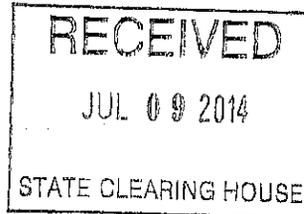
DEPARTMENT OF TRANSPORTATION  
DISTRICT 12  
3347 MICHELSON DRIVE, SUITE 100  
IRVINE, CA 92612-8894  
PHONE (949) 724-2086  
FAX (949) 724-2592  
TTY 711  
www.dot.ca.gov

LATE  
7/7/14  
S



Serious drought.  
Help save water!

June 20, 2014



Mr. Jason Gabriel  
City of Santa Ana  
Public Works Agency  
20 Civic Center Plaza, M-36  
Santa Ana, CA. 92701

File: IGR/CEQA  
SCH#: 2010051060  
Log #: 3850  
I-5

Dear Mr. Gabriel:

Thank you for the opportunity to review and comment on **Draft Environmental Impact Report for the Santa Ana-Garden Grove Fixed Guideway Project**. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. Working together, these agencies have prepared an environmental review of the proposed transit improvements in the corridor, with FTA serving as the federal lead agency for the EA under NEPA and the City of Santa Ana serving as lead agency for the DEIR under CEQA.

The SA-GG Fixed Guideway Study Area is located in central Orange County, California and directly accesses both the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and the Pacific Electric right-of-way (PE ROW) rail corridor. Running predominantly in an east-west direction, the corridor extends 4.2 miles through the City of Santa Ana and into the eastern portion of the City of Garden Grove. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The eastern terminus of the alignment is the Santa Ana Regional Transportation Center (SARTC) and the western terminus is the Harbor Boulevard/Westminster Avenue intersection.

The California Department of Transportation provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Mr. Jason Gabriel  
June 20, 2014  
Page 2

**The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right of way, an encroachment permit will be required.**

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

Sincerely,



MAUREEN EL HARAQUE  
Branch Chief, Regional-Community-Transit Planning  
District 12

c: Majid Ghamami, Traffic Operations North  
Scott Morgan, Office of Planning and Research

### **Letter 3**

State of California – Governor’s Office of Planning and Research  
State Clearinghouse and Planning Unit  
Scott Morgan  
P.O. Box 3044  
Sacramento, CA 95812-3044

#### **Response 3-1**

The comment is an acknowledgement that the City of Santa Ana has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. The comment letter also informs the City of Santa Ana that the EA/DEIR was submitted to relevant State agencies for review. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

The California Department of Transportation (Caltrans) provided comments to the State Clearinghouse. A response to the Caltrans comment letter is provided in Comment Letter 5.

**NATIVE AMERICAN HERITAGE COMMISSION**

1650 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
Ds\_nahc@pacbell.net  
e-mail: ds\_nahc@pacbell.net



May 30, 2014

Mr. Jason Gabriel

**City of Santa Ana**

**Public Works Authority**

20 Civic Center Plaza, MS 36; P.O. Box 1988  
Santa Ana, CA 92701

Sent by U.S. Mail

No. of Pages: 4

RE: SCH#2010051060 CEQA Notice of Completion;; draft Environmental Impact Report (DEIR) for the **“Santa Ana – Garden Grove Fixed Guideway Project;”** located in the Santa Ana and Garden Grove areas; Orange County, California

Dear Mr. Gabriel:

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4-1

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally

4-2

affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources

4-2  
cont.

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

4-3

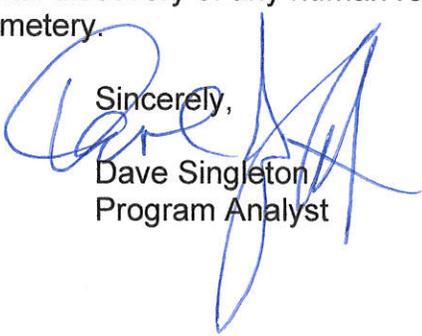
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4-4

Sincerely,

  
Dave Singleton  
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts  
Orange County California  
May 30, 2014**

Juaneno Band of Mission Indians Acjachemen Nation  
David Belardes, Chairperson  
32161 Avenida Los Amigos Juaneno  
San Juan Capistrano CA 92675  
chiefdavidbelardes@yahoo.  
(949) 493-4933 - home  
(949) 293-8522

Tongva Ancestral Territorial Tribal Nation  
John Tommy Rosas, Tribal Admin.  
Private Address Gabrielino Tongva  
  
tattnlaw@gmail.com  
310-570-6567

Gabrielino/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693 Gabrielino Tongva  
San Gabriel , CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1232 - FAX  
(626) 286-1758 - Home  
(626) 286-1262 -FAX

Gabrielino /Tongva Nation  
Sandonne Goad, Chairperson  
P.O. Box 86908 Gabrielino Tongva  
Los Angeles , CA 90086  
sgoad@gabrielino-tongva.com  
951-845-0443

Juaneno Band of Mission Indians Acjachemen Nation  
Teresa Romero, Chairwoman  
31411-A La Matanza Street Juaneno  
San Juan Capistrano CA 92675-2674  
(949) 488-3484  
(949) 488-3294 - FAX  
(530) 354-5876 - cell

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Tribal Chair/Cultural Resources  
P.O. Box 490 Gabrielino Tongva  
Bellflower , CA 90707  
**gtongva@verizon.net**  
562-761-6417 - voice  
562-761-6417- fax

Juaneno Band of Mission Indians  
Adolph 'Bud' Sepulveda, Vice Chairperson  
P.O. Box 25828 Juaneno  
Santa Ana , CA 92799  
**bssepul@yahoo.net**  
714-838-3270  
714-914-1812 - CELL  
bsepul@yahoo.net

Gabrielino-Tongva Tribe  
Bernie Acuna, Co-Chairperson  
P.O. Box 180 Gabrielino  
Bonsall , CA 92003  
(619) 294-6660-work  
(310) 428-5690 - cell  
(760) 636-0854- FAX  
bacuna1@gabrielinotribe.org

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2010051060; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Santa Ana-Garden Grown Guideway Project; located in Orange County, California.

**Native American Contacts  
Orange County California  
May 30, 2014**

Juaneno Band of Mission Indians Acjachemen Nation  
Joyce Perry, Representing Tribal Chairperson  
4955 Paseo Segovia Juaneno  
Irvine , CA 92612  
kaamalam@gmail.com  
949-293-8522

Gabrielino /Tongva Nation  
Sam Dunlap, Cultural Resources Director  
P.O. Box 86908 Gabrielino Tongva  
Los Angeles , CA 90086  
samdunlap@earthlink.net  
909-262-9351

Gabrielino-Tongva Tribe  
Linda Candelaria, Co-Chairperson  
P.O. Box 180 Gabrielino  
Bonsall , CA 92003  
palmsprings9@yahoo.com  
626-676-1184- cell  
(760) 636-0854 - FAX

Gabrieleno Band of Mission Indians  
Andrew Salas, Chairperson  
P.O. Box 393 Gabrielino  
Covina , CA 91723  
gabrielenoindians@yahoo.  
(626) 926-4131

Gabrielino-Tongva Tribe  
Conrad Acuna,  
P.O. Box 180 Gabrielino  
Bonsall , CA 92003

760-636-0854 - FAX

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## Letter 4

Native American Heritage Commission (NAHC)  
Dave Singleton  
1550 Harbor Boulevard  
West Sacramento, CA 95691

### Response 4-1

The proposed project includes mitigation (Mitigation Measure **CR1** on page ES-17 of the EA/DEIR) in coordination with the California State Historic Preservation Office to account for the possibility of accidentally discovered archaeological resources. Mitigation Measure **CR1** states that:

A qualified principal investigator who meets the Secretary of the Interior's professional qualification standards for an archeologist shall be responsible for managing Native American archaeological resources and human remains. The qualified principal investigator shall appoint an archaeological monitor to be present for ground-disturbing activities that could encounter undisturbed soils. If the qualified principal investigator determines that Native American archaeological resources and human remains are likely present, then both an archeological monitor and a Native American monitor identified by the principal investigator shall be present. The Native American monitor shall be a Native American identified by the applicable tribe and/or the Native American Heritage Commission. The timing and duration of the monitoring shall be determined by the principal investigator based on the sensitivity of exposed sediments.

Prior to initiation of earth-disturbing activities that could encounter undisturbed soils; the archaeological monitor shall conduct a brief awareness training session for all construction workers and supervisory personnel. The training shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the project vicinity, and that the session take place on-site immediately prior to the start of ground-disturbing activities.

If archaeological resources or human remains are encountered during construction, all work shall cease in the area of potential effect until the find can be addressed. The Orange County Coroner's Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary. A fifty-foot buffer, or more if deemed appropriate by the principal investigator, shall be established and work outside the buffer may resume.

Areas that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate to the City of Santa Ana that disturbance has occurred through the appropriate construction plans, as-built drawings, or geotechnical studies prior to any earth-disturbing activities.

Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 form and filed with the SCCIC.

#### **Response 4-2**

The proposed project includes federal involvement and, accordingly, the FTA, the lead agency under the NEPA, has conducted Native American consultation in compliance with NEPA, Section 106 of the National Historic Preservation Act (NHPA), and 36 Code of Federal Regulations (CFR) Part 800.14(b). Refer to the Cultural Resources Evaluation Report included as Appendix F of the EA/DEIR for detailed information related to the Native American Consultation Process. As stated on page 3-93 of the EA/DEIR, the initial Native American consultation process began on July 7, 2010 when letters were sent to the 15 Native American individuals or organizations included on the list provided by the NAHC during the Notice of Preparation process. To date, no written responses have been received. In addition, phone calls to Native American contacts were made on September 29, 2011. Anita Espinosa, Juaneño Band of Mission Indians, commented on September 29, 2011 that the area is considered sacred lands and that she or another tribal representative should be informed if archaeological remains be found. The Juaneño Band of Mission Indians requests that Native American monitors be present during ground-disturbing activities. No additional responses have been received.

#### **Response 4-3**

See Responses 4-1 and 4-2. As discussed in Section 3.7.2.3 on page 3-100 of the EA/DEIR, no archaeological resources were identified in the Area of Potential Effects (APE) as being eligible for listing in the National Register of Historic Places or California Register of Historical Resources. The construction and operation of the proposed project would not result in adverse effects on archaeological or historic properties. Therefore, impacts to sacred and historical sites have been avoided. Mitigation Measure **CR1** on page ES-17 of the EA/DEIR requires that an appropriate Native American monitor be retained for ground-disturbing activities through coordination with NAHC upon the identification of Native American Archaeological resources by the principal investigator. The final report for ground disturbing activities containing the site forms, site significance, and mitigation measures will be submitted to the NAHC immediately upon completion.

#### **Response 4-4**

Mitigation Measure **CR1** on page ES-17 of the EA/DEIR contains provisions for the unanticipated discovery of human remains pursuant to the procedures set forth in Public Resources Code (PRC) Section 5097 *et seq.* and Health and Safety Code Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12  
 3347 MICHELSON DRIVE, SUITE 100  
 IRVINE, CA 92612-8894  
 PHONE (949) 724-2086  
 FAX (949) 724-2592  
 TTY 711  
 www.dot.ca.gov



*Serious drought.  
 Help save water!*

June 20, 2014

Mr. Jason Gabriel  
 City of Santa Ana  
 Public Works Agency  
 20 Civic Center Plaza, M-36  
 Santa Ana, CA. 92701

File: IGR/CEQA  
 SCH#: 2010051060  
 Log #: 3850  
 I-5

Dear Mr. Gabriel:

Thank you for the opportunity to review and comment on **Draft Environmental Impact Report for the Santa Ana-Garden Grove Fixed Guideway Project**. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. Working together, these agencies have prepared an environmental review of the proposed transit improvements in the corridor, with FTA serving as the federal lead agency for the EA under NEPA and the City of Santa Ana serving as lead agency for the DEIR under CEQA.

The SA-GG Fixed Guideway Study Area is located in central Orange County, California and directly accesses both the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and the Pacific Electric right-of-way (PE ROW) rail corridor. Running predominantly in an east-west direction, the corridor extends 4.2 miles through the City of Santa Ana and into the eastern portion of the City of Garden Grove. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The eastern terminus of the alignment is the Santa Ana Regional Transportation Center (SARTC) and the western terminus is the Harbor Boulevard/Westminster Avenue intersection.

The California Department of Transportation provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

5-1

Mr. Jason Gabriel  
June 20, 2014  
Page 2

**The Department of Transportation (Department) is a commenting agency** on this project and has no comment at this time. However, in the event of any activity in the Department's right of way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

Sincerely,



MAUREEN EL HARAQUE  
Branch Chief, Regional-Community-Transit Planning  
District 12

c: Majid Ghamami, Traffic Operations North  
Scott Morgan, Office of Planning and Research

5-1  
cont.

## **Letter 5**

State of California – California State Transportation Agency  
Department of Transportation District 12  
Maureen El Harake, Branch Chief, Regional-Community-Transit Planning  
3347 Michelson Drive, Suite 100  
Irvine, CA 92612

### **Response 5-1**

The comment is an acknowledgement that Caltrans is a commenting agency, but that it had no comment on the EA/DEIR. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



Hugh Nguyen  
Clerk - Recorder

Orange County  
Clerk-Recorder's Office  
12 Civic Center Plaza, Room 106, P.O. Box 238, Santa Ana, CA 92702  
web: [www.oc.ca.gov/recorder/](http://www.oc.ca.gov/recorder/)  
PHONE (714) 834-2500 FAX (714) 834-5284

CITY OF SANTA ANA  
20 CIVIC CENTER PLAZA (M-20) P.O. BOX 1988  
SANTA ANA, CA 92702

Office of the Orange County Clerk-Recorder  
Memorandum

SUBJECT: NOTICE OF AVAILABILITY

The attached notice was received, filed and a copy was posted on 05/22/2014

**It remained posted for 30 (thirty) days.**

Hugh Nguyen  
Clerk - Recorder  
In and for the County of Orange

By: RASHAD SALAAM Deputy

Public Resource Code 21092.3

The notice required pursuant to Sections 21080.4 and 21092 for an environmental impact report shall be posted in the office of the County Clerk of each county \*\*\* in which the project will be located and shall remain posted for a period of 30 days. The notice required pursuant to Section 21092 for a negative declaration shall be so posted for a period of 20 days, unless otherwise required by law to be posted for 30 days. The County Clerk shall post notices within 24 hours of receipt.

Public Resource Code 21152

All notices filed pursuant to this section shall be available for public inspection, and shall be posted \*\*\* **within 24 hours of receipt** in the office of the County Clerk. Each notice shall remain posted for a period of 30 days.

\*\*\* Thereafter, the clerk shall return the notice to the local **lead** agency \*\*\* within a notation of the period it was posted. The local **lead** agency shall retain the notice for not less than nine months.

Additions or changes by underline; deletions by \*\*\*



May 23, 2014

STATE CLEARINGHOUSE NO. 2010051060

**Project Description and Location:** The Santa Ana-Garden Grove (SA-GG) Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

POSTED

MAY 22 2014

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY:  DEPUTY

The build alternatives addressed in the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR) consist of a Transportation Systems Management (TSM)/Bus Alternative, Streetcar Alternatives 1 and 2, and Initial Operating Segments for the Streetcar Alternatives (IOS)-1 and IOS-2. To reduce costs and impacts and to provide optimum accessibility, the streetcar and IOS alternatives would operate in mixed-flow traffic on city streets and in a dedicated "Streetcar only" guideway in the Pacific Electric Right-of-Way (PE ROW).

The TSM/Bus Alternative would improve the local transit network without construction of major new transportation facilities. Enhancements would be achieved through low cost (i.e., small physical) improvements and operational efficiencies. Included within the TSM Alternative are modifications and enhancements to selected bus routes in the Study Area, including a new route between SARTC and Harbor Boulevard/Westminster Avenue; intersection/signal improvements; and bus stop amenity upgrades.

Both streetcar alternatives would utilize the PE ROW through the western portion of the approximately four mile alignment. The eastern portion of the Streetcar Alternative 1 alignment would operate along Santa Ana Boulevard and 4<sup>th</sup> Street on the way to SARTC; the eastern portion of the Streetcar Alternative 2 alignment would operate along Civic Center Drive and 5<sup>th</sup> Street between Spurgeon and Flower Streets. In harmony with the City of Santa Ana's Complete Streets Program, Streetcar Alternative 2 will accommodate bicycle lanes along Civic Center Drive. The streetcar systems would be electrically powered using an overhead contact system and a series of Traction Power Substations. Streetcar Alternative 1 would include 12 stations and Streetcar Alternative 2 would include 13 stations.

IOSs, which are shorter segments of Streetcar Alternatives 1 and 2, were developed in response to funding and phasing issues raised by fiscal constraints identified during the Orange County Transportation Authority's long-range transportation planning process. The intent of the IOSs is to identify starter segments that could be constructed and operated until funding is assembled to complete the projects. Both IOS-1 and IOS-2 terminate at the Raitt Street/Santa Ana Boulevard intersection, rather than the Harbor Boulevard/ Westminster Avenue intersection. Both IOS Alternatives include the same project features and design options as their respective full alignment build alternatives between Raitt Street and SARTC.

**Summary of Significant Environmental Impacts:** The EA/DEIR was prepared by the City of Santa Ana as the local lead agency, and the Federal Transit Administration (FTA) as the federal lead agency, to satisfy the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The EA/DEIR examines the potential impacts that may result from implementation of the proposed alternatives and identifies

mitigation measures. The proposed project would result in potentially significant impacts in four resource areas: hazardous materials; noise and vibration; safety and security; and construction air quality. Mitigation measures would eliminate the significant impacts associated with hazardous materials, noise and vibration, and safety/security. Significant construction air quality impacts under CEQA would remain after the implementation of mitigation; however, it should be noted that construction-related air quality impacts would be temporary. In addition to mitigation measures, design features and best management practices have been incorporated into the proposed project. These include a Traffic Management Plan, a Noise and Vibration Control Plan, and a number of features to manage water quality.

**Availability of the EA/DEIR Documents:** The EA/DEIR for this project may be reviewed online at [www.santaanatransitvision.com/fixed\\_guideway\\_project.html](http://www.santaanatransitvision.com/fixed_guideway_project.html). A hardcopy may be reviewed at the following locations:

Location	Address
Santa Ana City Hall Public Works Counter	20 Civic Center Plaza, Ross Annex, Santa Ana, CA 92701
Santa Ana City Hall City Clerk's Office	20 Civic Center Plaza, Santa Ana, CA 92701
Santa Ana Public Library	26 Civic Center Plaza, Santa Ana, CA 92701
Salgado Center, Rosita Park	706 N. Newhope St., Santa Ana, CA, 92703
Santa Ana Train Station	1000 E. Santa Ana Boulevard, Santa Ana, CA 92701
Garden Grove City Hall Public Engineering Counter (1 <sup>st</sup> Floor)	11222 Acacia Parkway, Garden Grove, CA 92842
Orange County Transportation Authority (OCTA)	600 S. Main Street Orange, CA 92868

**Review Period:** The comment period on this EA/DEIR will be 45 days beginning May 23, 2014. Comments that will be addressed and included in the EA/Final EIR must be submitted in writing to one of the following addresses on or before the end of the public comment period or submitted at the public hearings described below. Comments cannot be accepted by phone.

*Mail:* Mr. Jason Gabriel  
 City of Santa Ana, Public Works Agency  
 20 Civic Center Plaza, M-36  
 P.O. Box 1988  
 Santa Ana, CA 92701  
*Email:* [fixedguidewaycomments@santa-ana.org](mailto:fixedguidewaycomments@santa-ana.org)  
*Fax:* (714) 647-5635  
*Online:* [http://www.santaanatransitvision.com/contact\\_form.html](http://www.santaanatransitvision.com/contact_form.html)

**POSTED**

**MAY 22 2014**

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY:  DEPUTY

Written comments should be submitted no later than 5:00 PM on Monday, July 7, 2014

**Public Hearing Schedule:** The City of Santa Ana will also accept comments on the EA/DEIR at the following dates, times, and locations (please note that there will be a time limit per commenter):

Date	Time	Location
Saturday, June 14, 2014	9:00 a.m. to 12:00 p.m.	Garfield Community Center, 501 N. Lacy, Santa Ana CA 92701
Tuesday, June 17, 2014	9:00 a.m. to 12:00 p.m.	Santa Ana Police Department Community Room, 60 Civic Center Plaza, Santa Ana, CA 92701
Thursday, June 19, 2014	6:00 p.m. to 9:00 p.m.	Goodwill Industries, 412 N. Fairview Street, Santa Ana, CA 92701



## **Letter 6**

Orange County  
Clerk-Recorder's Office  
12 Civic Center Plaza, Room 106  
Santa Ana, CA 92702

### **Response 6-1**

The comment is an acknowledgement that the Notice of Availability of the EA/DEIR has been received, filed, and posted for 30 days in compliance with the noticing and filing requirements of Sections 21080.4 and 21092 of the PRC. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



*A Legacy of Preservation Since 1974*

## Santa Ana Historical Preservation Society

Dr. Willella Howe-Waffle House & Medical Museum  
120 Civic Center Drive West,  
Santa Ana, CA 92701-7505  
(714) 547-9645 • www.SantaAnaHistory.com

July 7, 2014

Mr. William Galvez, Interim Executive Director  
City of Santa Ana Public Works Agency  
20 Civic Center Plaza, M-36  
Santa Ana, CA 92702

### **Subject: Comments on the Environmental Assessment/ Draft Environmental Impact Report for the Santa Ana and Garden Grove Fixed Guideway Project**

Dear Mr. Galvez:

The Santa Ana Historical Preservation Society (SAHPS) would like to thank you for the opportunity to comment on the above-referenced document. Our comments on the "Environmental Assessment/Draft Environmental Impact Report for the Santa Ana and Garden Grove Fixed Guideway Project" follow.

7-1

SAHPS operates the Dr. Willella Howe-Waffle House and Medical Museum at 120 Civic Center Drive West in Downtown Santa Ana. The 125 year old Queen Anne style Victorian also serves as the headquarters for SAHPS. In reviewing the subject environmental document, we found a few errors regarding the Howe-Waffle House.

In Table 3.4-1 on page 3-33 ("Section 4 (F) Resources"), the address of the Howe-Waffle House and Carriage Barn is incorrectly listed in Item #15. The address should be changed to 120 Civic Center Drive West.

7-2

In Table 3.7-1 on page 3-95, the address for the Howe Waffle House is also listed incorrectly in Item #33, as "120 East Civic Center Drive."

Also, in the "French Park" section on page 3-42 the document describes the Howe-Waffle House as being in French Park. This is not correct. We suggest that discussion of the Howe Waffle House be moved to the "Downtown Santa Ana" section on page 3-44.

SAHPS is assuming that, despite the location of the Howe-Waffle House being incorrect in the instances cited above, there would be no acquisition of the existing property at 120 Civic Center Drive West. Is this assumption correct?

7-3

A second major concern for SAHPS is the proposed work within the right-of-way for Streetcar Alternative 2. Figure 2-5 on page 2-12 ("Civic Center Drive Bike Lane") illustrates a section of Civic Center Drive showing the existing traffic lanes and sidewalk dimensions compared with the proposed dimensions adding the streetcar, its platform and bike lanes.

Since it is not described, we're not sure where Figure 2-5 is located. We know it is not a typical section for the stretch of West Civic Center Drive between Main on the east and Sycamore on the west. In that section, the existing public sidewalk on the south side of Civic Center Drive between Main and Sycamore Streets is 8'0" wide. The width of the existing sidewalk on the south side of Civic Center Drive as shown in Figure 2-5 is 12'0". Without further clarification we cannot be certain how the existing right-of-way for the Howe-Waffle House will be affected by Streetcar Alternative 2.

7-4

Also, on page ES-7 of the Executive Summary, the document states, "*Streetcar Alternative 2 would require additional right-of-way to accommodate the bicycle lane.*" Again, it is unclear where acquisition of this additional right-of-way would occur.

7-5

SAHPS is very concerned about how improvements in the right-of-way to accommodate the streetcar alignment and bike lanes would affect the Howe-Waffle House at 120 Civic Center Drive West, and if the acquisition of additional right-of-way would be necessary. Accordingly, SAHPS cannot support Streetcar Alternative 2 without this clarification.

7-6

In conclusion, SAHPS supports Streetcar Alternative 1 as proposed. We believe it will promote more visitors to Downtown Santa Ana and reduce current vehicle and parking demands on the existing street system.

7-7

SAHPS appreciates the opportunity to comment on the subject environmental document. If any of our comments require clarification, please do not hesitate to contact me at 714/ 550-9369 or via email at miramar1274@att.net.

7-8

Sincerely,



Alan Lawson  
Associate Director, SAHPS

[SAHPS fixed guideway comments]

cc: Alison Young, President, SAHPS  
Roberta Reed, Treasurer, SAHPS

## **Letter 7**

Santa Ana Historical Preservation Society  
Alan Lawson  
120 Civic Center Drive West  
Santa Ana, CA 92701

### **Response 7-1**

The comment is an acknowledgement that the EA/DEIR has been reviewed by the Santa Ana Historical Preservation Society (SAHPS). This comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

### **Response 7-2**

Details regarding the location of the Howe-Waffle House have been corrected and identified in the Chapter 3.0, Corrections and Additions. The correct address is 120 Civic Center Drive West. This has been corrected in Table 3.4-1 on page 3-33 of the EA/DEIR and Table 3.7-1 on page 3-94 of the EA/DEIR. In addition, the discussion of the Howe-Waffle House has been moved from the French Park discussion on page 3-42 of the EA/DEIR to Downtown Santa Ana discussion on page 3-44 of the EA/DEIR.

### **Response 7-3**

The commenter is correct in that no acquisition of the existing property located at 120 Civic Center Drive West would be required for the proposed project.

### **Response 7-4**

Figure 2-5 on page 2-12 of the EA/DEIR has been relabeled to show Civic Center Drive West from Flower to Parton Streets. The section of Streetcar Alternative 2 and IOS-2 in front of the Howe-Waffle House can be viewed in Appendix O, Section A, on Drawing No. TR-26 (page 79). As shown in this drawing, the sidewalk width in front of the Howe-Waffle House would remain at 8 feet. Along Civic Center Drive West, the proposed alignment would be located on the north side of the street as it travels west and the only acquisitions, as shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and Table 3.3-5 on page 3-23 of the EA/DEIR, would occur on the north side of the street. The right-of-way in front of the Howe-Waffle House, on the southern side of Civic Center Drive West, would remain unchanged with Streetcar Alternative 2 and IOS-2. The proposed project and IOS-1 would travel along 5<sup>th</sup> Street to the south and not along Civic Center Drive West.

### **Response 7-5**

The text on page ES-7 of the EA/DEIR has been revised to clarify that the additional right-of-way required for the bike lane proposed under Streetcar Alternative 2 would be located on the north side of Civic Center Drive West. No acquisition of the Howe-Waffle House, which is on the south side of the street, would be required. In addition, the right-of-way required for the bike lane is in order to separate the bike lane from the streetcar station platform areas which would be located on the east side of Broadway and Main Streets. Both locations are located more than

200 feet from the Howe-Waffle House. The acquisition is shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and would involve a full take (18,719 square feet) of the property at the northeast corner of Main Street and Civic Center Drive West (Burger King) and a partial take (730 square feet) of the property at the northeast corner of Broadway Street and Civic Center Drive West (St. Joseph's workshop).

**Response 7-6**

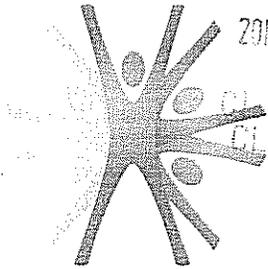
The right-of-way in front of the Howe-Waffle House, on the southern side of Civic Center Drive West, would remain unchanged with Streetcar Alternative 2 and IOS-2. The proposed project and IOS-1 would travel along 5<sup>th</sup> Street to the south and not along Civic Center Drive West. See Responses 7-4 and 7-5 for additional information in response to this comment.

**Response 7-7**

The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration.

**Response 7-8**

The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



2014 JUL -7 PM 1:09

**SAC-BA**  
SANTA ANA COMMUNITY  
& BUSINESS ALLIANCE

Madeleine Spencer  
333 East 9<sup>th</sup> # 303  
Santa Ana, CA 92701  
714-815-2653  
Spenc110@mail.chapman.edu

July 7, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City of Santa Ana,

Over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already severely slowed. The fact that the city has proposed this as their "preferred route" raises many questions as to whether this proposed plan is in fact a marker of sorting, and has re-reminded business owners on Fourth Street of the many previous attempts that have been made by the city since 1985 to agitate long standing businesses along this street.

8-1

This process of agitation began with the marked failure to redevelop the area originally known as the Fiesta Marketplace, this was first proposed in official records 85-432141. Redevelopment procedures for Fourth Street which would harm business owners re-emerged in the "Renaissance Plan," which resulted in a series of policies of unequal and differential investment of public and private resources on this street beginning with the "Fourth Street Façade Program" and in the 2008 establishment of "CID" or the Community Improvement District for the same area which without the knowledge of a majority of the business owners was conspired to only benefit a few businesses along the corridor who profited from the tripled property tax assessments by way of what was referred to as "Property Based Improvement Districts" or PBIDs which was found illegal by the Grand Jury in accordance with the California Penal Code 993 and 993.5. The fact that now in June of 2014 the city has sought again to pursue a fixed guideway (streetcar

8-2

8-3

project) though 4th street having again only informed "a few individual businesses" as was stated by City Manager David Cavazos in the first EIR proceeding on June 14, 2014 where only two business owners, out of 10 other residents who were in attendance, had attended. After inquiring further along the Fourth Street Corridor as to who had been informed it was found that a majority of the businesses along the corridor were uninformed about the upcoming project. This is disturbing because the businesses know that the city has no problem of communicating with business owners when they have a code violation, as only months before many of the businesses along the fourth street corridor were unsuspectingly ticketed for code violations during the *Cinco de Mayo* Event. This showing that the city has every ability to inform businesses of violations yet seem to have little ability to inform them of processes that may well affect their livelihood for years to come. It is felt by many that this guideway running down Fourth Street in fact constitutes not only a disenfranchisement but also a disservice to much of the Merchant constituency along this street.

8-3  
cont.

Another concern is with regard to the Santa Anita Neighborhood directly behind the Willowick Golf Course. There are already visible signs of displacement occurring in this neighborhood and there are concerns about how the this guideway project will further affect the prospect of displacement of the residents in this neighborhood:

8-4

For all of the above stated reason as well as the following reasons 1.) Lack of inclusion in the planning process, 2.) Questionable objectives for specified project, 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

8-5

Sincerely,

Madeleine Spencer  
President

Emmanuel Ceballos  
Vice President

# DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

CITY OF SANTA ANA  
CLERK OF COUNCIL

NAME	ADDRESS	Telephone
1 Elia Fitz	1910 N. Spurgeon st # 20 Santa Ana CA 92701	714-605-8900
2 Jose Olegario Perez	1239 Magnolia sve Santa Ana CA 92707	714-561-4238
3 Maximo Navarro	1239 Magnolia sve Santa Ana CA 92707	714-727-4427
4 David Manzo	2803 W. Warner # B Santa Ana CA 92707	714-376-7925
5 Francisco Pro.	417 E. Pine st Santa Ana CA 92701	714-631-1792
6 Adriana Hernandez	3632 S Main st Santa Ana CA	714-552-5260
7 Teresa M. Julio	8202 19th st Westminster CA 92683	714-605-1833
8 Alicia Meza	100W Midway spc 213 Anaheim, CA 92805	714-809-6282
9 Erick Leyva	3328 W. Camille st Santa Ana CA 92701	714-824-2921
10 Gina Torres	112 E. Edinger Santa Ana CA 92707	714-605-1358
11 Bienvenida Guzman	4117 W. Mc. Fadden ave	714-805-4757
12 Susi Lopez	2701 W. st Andrew Pl Santa Ana CA 92704	

8-6

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 4:48

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Eliq Fitz

Firma: [Signature]

Domicilio: 1910 N Sangeron #20 Santa Ana ca 92706

Telefono: 714 605 9900

8-6  
cont.

## TRANSLATION

### PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

**SUBJECT: I DECLARE MY OPPOSITION TO THE "PREFERRED OPTION" OF THE ELECTRIC TRAIN THAT THE CITY OF SANTA ANA HAS DESIGNED TO CONNECT TO GARDEN GROVE**

Dear Residences of the City of Santa Ana,

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

We are opposed to this project for the following reasons:

- 1) Social exclusion
- 2) Objectives for this project are questionable
- 3) Classification of population
- 4) Destructive construction, vacant properties, displacement
- 5) Issues of public safety

This statement of opposition not only opposes the path of the project but also asks that an EVALUATION OF EQUITY be performed to mitigate further damage to the rest of the city, in relation to:

- 1) Unequal investment
- 2) Borders
- 3) Invisibility
- 4) Homogeneity of space
- 5) Government exclusion
- 6) Serial Shift
- 7) Social disintegration, all the damage that can be caused by continuing to classify the city of Santa Ana

The requirement for equal transportation analysis was initiated by EXECUTIVE ORDER OF THE UNITED STATES 12898 (1994) that considers the effects on minority and low-income communities.

8-6  
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. COUNCIL

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Jose Olegario Perez

Firma: Olegario Perez

Domicilio: 1239 Magnolia Ave Santa Ana CA 92707

Telefono: 714 561-4232

8-6 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. COUNCIL

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Maximo Navaro

Firma: Maximo Navaro

Domicilio: 1239 Magnolia Ave Santa Ana CA 92707

Telefono: 714 727 4427

8-6 cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

2014 JUN -7 PM 4: 48  
CITY OF SANTA ANA  
COUNCIL

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: David manzo

Firma: David manzo

Domicilio: 2803 W wainev # B

Telefono: 714-376-7925

8-6  
cont.

**PUBLIC STATEMENT OF OPPOSITION**

June 26, 2014

2014 JUN -7 PM 4: 49  
CITY OF SANTA ANA  
COUNCIL

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

Sincerely,

Printed Name: Francisco Prd.

Signature: Francisco Prd.

Address: 417 E. Pine ST S. A. 92701

Telephone: (714) 631-1792

8-6  
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 4: 49

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Adriana Hernandez
Firma: [Signature]
Domicilio: 3632 S. Main St.
Telefono: 714-552-5260

8-6 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 4: 49

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
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Atentamente,

Nombre: Teresa M. Julio
Firma: [Signature]
Domicilio: 8202 19th St Westminster CA 92683
Telefono: 714-605-1833

8-6 cont.

**PUBLIC STATEMENT OF OPPOSITION**

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED  
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING  
TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We  
oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable  
objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction,  
vacant properties, displacement, and 5.) Public safety issues, this statement of opposition  
not only opposes this project route but also request an Equity Assessment be done to  
mitigate further affects in the rest of the city in relation to of unequal investment, borders,  
invisibilization, spatial homogeneity, exclusion from governance, serial displacement and  
social disintegration, all the injuries that would be caused by further sorting in the city of  
Santa Ana. The requirement for a transport equity analysis was initiated by U.S.  
Executive Order 12898 (1994) codified a renewed concern about the effects of the  
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Alicia Meza

Signature: *Alicia Meza*

Address: 101 W. Midway Spc 213 Anaheim CA 92805

Telephone: (714) 809-6252

2014 JUL -7 PM 4: 49  
CITY OF SANTA ANA  
CLERK OF COUNCIL

8-6  
cont.

**PUBLIC STATEMENT OF OPPOSITION**

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
Council Members & City Staff,

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Executive Order 12898 (1994) codified a renewed concern about the effects of the  
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Erick Leyva

Signature: *Erick Leyva*

Address: 3328 W. Camille St.

Telephone: (714) 824-2921

2014 JUL -7 PM 4: 49  
CITY OF SANTA ANA  
CLERK OF COUNCIL

8-6  
cont.

PUBLIC STATEMENT OF OPPOSITION

2014 JUL -7 PM 4: 49

June 26, 2014

CITY OF SANTA ANA  
CLERK OF COUNCIL

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
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Executive Order 12898 (1994) codified a renewed concern about the effects of the  
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Gina Torres

Signature: [Handwritten Signature]

Address: 112 E. Edinger ave S.A. CA. 92707

Telephone: (714) 605-1358

8-6  
cont.

PUBLIC STATEMENT OF OPPOSITION

2014 JUL -7 PM 4: 49

June 26, 2014

CITY OF SANTA ANA  
CLERK OF COUNCIL

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
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Santa Ana. The requirement for a transport equity analysis was initiated by U.S.  
Executive Order 12898 (1994) codified a renewed concern about the effects of the  
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Bienvenida Guzmán

Signature: [Handwritten Signature]

Address: 4117 W McFadden Ave.

Telephone: (714) 805-4757

8-6  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL  
TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO ANA  
PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. <sup>2014 JUN -7 PM 4:49</sup>  
CLERK OF COUNCIL

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City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
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- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
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- 1) Inversión Desigual.
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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Susi Lopez

Firma: [Handwritten Signature]

Domicilio: 2701 W. St. Andrew Pl.

Telefono: Santa Ana, Ca - 92704.

8-6  
cont.

## Letter 8

Santa Ana Community & Business Alliance (SAC-BA)  
Madeleine Spencer  
333 East 9<sup>th</sup> #303  
Santa Ana, CA 92701

### Response 8-1

Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. Construction of the proposed project would have temporary impacts on vehicle and pedestrian access and require minimal pavement cuts. These temporary construction related adjustments would allow businesses in the area to continue to serve customers with minimized disruption. It is not anticipated that any businesses within the Study Area outside of the project footprint would have to temporarily or permanently cease operations due to construction activity. The overall duration of construction activities is anticipated to be 30 months; however, the duration of concentrated construction activities would be no more than six months at one location along the alignment. In addition, noncontiguous segments can be constructed at the same time. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating work at night and on weekends. The long-term benefits for the businesses within the Study Area include greater pedestrian and transit access for employees and customers alike.

### Response 8-2

With regards to the Renaissance Plan, Fourth Street Facade Program, Community Improvement District (CID), and Property Based Improvement District (PBID), the proposed project would only involve the construction of a streetcar along the proposed alignment. None of the alternatives for this project include redevelopment or propose the establishment of a CID or PBID.

The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

Section 2.9 on page 2-29 of the EA/DEIR describes the selection and evaluation of alternatives for the project. The alternatives analysis process consisted of four major steps: (1) Preliminary Definition of Alternatives, which included creating a range of conceptual alternatives that could potentially satisfy the Purpose and Need and meet the goals and objectives for the project; (2A) Initial Screening (Route Options) to eliminate route options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project; (2B) Initial Screening (Technology Options) to eliminate technology options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project and

determine the reduced set of alternatives to be carried forward for detailed analysis; and (3) Detailed Evaluation and Environmental Impact Analysis of the reduced set of alternatives and selection of the Locally Preferred Alternative. The EA/DEIR provided the City with a comparison of environmental impacts between the alternatives.

The routes for the alternative alignments were based on ridership, engineering constraints, and environmental factors. The potential disruption to businesses is discussed on page 3-197 of the EA/DEIR. The most disruptive construction activities would be limited to a 24-month period; however, these activities would be sequenced by segment so that any one segment would experience disruption for a portion (no more than six months) of the construction duration. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during business operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. In addition, the Downtown portion of the alignment would be constructed at the beginning of the construction process to limit impacts to businesses.

### **Response 8-3**

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting environmental justice (EJ) populations. Beginning in 2008 and continuing throughout project development to March 2014, in preparation for the public review of the EA/DEIR, the City of Santa Ana conducted outreach to the Downtown businesses. The City's multi-lingual outreach team conducted door-to-door visits to approximately 230 businesses in the Downtown area, including approximately 156 businesses along 4<sup>th</sup> Street. The purpose of the outreach was to share key information with Downtown business and property owners about the SA-GG Fixed Guideway Project, inform them about the upcoming release of the EA/DEIR, document questions and input, and provide business owners with appropriate contact information for additional follow-up. A "Sorry We Missed You" letter and information packet was also prepared and left behind for business owners who were not available during the initial visit. The letter offered a briefing with the outreach team to review the project information packet.

Regarding public outreach to potentially affected business owners along 4<sup>th</sup> Street, extensive efforts were conducted to involve the public and stakeholders in the successful planning for the implementation of a streetcar along the alignment and through the Downtown area. Prior to the release of the EA/DEIR, numerous meetings were held with stakeholders throughout the Study Area to obtain input and provide updates on the SA-GG Fixed Guideway Project. Community meetings were held with the Lacy neighborhood, the French Park neighborhood, the Santiago Lofts Homeowners Association, the Santa Ana Senior Center, and many other stakeholders. Stakeholder

comments were collected and recorded at each meeting. In addition, a series of Stakeholder Working Group meetings were held to involve key business people and leaders in the community. Below is a list of organizations which received presentations on the proposed project:

- French Park Association
- Kennedy Commission
- Santa Ana Collaborative for Responsible Development
- Santiago Lofts Homeowners Association
- Artesia Pilar Neighborhood Association
- Labor Union Members
- Federal Courthouse
- Santa Ana Senior Center
- Stakeholders Working Group
- Santa Ana City Council
- Santa Ana Restaurant Association
- Templo Calvario
- State Appellate Court
- Orange County Superior Court
- Rancho Santiago Community College District Board of Trustees
- Lacy Neighborhood
- SARTC Community Meeting to discuss the Santa Ana Train Station
- Board of Directors, Santa Ana Merchants Association
- Downtown Inc
- Santa Ana Merchants Association
- Santa Ana Unified School District
- Stakeholders Working Group Advisory Committee
- One-on-one briefings with 140 Downtown Businesses
- Santa Ana City College
- Railway Association of Southern California
- Santa Ana Unified School District Board
- Orange County Transportation Authority (OCTA)
- Everest College/Corinthian College
- Santa Ana Resource Network
- Orange County Business Council
- Orange County Transportation Authority Transportation 2020 Committee
- Federal Transit Administration
- California Public Utilities Commission staff
- County of Orange Supervisors and staff

In accordance with CEQA and NEPA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder's Office in compliance with PCR Sections 21080.4 and 21092; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of

the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk's Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

#### **Response 8-4**

As shown in Figure 3.3-2 on page 3-20 of the EA/DEIR, none of the alternatives would result in the full acquisition of property or the displacement of residents and tenants within the referenced Santa Anita Neighborhood directly behind the Willowick Golf Course. Near the Santa Anita Neighborhood, the proposed alignment would be constructed entirely within the PE ROW and no residents would be displaced within this area. It is not anticipated that the proposed project would affect existing vacant properties and the increased accessibility upon implementation of the proposed project is not anticipated to cause future property vacancies.

#### **Response 8-5**

The following response directly relates to each of the points the commenter made regarding (1) lack of inclusion in the planning process, (2) questionable objectives for specified project, (3) project costs, (4) disruptive construction, vacant properties, displacement, and (5) public safety issues.

**(1) Lack of inclusion in the planning process.** See Response 8-1 regarding public outreach. Specific outreach efforts were conducted to include communities of EJ concern, particularly Limited English Proficiency (LEP) communities, in the planning process. The following activities were conducted specifically to ensure participation from communities of EJ concern, per requirements under Executive Orders 12898 and 13166:

- Identifying and meeting with environmental justice stakeholders, including Templo Calvario, neighborhood associations, community groups, and senior centers.
- Established a project information hotline with outgoing messages in English and Spanish.
- Translated and submitted notices for publication in the following local Spanish language newspapers:
  - Excelsior (Spanish language weekly of the Orange County Register on May 24, 2010)
  - Miniondas (June 3, 2010)
- Conducted visits by a multi-lingual outreach team to approximately 230 Downtown businesses, including approximately 156 along 4<sup>th</sup> Street to provide information about the project, the upcoming release of the EA/DEIR, and contact information for additional follow-up.

**(2) Questionable objectives for specified project.** The proposed project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The proposed project's objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR.

**(3) Project costs.** Comparative costs were presented in Table ES-1 on page ES-15 of the EA/DEIR, and shown below, to allow for public input and for consideration by the decision-makers prior to taking any action on the proposed project.

<b>TABLE ES-1: PRELIMINARY CAPITAL COST ESTIMATES (IN 2011 \$1,000,000)</b>		
<b>Alternative</b>	<b>Low</b>	<b>High</b>
TSM	\$14.5	
Streetcar 1	\$197.4	\$209.7
Streetcar 2	\$217.0	\$228.1
IOS-1	\$146.5	\$158.8
IOS-2	\$166.2	\$177.2

*Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.*

Streetcar Alternatives 1 and 2 include the same two design options for the maintenance facility and the facilities proposed to be constructed on each of these sites are identical. The cost difference between the options is approximately \$11 million, and is related to the estimated cost to acquire the right-of-way. Operations & Maintenance Facility Site A would cost approximately \$37.4 million and Operations & Maintenance Facility Site B would cost approximately \$26.4 million.

Operations & Maintenance cost projections are important for assessing cost effectiveness and to conduct financial planning. The TSM bus costs were estimated based on current transit cost information provided by OCTA. The Operations & Maintenance cost projections for the streetcar alternatives were based on operating cost per revenue hour derived from historical Portland and Seattle bus-to-streetcar Operations & Maintenance cost per revenue vehicle hour ratios. These ratios were averaged and applied to the OCTA bus cost per revenue vehicle hour. The estimated Operations & Maintenance cost for each build alternative is summarized in **Table ES-2** on page ES-16 and shown below.

<b>TABLE ES-2: ANNUAL O &amp; M COST ESTIMATES</b>				
	<b>TSM</b>	<b>TSM - SARTC to Harbor Route Only</b>	<b>Streetcar Alternative 1</b>	<b>Streetcar Alternative 2</b>
Annual Revenue Miles	1,061,590	419,120	332,015	363,459
Annual Revenue Hours	105,664	35,152	26,364	32,656
Peak Vehicles	22	8	6	7
Annual O & M Costs	\$13,282,258	\$5,100,000	\$4,933,284	\$6,110,656
Cost Per Revenue Mile	\$12.51	\$12.07	\$14.86	\$16.81
Cost Per Revenue Hour	\$125.70	\$143.94	\$187.12	\$187.12

*Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.*

**(4) Disruptive construction, vacant properties, displacement.** Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during business operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. It is not anticipated that the proposed project would affect existing vacant properties. The proposed project does not include a land use development component other than the maintenance facility.

Acquisitions requiring displacement would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). Acquisitions related to the build alternatives are shown in Table 3.3-5 on page 3-23 of the EA/DEIR and shown below. The proposed project would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.

**(5) Public safety issues.** Modern streetcars operate similar to buses in city streets, moving with the flow of traffic and allowing passenger pick-up and drop off at designated stops. Public outreach and education programs would be offered to familiarize local residents and business owners with the new streetcar system.

In addition, the system would be required to meet the federal requirements of 49 CFR Part 659 and State requirements of California Public Utilities Commission (CPUC) General Order 164D. These regulations require fixed guideway systems to establish system safety and security programs. Based on the establishment of the safety and security programs, hazards and security threats would be minimized. In addition, CPUC must certify that the project is safe and secure before the project can be placed in revenue service. Following construction, the project would be operated in accordance with OCTA standard operating procedures, operator rules, and the emergency plan. The EA/DEIR analyzed potential public safety impacts and addressed safety concerns associated with schools; Mitigation Measures **SAF1** through **SAF6**, identified in Section 3.15.3 on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards. The EA/DEIR found that with implementation of mitigation measures, no adverse safety impacts would occur.

The last portion of the comment requested an equity assessment for the proposed project. An EJ analysis, which identifies minority and low-income populations and evaluates whether the adverse effects of the proposed project would disproportionately burden these vulnerable populations, was included in Section 3.5 of the EA/DEIR. This analysis was completed using prescribed methodology by the FTA, which was developed in response to Executive Order 12898 and is consistent with U.S. Department of Transportation (USDOT) Order 56102(a) and FTA Circular 4703.1. In determining the adverse effects, the project must consider both short-term and long-term consequences and weigh them against the benefits of the proposed project.

As shown in Table 3.5-2 on page 3-49 of the EA/DEIR, and presented below, all of the communities within the Study Area are considered EJ populations. The communities closest to the alignment would benefit the most from increased accessibility and connectivity but would be subject to temporary construction effects. Section 3.5.2.3 of the EA/DEIR provides a detailed evaluation of the potential EJ effects for each community within the Study Area. Additional detail is provided in the Community Impact Assessment, which is included as Appendix C of the EA/DEIR.

The EA/DEIR determined that the proposed project would have no adverse health and environmental effects related to land use, visual quality, cultural resources, geotechnical conditions, hazardous materials, hydrology, traffic, noise and vibration, air quality and greenhouse gases, and safety and security.

Transportation effects from the project are expected to be beneficial because of the improved accessibility and connectivity provided by the new transit service. The benefits to transit users would include improved access to employment and activity centers. The proposed project would distribute station amenities, parking, improved jobs and housing access, and other beneficial project features.

Construction activity would occur along the project alignment and at stations and staging areas, which would affect all communities along the alignment equally. These effects are described in Response 8-1 and in more detail in Section 3.16 on page 3-197 of the EA/DEIR. Transit service is meant to serve where the demand is greatest, and these areas are often have more development intensity are likely to be affect by construction activity. However, these short-term construction effects would be outweighed by the long-term permanent beneficial impacts that would affect EJ populations.

Since the EJ communities within the Study Area would be the primary recipients of the benefits of the project, there would not be a denial in the receipt of benefits to minority and low-income populations.

### **Response 8-6**

The Declaration of Opposition from 12 business owners for the same reasons as stated in the above comments was forwarded to the decision makers for consideration.

**TABLE 3.3-5: ACQUISITIONS RELATED TO BUILD ALTERNATIVES**

Street Address	APN	Type of Acquisition	Current Use	Parcel Size (Square Feet)	Assessed Tax /b/
<b>STREETCAR ALTERNATIVE 1</b>					
1035 E. 4 <sup>th</sup> St., SA (O & M Site A Only)	398-342-12	Full	Recycling Facility	95,832	\$29,077.96
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-110-17	Full	Multi-Family Residential	22,294	\$752.59
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-100-04	Full	Recycling Center	37,260	\$5,317.27
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-100-05	Full	Recycling Center	44,989	\$6,420.09
3526 Westminster Ave., SA	198-091-55	Partial	Chief Eagle Building Materials	1,088	\$13,237.09
1424 N. Susan St., SA	198-211-01	Partial	Simis Precision Machining	300	\$5,213.40
2234 W. 9 <sup>th</sup> St., SA	004-153-01	Partial	Single-Family Residential	650	\$3,021.10
811 N. Fairview St., SA	004-153-18	Partial	Commercial	100	\$11,125.60
1503 W. Santa Ana Blvd., SA	405-062-05	Partial	Commercial	300	EXEMPT
625 N. Garfield St., SA	398-313-01	Partial	Vacant Lot	300	\$1,938.30
<b>STREETCAR ALTERNATIVE 2</b>					
701 N. Main St., SA	398-231-08	Full	Burger King	18,719	\$13,013.04
1035 E. 4 <sup>th</sup> St., SA (O & M Site A Only)	398-342-12	Full	Recycling Facility	95,832	\$29,077.96
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-110-17	Full	Multi-Family Residential	22,294	\$752.59
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-100-04	Full	Recycling Center	37,260	\$5,317.27
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-100-05	Full	Recycling Center	44,989	\$6,420.09
3526 Westminster Ave., SA	198-091-55	Partial	Chief Eagle Building Materials	1,088	\$13,237.09
1424 N. Susan St., SA	198-211-01	Partial	Simis Precision Machining	300	\$5,213.40
2234 W. 9 <sup>th</sup> St., SA	004-153-01	Partial	Single-Family Residential	650	\$3,021.10
811 N. Fairview St., SA	004-153-18	Partial	Commercial	100	\$11,125.60
1503 W. Santa Ana Blvd., SA	405-062-05	Partial	Commercial	300	EXEMPT
801 W. Civic Center Dr., SA	005-142-55	Partial	Office	1,100	\$201,118.04
821 N. Van Ness Ave., SA	005-144-32	Partial	Parking Lot	580	\$7,750.76
801 N. Broadway, SA	005-184-10	Partial	School/Office	730	EXEMPT
602 E. 6 <sup>th</sup> St., SA	398-333-01	Partial	Vacant Lot	360	\$7,302.45
610 N. Santiago St., SA	398-352-06	Partial	Austin Hardwoods and Hardware	1,500	\$46,320.21

**TABLE 3.3-5: ACQUISITIONS RELATED TO BUILD ALTERNATIVES**

Street Address	APN	Type of Acquisition	Current Use	Parcel Size (Square Feet)	Assessed Tax /b/
<b>IOS-1</b>					
1035 E. 4 <sup>th</sup> St., SA (O & M Site A Only)	398-342-12	Full	Recycling Facility	95,832	\$29,077.96
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-110-17	Full	Multi-Family Residential	22,294	\$752.59
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-100-04	Full	Recycling Center	37,260	\$5,317.27
2006 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-100-05	Full	Recycling Center	44,989	\$6,420.09
1503 W. Santa Ana Blvd., SA	405-062-05	Partial	Commercial	300	EXEMPT
625 N. Garfield St., SA	398-313-01	Partial	Vacant Lot	300	\$1,938.30
<b>IOS-2</b>					
701 Main St., SA	398-231-08	Full	Burger King	18,719	\$13,013.04
1035 4 <sup>th</sup> St., SA (O & M Site A Only)	398-342-12	Full	Recycling Facility	95,832	\$29,077.96
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-110-17	Full	Multi-Family Residential	22,294	\$752.59
2006 W. 5 <sup>th</sup> St., SA (Mailing Address) (O & M Site B Only)	007-100-04	Full	Recycling Center	37,260	\$5,317.27
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801 Broadway, SA	005-184-10	Partial	School/Office	730	EXEMPT
602 6 <sup>th</sup> St., SA	398-333-01	Partial	Vacant Lot	360	\$7,302.45
610 Santiago St., SA	398-352-06	Partial	Austin Hardwoods and Hardware	1,500	\$46,320.21

/a/ Values derived from the Orange County Assessor 2011-2012 Secured Assessment Roll.

/b/ Calculated using 1.10663 (2011-2012 Property Tax Rate).

Source: Cordoba Corporation, 2012.



**SABC**

SANTA ANA BUSINESS COUNCIL, INC. PM 4: 37

*Promoting Business and Community*

CITY OF SANTA ANA  
CLERK OF COUNCIL

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Santa Ana, CA 92701  
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e-mail: [claudiaarellanes55@hotmail.com](mailto:claudiaarellanes55@hotmail.com)  
[www.sabcinc.com](http://www.sabcinc.com)

**DECLARATION OF OPPOSITION**

STATEMENT OF OPPOSITION TO SANTA ANA 'S PREFERED OPTION" ON THE  
FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

**NAME**

**BUSINESS NAME**

- |                        |                           |
|------------------------|---------------------------|
| 1 Shahram Makhani      | Telas Fabric              |
| 2 Laura Fabilla Diaz   | Servi Centro              |
| 3 Guillermina Madriles | Mina Bridal               |
| 4 Manuel Peña          | Manuel J. Peña Consulting |
| 5 Ceballos Fernando    | CW Cellular Inc.          |
| 6 Raul Alvarez         | Alvarez Check Cashing     |
| 7 Tomas Valenzuela     | Bandalero Bookd           |
| 8 Inhee Cha            | Tila, LLC                 |
| 9 Inhee Cha            | Downtown J & L            |
| 10 Won Cha             | Pinetree Lending          |
| 11 Walter W Cha        | AMDS Metal                |



SANTA ANA BUSINESS COUNCIL, INC. -7 PM 4: 50

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June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
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SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED  
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Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years,  
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1985 to agitate long standing businesses along this street. For this reason this is a letter of  
opposition to the "preferred option" of the fixed guide way running down Fourth Street.

9-1  
cont.

Sincerely,

Business Name: Telas fabric

Printed Name: SHAHEAM MAKHANI

Signature: Makhani

Address: 114 E. 4th st. santa ana 92701

Telephone: (714) 835-8678



SANTA ANA BUSINESS COUNCIL, INC. -7 PM 4: 50

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opposition to the "preferred option" of the fixed guide way running down Fourth Street.

9-1  
cont.

Sincerely,

Business Name: SERVI CENTRO

Printed Name: Laura Fabiola Diaz

Signature: Laura Fabiola Diaz

Address: 114 W. 4th st SANTA ANA CA 92701

Telephone: (714) 542-0215



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opposition to the "preferred option" of the fixed guide way running down Fourth Street.

9-1  
cont.

Sincerely,

Business Name: YVINA BORDAL  
Printed Name: GUILHERMINA MADRUGAS  
Signature: Guilhermina Madrugas  
Address: 113 W. 4th ST. SANTA ANA, CA  
Telephone: \_\_\_\_\_



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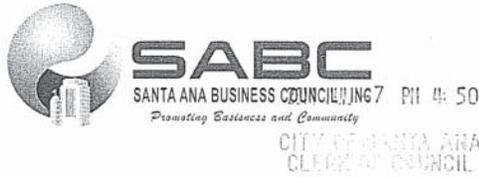
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9-1  
cont.

Sincerely,

Business Name: MANUEL V. PEREZ CONSULTING  
Printed Name: \_\_\_\_\_  
Signature: Manuel Perez  
Address: 405 N. Broadway #2 Santa Ana, CA  
Telephone: 714-290-5420



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9-1  
cont.

Sincerely,

Business Name: CW Cellular Inc.  
Printed Name: Geballos Fernando  
Signature: [Handwritten Signature]  
Address: 116 E 4th St. SA  
Telephone: 714-973-0143



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opposition to the "preferred option" of the fixed guide way running down Fourth Street.

9-1  
cont.

Sincerely,

Business Name: Alvarez Check Cashing  
Printed Name: Raul Alvarez  
Signature: [Handwritten Signature]  
Address: 116 E 4th St  
Telephone: 714-835-6801



**SABC**  
 SANTA ANA BUSINESS COUNCIL, INC. 4: 50  
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9-1  
 cont.

Sincerely,

Business Name: Bandalero Books  
 Printed Name: Tomas Valenzuela  
 Signature: *Tomas Valenzuela*  
 Address: 116-A E 4th St.  
 Telephone: 714-543-9708



**SABC**  
 SANTA ANA BUSINESS COUNCIL, INC. 7: 50  
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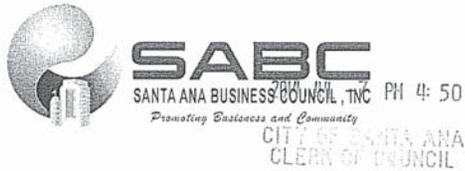
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9-1  
 cont.

Sincerely,

Business Name: TILA, LLC  
 Printed Name: INHEE CHA  
 Signature: *Inhee Cha*  
 Address: 312 W 4TH ST SANTA ANA  
 Telephone: 714-907-2208



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9-1  
cont.

Sincerely,

Business Name: DOWNTOWN J & L  
Printed Name: INHEE CHA  
Signature: *Inheecha*  
Address: 314 W 4TH ST SANTA ANA  
Telephone: 714-647-0536



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9-1  
cont.

Sincerely,

Business Name: PINETREE LENDING  
Printed Name: WON CHA  
Signature: *W*  
Address: 314 W 4TH ST SANTA ANA  
Telephone: 714-647-0007



**SABC**

SANTA ANA BUSINESS COUNCIL, INC. -7 PM 4: 50  
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9-1  
cont.

Sincerely,

Business Name: AMDS METAL

Printed Name: WALTER W CHIA

Signature: *Walter W Chia*

Address: 318 W 4TH ST SANTA ANA

Telephone: 714-647-0029

## **Letter 9**

Santa Ana Business Council, Inc. (SABC)  
400 East 4<sup>th</sup>, Suite 7  
Santa Ana, CA 92701

### **Response 9-1**

The Declaration of Opposition from 11 business owners from the SABC, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

## DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

2014 JUN -7 PM 11:37  
CITY OF SANTA ANA  
CLERK OF COUNCIL

NAME	ADDRESS
1 Karla Cuevas	709 N. Figueroa st Santa Ana CA 92703
2 Art Santacruz	709 N. Figueroa st Santa Ana CA 92703
3 Villamar Ortiz	732 N. Figueroa st Santa Ana CA 92702
4 Ashley Brown	732 N. Figueroa st Santa Ana CA 92702
5 Maria Anza	713 N. Figueroa st Santa Ana CA 92703
6 Miguel Angel	606 1/2 Figueroa 92703
7 Maylin Mendoza	725 N. Figueroa st Santa Ana CA 92703
8 Hugo Martinez	803 N. Figueroa st Santa Ana CA 92703
9 Alvarez Regino	809 N. Figueroa Apt A Santa Ana CA 92703
10 Maximiliano Garcia	
11 Alejandro Escobar	3631 Hazard ave. Santa Ana CA 92703
12 Lorena Ramirez	3627 W. Hazard st Santa Ana CA 92703
13 Cinthya Perez	705 N. Figueroa st Santa Ana CA 92703
14 Lizzi Murtough	127 Madrid Tustin CA
15 Katherine Anza	713 N. Figueroa st Santa Ana CA 92703
16 Geraldine Arellano	710 N. Bewley st Santa Ana CA 92703
17 Clarissa Arellano	710 N. Bewley st Santa Ana CA 92703
18 Aurora Sandivia	725 N. Figueroa st Santa Ana CA 92703
19 Petra Salgado	807 N. Figueroa st Santa Ana CA 92703
20 Maria Hernandez	3631 Hazard st Santa Ana CA 92703
21 Enrique R.	3631 Hazard st Santa Ana CA 92703
22 Yesenia Canova	3638 W. 5th st Santa Ana CA
23 Nathalie Canova	3638 W. 5th st Santa Ana CA
24 Evangelina Romero	909 N. Jackson st
25 Manuel Topete	623 N. Figueroa st Santa Ana CA 92703
26 Imelda Salgado	623 N. Figueroa st Santa Ana CA 92703
27 Jose Ochoa	602 N. Figueroa st Santa Ana CA 92703
28 Virginia Ochoa	602 N. Figueroa st Santa Ana CA 92703
29 David Inga	1225 Carlton Place Santa Ana CA 92707
30 Patrick Douphy	1225 Carlton Place Santa Ana CA 92707
31 Cesar Gonzalez	714 N. Figueroa st Santa Ana Ca 92703
32 Francisco Salgado	718 N. Figueroa st Santa Ana CA 92703
33 Lesley Ramos	718 N. Figueroa st Santa Ana CA 92703
34 Sergio Diaz	718 N. Figueroa st Santa Ana CA 92703
35 Maria Salgado	718 N. Figueroa st Santa Ana CA 92703
36 Ciro Salgado	718 N. Figueroa st Santa Ana CA 92703
37 Adelfa Najera	718 N. Figueroa st Santa Ana CA 92703
38 Irma Lopez	730 N. Figueroa st Santa Ana CA 92703
39 Monse Perez	610 N. Figueroa st Santa Ana CA 92703

# CONTRA LA OPOSICIÓN

June 2, 2014

**SUBJECT: CONTRA LA OPOSICIÓN DE EL PROYECTO AL TRAFFICO QUE AFFECTARA A RESIDENTES Y NEGOCIOS DE LA AREA DE SANTA ANITA EN LA CIUDAD DE SANTA ANA**

Estamos en contra de este proyecto al tránsito (Santa Ana/Garden Grove Fixed Guideway Project) por estas razones 1.) No incluyendo a toda la comunidad 2.) Los objetivos cuestionables, 3.) Costo de el proyecto, 4.) Desplazamiento 5.) Seguridad de la salud del público. Esta declaración también requiere una valoración de equidad del proyecto (Equity Assessment) este iniciado. Es una iniciativa de parte de la orden del gobierno de los Estados Unidos 12898 (1994) considerando las preocupaciones al respecto que afectan las comunidades de bajos recursos y la minoría.

10-1  
cont.

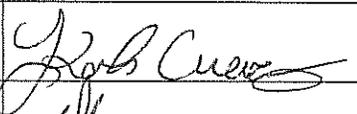
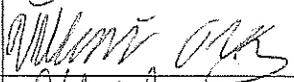
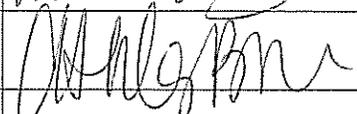
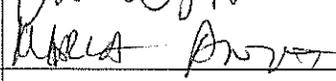
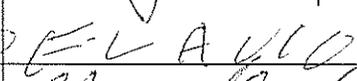
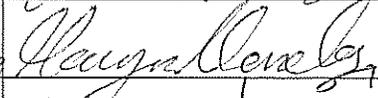
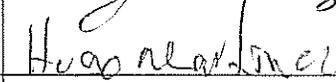
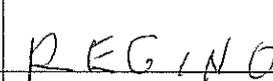
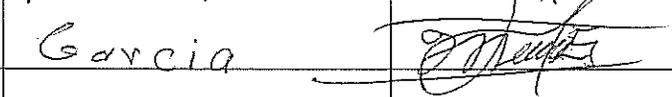
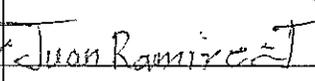
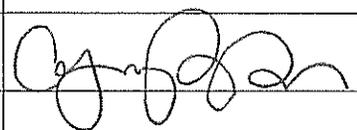
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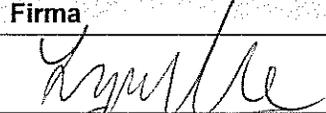
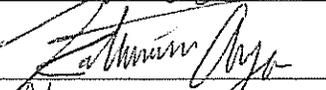
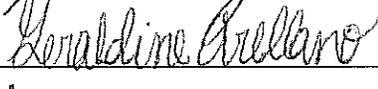
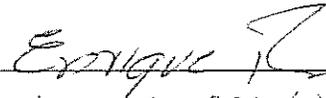
AGAINST THE OPPOSITION

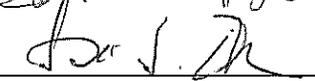
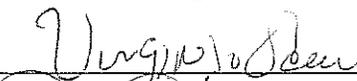
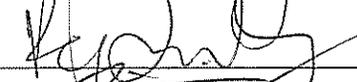
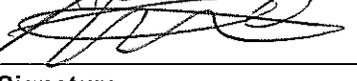
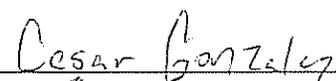
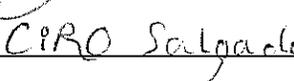
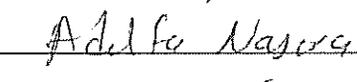
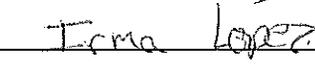
June 2, 2014

**SUBJECT: OPPOSITION TO THE TRANSIT PROJECT THAT WOULD AFFECT THE RESIDENTS AND BUSINESSES IN THE SANTA ANITA NEIGHBORHOOD IN THE CITY OF SANTA ANA**

We are opposed to the Santa Ana/Garden Grove Fixed Guideway Project for the following reasons: 1.) Lack of community inclusion, 2.) Questionable objectives, 3.) Project costs, 4.) Displacement, 5.) Public safety issues. This statement also requests an Equity Assessment be done on the project. This requirement for an equity analysis was initiated by the U.S. Executive Order 12898 (1994) that considers the effects of the government's activities on minority and low-income populations.

Nombre	Firma	Domicilio	Comento	Fecha
Karla Cuevas		709 N. Figueroa St. Santa Ana, CA 92703		7/4/14
ART SANTA CRUZ		709 N. FIGUEROA ST. SANTA ANA, CA. 92703		7/4/14
Villamar Ortiz		732 N FIGUEROA ST SANTA ANA CA 92702		7/4/14
Ashley Brown		732 N. Figueroa St. SANTA ANA 92703		7/4/14
Maria Anza		713 N FIGUEROA ST Santa Ana 92703		7/4/14
Miguel Angel		606 1/2 Figueroa 92703		
EFFIGEL AVILA		723 N Figueroa St Santa Ana 92703		7-4-14
Rayn Delgado		725 North Figueroa St. Santa Ana 92703		7-4-14
Hugo Martinez		803 N Figueroa St		7-4-14
ALVAREZ REGINO		800 N Figueroa Apt. A		7/4/14
MAXIMILIANO GARCIA				7/4/14
Alejandro Escobar		3631 Hazard Av. 92703		7-4-14
Stanley		3633 Hazard Ave 92703		7/4/14
Lorena Ramirez		3627 W Haz. Ave 92703		7/4
Cynthia Perez		705 N. Figueroa St Santa Ana CA 92703	We need community involvement	7/6/2014

Nombre	Firma	Domicilio	Comento	Fecha
Lizzi Murtough		127 Madrid Tustin CA		7/3/14
Katherine Anza		713 N Figueroa St		7/4/14
Geraldine Avellan		710 N Bewley St	Youth	7/4/14
Clarissa	Clarissa Avellano	710 N Bewley St	Youth	7/4/14
Aurora Sonia	Aurora S Saldaña	725 N. Figueroa St.		7/4/14
Petra Salgado	Petra Salgado	807 N Figueroa St.		7/4/14
Maria Hdz		3631 Hazard 92703		7/4/14
Enrique R.		<del>3631 Hazard St.</del>		
Yessenia Canova	Yessenia Canova	3638 West 5th St	Youth	7/4/14
Natalie Canova	Natalie Canova	3638 West 5th St	Youth	7/4/14
Evaangelina Roman		909 N Jackson St		7/6/14

Nombre	Firma	Domicilio	Comento	Fecha
Manuel Topete		628. N figueroa st		july 3, 2014
EMELDA SALGADO		623 NOR. FIGUEROA		7-3-14
623 NOR, <del>Jose</del> <del>Agustin</del>		618 N F. FIGUEROA		7-3-14
JOSE F. ORTIZ		602 N. FIGUEROA ST	NO DESTROYED	07/03/14
VIVIANA ORTIZ		609 N. FIGUEROA ST	NO DESTROYED	7-3-14
David Inga		1225 Carlton Place <sup>Santa Ana</sup> Ave		7-3-14
Patrick Murphy		1225 Carlton Place <sup>Santa Ana</sup> St		7-3-14
Mariano Marin		" "		
Printed Name	Signature	Address	Comment	Date
Cesar Gonzalez		714 N. Figueroa St	Not aware	7-4-14
Franco Salgado		718 N. Figueroa St	NOT AWARE	7-4-14
Lesley Ramos		718 N. Figueroa St.	no destruction	7-4-14
BERGIDIAZ		718 N. Figueroa St	NO DESTRUCTION	7-4-14
MARIA JALCADO		718 N. Figueroa St.	no destruction	7-4-14
CIRO Salgado		718 N. Figueroa St A	not aware	7-4-14
Adolfo Nolasco		718 N. Figueroa St A		7-4-14
Irma Lopez		730-N. Figueroa		7-4-14

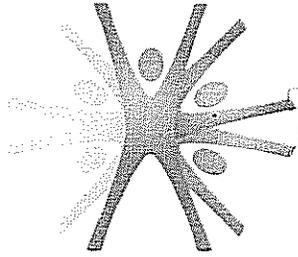


## **Letter 10**

Declaration of Opposition from Various Individuals Residing on  
N. Figueroa Street, W. Hazard Avenue, Madrid Avenue,  
N. Bewley Street, W. 5<sup>th</sup> Street, N. Jackson Street, and Carlton Place

### **Response 10-1**

The Declaration of Opposition from 39 individuals, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



2014 JUL -7 PM 1:09

**SAC-BA**  
SANTA ANA COMMUNITY  
& BUSINESS ALLIANCE

Madeleine Spencer  
333 East 9<sup>th</sup> # 303  
Santa Ana, CA 92701  
(714) 815-2653  
Spenc110@mail.chapman.edu

July 7, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

**DECLARATION OF OPPOSITION LETTERS IN RESPECT TO THE SANTA ANA GARDEN GROVE "PREFERRED OPTION" OF THE FIXED GUIDEWAY PROJECT**

Dear City of Santa Ana,

Enclosed are a series of Letters of Opposition to the city's preferred option to the Santa Ana Garden Grove Fixed Guide-way Project. These documents representing more than one hundred businesses and residents in opposition to the project are being turned into the city staff as recommendations to be scanned and recorded for public review as comments on the EA/DEIR process submitted on July 7, 2014, prior to the 5:00pm deadline.

As of today Letters describing community opposition and request for an Equity Analysis have also been shared with:

- Wendy Knowles, OCTA
- Shawn Nelson, OCTA
- Pat Bates, OCTA
- John Moirlach, OCTA
- Janet Nguyen, OCTA
- Todd Spitzer, OCTA
- A. Murray, OCTA
- Mayor Tom Tait, OCTA
- Ruby Godinez Castellano, ETAC
- ETAC Board Members via Ruby

If you have any questions or need further information, please feel free to contact me at (714) 815-2653 from 7am-7pm Monday through Friday or Saturday from 9am-3pm.

Sincerely,  
Madeleine Spencer

2014 JUL -7 PM 1:11

CITY OF SANTA ANA  
CITY COUNCIL

## DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

NAME	ADDRESS	Telephone
1 Ginette Sanchez	310 N. Broadway st Santa Ana CA 92701	714-835-8585
2 Cirilo Martinez	2601 N. Grand Ave Santa Ana CA 92705	714-321-7139
3 Andrew Ramos	450 E. 4th st 401 Santa Ana CA 92701	714-654-3926
4 Jose Llanos	450 E. 4th st 408 Santa Ana CA 92701	714-285-7982
5 Ismael Becerril	450 E. 4th st 303 Santa Ana CA 92701	714-910-0080
6 Isidro Acosta	450 E. 4th st 304 Santa Ana CA 92701	949-697-0341
7 Juan Sanchez	450 E. 4th st 311 Santa Ana CA 92701	
8 Crecencio Martinez	450 E. 4th st 311 Santa Ana CA 92701	714-862-6074
9 Raul Hernandez	450 E. 4th st 303 Santa Ana CA 92701	
10 Hanadi Roman	2330 N. Grand ave Santa Ana CA 92705	714-496-6463
11 Jose Roman	2330 N. Grand ave Santa Ana CA 92705	714-417-5356
12 Evander Aguirre	112 French st Santa Ana CA 92701	
13 Cuahutemoc Sanchez	112 French st Santa Ana CA 92701	
14 Araceli Kantu	1112 French st Santa Ana CA 92701	714-376-5950
15 Angela Garcia	1108 French St Santa Ana CA 90701	
16 Angela Mejia	113 French st Santa Ana CA 92701	714-574-1423
17 Carmen Ortega	922 Toddy st Santa Ana CA 92707	714-768-8194
18 Maria Perez	450 E. 4th st 127 Santa Ana CA 92701	714-395-1901
19 Yolanda Aguirre	1114 N. French st Santa Ana CA 92701	714-574-1352
20 Consuelo Blanco	2330 N. Grand ave Santa Ana CA 92705	714-417-5356
21 Edlyn Salazar	250 Carriage Dr Santa Ana CA 92707	714-642-4555
22 Mari Carmen Valencia	1714 N. Westwood ave Santa Ana CA 92706	714-835-2971
23 Javier Galvez	1718 Missin Rd Tustin CA 92780	909-319-0694
24 Edith Hernandez	5410 W 5th st Santa Ana CA 92701	714-780-0030
25 Sergio Ortega	511 E Lacy st Santa Ana CA 92701	714-787-8237
26 Teresa Andrade	502 E. Mortimer apt A Santa Ana CA 92701	714-410-0050
27 Cristina Moreno	305 S Cypress spt C Santa Ana CA 92701	714-835-2160
28 Praxedes Bernal	450 E. 4th st 304 Santa Ana CA 92701	714-248-3216
29 David Rey Resendiz	1434 S. Raitt apt 7 Santa Ana CA 92704	714-467-1086
30 Jose Olivares	311 Oak st Santa Ana CA 92701	714-610-0442
31 Leonardo Moreno Navarro	26451 Via Gaviota Mission Viejo CA 92691	949-306-2920
32 Oscar Hurtado	703 W. Washingtong ave # 206 Santa Ana CA 92701	714-727-7262
33 Juan Sacche	505 E. Pine st Santa Ana CA 92701	714-851-1538
34 Hugo Rojas Hernandez	34052 Donew Park CA	949-201-5641

2011 JUL -7 PM 1:11

CITY OF SANTA ANA  
CITY COUNCIL

## DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

NAME	ADDRESS	Telephone
35 Jose Hernandez	3000 Hermelinda Santa Ana CA 92707	714-495-2443
36 America Najera	1910 WS. Van Ness Santa Ana CA 92707	
37 Marco Zeferino	810 S Cedar st Santa Ana CA 92701	
38 Araceli Robles	601 E. 5th st # B Santa Ana CA 92701	714-659-7081
39 Rigoberto Robles	601 E. 5th st # B Santa Ana CA 92701	714-659-7081
40 Luis E. Robles	601 E. 5th st # B Santa Ana CA 92701	714-659-7095
41 Apolonio Cortes	946 Chesnut Santa Ana CA 92703	714-631-0161
42 Nancy Mejia		562-213-2513
43 Laura Pantoja	4823 W 5th st Santa Ana CA 92703	714-866-1251
44 Edward Garza	11181 Cherry Hills Dr Santa Ana CA 92705	714-317-3969
45 Jeff Merrick	11171 Cherry Hills Dr. Santa Ana CA 92705	526-522-4241
46 Pat Aliso	775 Havana Ave Long Beach	562-833-8035
47 Cinthya Sanchez	12216 Fineview St El Monte CA 91733	714-306-8766
48 Elva Navarrete	408 E. Civic Center Dr. #304 Santa Ana CA 92701	714-643-4483
49 Yohana Rojas	408 E. Civic Center Dr. #301 Santa Ana CA 92701	714-972-6237
50 Venancio Chavez	408 E. Civic Center Dr. #115 Santa Ana CA 92701	714-836-0237
51 Angelica Flores	408 E. Civic Center Dr. #113 Santa Ana CA 92701	909-827-2080
52 Arnold W	408 E. Civic Center Dr. Santa Ana CA 92701	
53 Luis Pantoja	408 E. Civic Center Dr. # 107 Santa Ana CA 92701	714-542-3471
54 Juan Carlos Macedo	946 W Chestnut Ave. Santa Ana CA 92703	714-650-2109
55 Javier Roman	810 N. Garfield st # 4 Santa Ana CA 92701	714-395-2297
56 Jonathan Lizarraga	810 N. Garfield st # 1 Santa Ana CA 92701	714-610-22-57
57 Gavino Mendez		714-552-9418
58 Miguel Angel Macedo	946 W. Chestnut ave Santa Ana CA 92703	714-235-5327
59 Yanet Castaneda	946 W. Chestnut ave Santa Ana CA 92703	714-478-7379
60 Juan Vergara	800 Garfield # 3 Santa Ana CA 92701	
61 Jose E. Vega	408 E. Civic Center Dr. # 301 Santa Ana CA 92701	714-417-5090
62 Abraham Hernandez	1er st Santa Ana CA 92701	714-417-2460
63 Jorge Cabrera		714-925-3477
64 Mario Martinez	Washintong y main	714-397-6688
65 Juanita Hernandez		714-296-4474
66 Maria Guadalupe Diaz	1001 N. Parton st # 8 Santa Ana CA 92701	714-558-3837
67 Nohemi Gonzalez		714-760-1477
68 Jose Elias Gonzalez	1007 N. Parton Santa Ana CA 92701	714-460-1660

11-2  
cont.

2014 JUL -7 PM 1:11

CITY OF SANTA ANA  
CITY OF COUNCIL

## DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

NAME	ADDRESS	Telephone
69 Isidora Espinoza		714-834-0680
70 Felipe Chavez		714-550-0591
71 Victor Guerrero		714-571-9924
72 Crecencio Reyes		714-209-6662
73 Angie Tapia	615 E. Civic Cewnter Santa Ana CA 92701	714-704-0458
74 Francisca Trujillo	810 Garfield st # 6 Santa Ana CA 92701	714-805-2854
75 Rufino Tochihuitl		714-323-3472
76 Teresa Mendez		714-615-9590
77 Jaime Mendez		714-541-2304
78 Estela Tejada	1314 W 12th st Santa Ana CA 92701	714-760-6851
79 Victoria garcia	11731 Wasco Rd. Garden Grove CA 92841	714-725-9881
80 Moices Vasquez	1009 N Spurgeon St Santa Ana CA 92701	714-791-3504
81 Rosa E. Ubach	605 E. Washingtong Ave Santa Ana CA 92701	714-404-2094
82 Maria Perez		714-381-7627
83 Esperanza Ramirez	2032 Orange St Santa Ana CA 92701	714-574-0264
84 Adrian Brindis	1321 N. Durant st Santa Ana CA 92706	714-574-4177
85 Celene Ponce	112 E. Edinger Ave Santa Ana CA 92707	714-605-8472
86 Soledad Gomez	1725 Ocho Ave. Laguna Beach CA 90804	714-794-4770

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Praxedes Bernal

Firma: [Signature]

Domicilio: 450 E. 4th St #307 Santa Ana CA 92701

Telefono: (714) 248 3216

11-2  
cont.

**TRANSLATION:**

**PUBLIC STATEMENT OF OPPOSITION**

June 26, 2014

SUBJECT: I DECLARE MY OPPOSITION TO THE "PREFERRED OPTION" OF THE STREETCAR THAT THE CITY OF SANTA ANA PROPOSED TO CONNECT TO GARDEN GROVE

Dear Residents of the City of Santa Ana,

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Member & City Staff,

We are opposed to this project for the following reasons:

- 1) Social exclusion
- 2) Questionable objectives
- 3) Population classification
- 4) Disruptive construction, vacant properties, displacement
- 5) Public safety issues

This statement of opposition no only opposes the alignment of the project but also requests that an Equity Assessment be done to mitigate further affects in the rest of the City in relation to:

- 1) Unequal investment
- 2) Borders
- 3) Invisibilization
- 4) Spatial homogeneity
- 5) Exclusion of governance
- 6) Serial displacement
- 7) Social disintegration, all the injuries that would be caused by further sorting in the City of Santa Ana

The requirement for a transport equity analysis was initiated by the U.S. Executive Order 12898 (1994) that considers the effects of the government's activities on minority and low-income populations.

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:29  
CITY OF SANTA ANA  
CLERK OF COUNCIL

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

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- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
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- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

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Atentamente,

Nombre: David Rey Resendiz

Firma: David Resendiz

Domicilio: 1434 S. REALTY DR. 7 Santa Ana CA 92704

Telefono: 714.467.1086

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:29  
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Atentamente,

Nombre: Jose Olivarez

Firma: Jose Olivarez

Domicilio: OK ST 3115 SANTA ANA 92701

Telefono: 714 610 6442

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

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Atentamente,

Nombre: LEOPARDO MORENO NAVARRO

Firma: [Firma manuscrita]

Domicilio: 26451 VIA GAULOTA MISSION VIEJO CA 92691

Telefono: (949) 306-2920

Vengo a hacer mis compras a la calle #471

11-2  
cont.

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26 de Junio del 2014

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Atentamente,

Nombre: Oscar Hurtado

Firma: [Firma manuscrita]

Domicilio: 703 W. Washington Ave #206 Santa Ana, CA.

Telefono: (714) 727-7262

11-2  
cont.

DECLARACION PUBLICA DE OPOSICION

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Atentamente,

Nombre: JUAN J SANCHE

Firma: JUAN J SANCHE

Domicilio: 505E PINE ST SANTA ANA, CA 92701

Telefono: 714 851-1538

VENGO SESUIDO A COMPRAR CALLE 4TH ST

11-2  
cont.

DECLARACION PUBLICA DE OPOSICION

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Atentamente,

Nombre: Hugo Rojas Hernandez

Firma: Hugo Rojas

Domicilio: 34052 Doheny park

Telefono: 949 2015641

Vengo seguido acer mys compas en San Ana

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:30

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Atentamente,

Nombre: Ginette Sanchez

Firma: [Handwritten Signature]

Domicilio: 310 N. Broadway

Telefono: 714-835-8585

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -7 PM 1:30

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Atentamente,

Nombre: Cjilo Martin

Firma: [Handwritten Signature]

Domicilio: 2601 N GRAND AVE

Telefono: SANTANA CA, 92705

(714) 321-7139

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

2014 JUL -7 PM 1:30

26 de Junio del 2014

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Atentamente,

Nombre: ANDREW RAMOS

Firma: [Signature]

Domicilio: 450 E. 4TH ST #401 SA. CA 92701

Telefono: (714) 651-3926

11-2 cont.

**DECLARACION PUBLICA DE OPOSICION**

2014 JUL -7 PM 1:30

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Atentamente,

Nombre: Jose Llanos

Firma: Jose Llanos

Domicilio: 450 E. 4TH ST. # 408

Telefono: SANTA ANA CA  
714-285-7982

11-2 cont.

**DECLARACION PUBLICA DE OPOSICION**

2014 JUL -7 PM 1:30

26 de Junio del 2014

CITY OF SANTA ANA  
COUNCIL CHAMBER

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Atentamente,

Nombre:

*Ismael Becerra*

Firma:

*Ismael Becerra*

Domicilio:

*450 E. 4th St. #303*

Telefono:

*714-910-2380*

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Atentamente,

Nombre:

*Isidro Acosta*

Firma:

*450 E. 4th St. 304*

Domicilio:

*SANTA ANA CA*

Telefono:

*949-697-0341*

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Atentamente,

Nombre: JUAN SANCHEZ

Firma: JUAN SANCHEZ

Domicilio: 450 E 4th Santa Ana Apt # 311

Telefono: \_\_\_\_\_

11-2 cont.

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2014 JUL -7 PM 1:30

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Atentamente,

Nombre: CRESCEUCIO MARTINEZ

Firma: CJM

Domicilio: 450 E 4th St # Apt 311

Telefono: 714 862 6074

11-2 cont.

**DECLARACION PUBLICA DE OPOSICION**

2014 JUL -7 PM 1:31

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

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- 1) Inversión Desigual.
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- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

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Atentamente,

Nombre: Miguel Pulido

Firma: [Signature]

Domicilio: 430 E. 4th St SA 303

Telefono: Santa Ana Ca 92705

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

2014 JUL -7 PM 1:31

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Atentamente,

Nombre: HANADI ROMAN

Firma: [Signature]

Domicilio: 2330 N. GRAND BLVD. SANTA ANA, CA. 92705

Telefono: 714-496-6463

11-2  
cont.

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CITY OF SANTA ANA  
COUNCIL

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Atentamente,

Nombre: Jose Roman

Firma: Jose Roman

Domicilio: 2330 N. GRAND AVE.

Telefono: 714-417-5356

11-2  
cont.

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Atentamente,

Nombre: Evander Aguirre

Firma: Evander

Domicilio: 1112 french santa ana ca. 92701

Telefono: \_\_\_\_\_

11-2  
cont.

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Atentamente,

Nombre: Guadtemoc Reyes

Firma: [Signature]

Domicilio: 112 French st Apt A Santa Ana CA 92701

Telefono: \_\_\_\_\_

yo compro en la 4

11-2 cont.

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Atentamente,

Nombre: Arzraeli Kontu

Firma: [Signature]

Domicilio: 1112 French N. St. Santa Ana CA. 92701

Telefono: 714 376 5950

11-2 cont.

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Atentamente,

Nombre: Angela Garcia

Firma: [Signature]

Domicilio: 1108 French Santa Ana CA 92701

Telefono: \_\_\_\_\_

11-2  
cont.

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Atentamente,

Nombre: Angela Mejia

Firma: [Signature]

Domicilio: 113 FRENCH Santa Ana CA

Telefono: \_\_\_\_\_

11-2  
cont.

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Atentamente,

Nombre: CARMEN ORTEGA

Firma: CARMEN

Domicilio: 922 Tobby St

Telefono: 714-768-8194

YO TRABAJO EN LA 4

11-2 cont.

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Atentamente,

Nombre: Maria Perez

Firma: Maria Perez

Domicilio: 750 57 apart. 124

Telefono: 714 395 1901

trabajo en la calle 4

11-2 cont.

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Atentamente,

Nombre: Yalanda Aguirre

Firma: Yalanda Aguirre

Domicilio: 1114 N French St Santa Ana CA 92701

Telefono: (714) 574-1352

Yo trabajo en Santa Ana en la Calle 4

11-2  
cont.

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Atentamente,

Nombre: CONSUELO BLANCO

Firma: [Signature]

Domicilio: 2330 N. GRAND AVE. SANTA ANA, CA. 92705

Telefono: 714-417-5356

YO TRABAJO EN LA CALLE 4TH.

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUL -7 PM 1:32

CITY OF SANTA ANA  
COUNCIL

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Atentamente,

Nombre: Edlyn Salazar

Firma: Edlyn Salazar

Domicilio: 250 Carriage Dr, Santa Ana, CA 92707

Telefono: 714-642-4555

Yo trabajo en Santa Ana en la Calle Cuatro.

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

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Atentamente,

Nombre: Ma. Carmen Velencia

Firma: Ma. Carmen Velencia

Domicilio: 1714 N Westwood Ave Santa Ana, CA. 92706

Telefono: 714-835-2971

Yo Trabajo está ubicado en la calle 444 en Santa Ana CA.

11-2  
cont.

PUBLIC STATEMENT OF OPPOSITION

2014 JUL -7 PM 1:32

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unēqual investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

Sincerely,

Printed Name: Javier Galvez  
Signature: [Handwritten Signature]  
Address: 1718 Mission Rd Apt D  
Tustin CA. 92780  
Telephone: (909) 319-0694

11-2  
cont.

DECLARACION PUBLICA DE OPOSICION

2014 JUL -7 PM 1:32

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: HERNANDEZ EDIAT  
Firma: [Handwritten Signature]  
Domicilio: 5410 W STA ST  
Telefono: 714-780-0030  
TRABAJO EN LA CAFE 2

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

2014 JUL -7 PM 1:32

**ASUNTO:** DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: SERGIO ORTEGA

Firma: SERGIO ORTEGA

Domicilio: 511 E LACY ST

Telefono: (714) 787-8237

YO TRABAJO EN LA CALLE (4)

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

2014 JUL -7 PM 1:32

**ASUNTO:** DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: ANDRADE TERESA

Firma: ANDRADE TERESA

Domicilio: 502 E MORTIMER APT # B

Telefono: (714) 410-0050

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

2014 JUL -7 PM 1:32

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Atentamente,

Nombre: MORENO CRISTINA  
 Firma: Muñoz  
 Domicilio: 305 S CYPRESS APT #C  
 Telefono: 714-835-2160

11-2 cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

2014 JUL -7 PM 1:32

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Atentamente,

Nombre: Victor Manuel Calderón  
 Firma: [Firma]  
 Domicilio: Santa Ana ca. 92703  
 Telefono: \_\_\_\_\_

11-2 cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:33  
CITY OF SANTA ANA  
CITY COUNCIL

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Atentamente,

Nombre: Jose Hernandez  
Firma: [Firma]  
Domicilio: 3000 Armelinda Santa Ana CA  
Telefono: (714) 495-2443

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:33  
CITY OF SANTA ANA  
CITY COUNCIL

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Atentamente,

Nombre: America Nizera  
Firma: [Firma]  
Domicilio: 1710 S Van Ness Ave.  
Telefono: Santa Ana CA. 92707

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:33

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Atentamente,

Nombre: MARCO A. ZERENTINO

Firma: [Signature]

Domicilio: 8105 CEDAR ST.

Telefono: marcozerentino 336 @ Gmail.com

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

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Atentamente,

Nombre: Araceli Robles

Firma: [Signature]

Domicilio: 601 E 5th St # B

Telefono: (714) 659-7081

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

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CITY OF SANTA ANA  
COUNCIL OF COUNCIL

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Atentamente,

Nombre: Rigoberto Robles

Firma: \_\_\_\_\_

Domicilio: 601 E 5th St # B

Telefono: (714) 659-7081

11-2  
cont.

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26 de Junio del 2014

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Atentamente,

Nombre: Luis E Robles

Firma: \_\_\_\_\_

Domicilio: 601 E 5th St # B

Telefono: (714) 659-7095

11-2  
cont.

PUBLIC STATEMENT OF OPPOSITION

2017 JUL -7 PM 1:33

June 26, 2014

CITY OF SANTA ANA  
CLERK OF COUNCIL

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED  
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING  
TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We  
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Santa Ana. The requirement for a transport equity analysis was initiated by U.S.  
Executive Order 12898 (1994) codified a renewed concern about the effects of the  
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Agustino Cortes

Signature: [Handwritten Signature]

Address: 946 W Chestnut SA 92703

Telephone: 714 631-0161

11-2  
cont.

PUBLIC STATEMENT OF OPPOSITION

2017 JUL -7 PM 1:33

June 26, 2014

CITY OF SANTA ANA  
CLERK OF COUNCIL

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Executive Order 12898 (1994) codified a renewed concern about the effects of the  
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Nancy Mejia

Signature: [Handwritten Signature]

Address: 3rd St, SA

Telephone: (562) 213-2513

11-2  
cont.

PUBLIC STATEMENT OF OPPOSITION

2014 JUL -7 PM 1:33

June 26, 2014

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Sincerely,

Printed Name: Laura Fontofa

Signature: Laura Fontofa

Address: 4823 W 5th St SANTA ANA CA 92703

Telephone: 714 866 1251

11-2  
cont.

PUBLIC STATEMENT OF OPPOSITION

2014 JUL -7 PM 1:34

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
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Sincerely,

Printed Name: Edward Garza

Signature: Edward Garza

Address: 11171 Cherry Hill Dr, SANTA ANA CA 92705

Telephone: 714-317-3969

11-2  
cont.

PUBLIC STATEMENT OF OPPOSITION

2014 JUL -7 PM 1:34

June 26, 2014

CITY OF SANTA ANA  
CLERK OF COUNCIL

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED  
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING  
TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

Sincerely,

Printed Name: JEFF MERRICK

Signature: [Handwritten Signature]

Address: 11771 Cherry Hill Rd S.A. 92705

Telephone: 526-522-4241

11-2  
cont.

PUBLIC STATEMENT OF OPPOSITION

2014 JUL -7 PM 1:34

June 26, 2014

CITY OF SANTA ANA  
CLERK OF COUNCIL

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
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Sincerely,

Printed Name: Pat Alveio

Signature: [Handwritten Signature]

Address: 775 Havana Ave., Long Beach

Telephone: 562-833-8035

11-2  
cont.

**PUBLIC STATEMENT OF OPPOSITION**

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED  
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social disintegration, all the injuries that would be caused by further sorting in the city of  
Santa Ana. The requirement for a transport equity analysis was initiated by U.S.  
Executive Order 12898 (1994) codified a renewed concern about the effects of the  
government's activities on minority and low-income populations.

Sincerely,

Printed Name: Cynthia Sanchez (SACRED)

Signature: [Handwritten Signature]

Address: 12216 Fineview St. El Monte, CA 91753

Telephone: (714)306-8766

2014 JUN -7 PM 1:34  
CITY OF SANTA ANA  
CLERK OF COUNCIL

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL  
TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO  
PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. *2014 JUN -7 PM 1:34  
CITY OF SANTA ANA  
CLERK OF COUNCIL*

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también  
se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas  
daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar  
clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN  
EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA  
y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de  
bajos recursos.

Atentamente,

Nombre: Eva Navarrete

Firma: [Handwritten Signature]

Domicilio: 408 E. Civic Center Dr. Ap 204

Telefono: 714 443-4483

11-2  
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

2014 JUN -7 PM 1:34  
CITY OF SANTA ANA  
CLEVER F. COUNCIL

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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Johana Rojas

Firma: [Handwritten Signature]

Domicilio: 408 E. Civic Center Dr. 301 Santa Ana CA, 92701

Teléfono: (714) 924-6237

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

2014 JUN -7 PM 1:34  
CITY OF SANTA ANA  
CLEVER F. COUNCIL

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Atentamente,

Nombre: Venancio Chavez

Firma: [Handwritten Signature]

Domicilio: 408 E Civic Center #115, Santa Ana CA 92701

Teléfono: 714-836-0237

11-2 cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUL -7 PM 1:34

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Atentamente,

Nombre: Angelica Flores

Firma: Angelica Flores

Domicilio: 408 E Civic Center DR AP 113

Telefono: (909) 827 2080

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUL -7 PM 1:34

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Atentamente,

Nombre: Arnaldo un

Firma: Arnaldo un

Domicilio: 408 E Civic Center

Telefono: \_\_\_\_\_

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:34  
CITY OF SANTA ANA  
CITY COUNCIL

Estimados Representantes de la Ciudad de Santa Ana.

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Atentamente,

Nombre: Luis Pantiga

Firma: [Signature]

Domicilio: 408 E. Livic Center Dr. 107

Telefono: (714) 542-3471

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:34  
CITY OF SANTA ANA  
CITY COUNCIL

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Atentamente,

Nombre: Juan Carlos Macedo

Firma: [Signature]

Domicilio: 946 W Chestnut Ave Santa Ana Ca 92703

Telefono: (714) 650-2109

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:35  
CITY OF SANTA ANA  
CLERK OF COUNCIL

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Atentamente,

Nombre: Javier Román

Firma: Javier Román

Domicilio: 810 N. Garfield St. # 4 S.A. 92701

Telefono: 714) 395-2297

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:35  
CITY OF SANTA ANA  
CLERK OF COUNCIL

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Atentamente,

Nombre: Jonathan Lizanaga Villaseca

Firma: [Signature]

Domicilio: Civic Center y Garfield Apt 1.

Telefono: 1714-610-22-57

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

2014 JUL -7 PM 1:35  
SANTA ANA  
CLERK OF COUNCIL

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Atentamente,

Nombre: Ferris Mendez

Firma: [Signature]

Domicilio: 15 N. 1st

Telefono: (714) 552-9418

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

2014 JUL -7 PM 1:35  
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Atentamente,

Nombre: Miguel angel Maeda

Firma: [Signature]

Domicilio: 948 W Chestnut ave Santa Ana Ca 92703

Telefono: (714) 235-5377

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUL -7 PM 1:35

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Atentamente,

Nombre: Yaret Castañeda

Firma: \_\_\_\_\_

Domicilio: 946 W Chestnut Ave Santa Ana ca 92703

Telefono: (714) 478-7379

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUL -7 PM 1:35

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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- 1) Exclusión Social
- 2) Cuestionables Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Juan Vega

Firma: \_\_\_\_\_

Domicilio: 800 Garfield Santa Ana 92701

Telefono: Art 3

11-2  
cont.

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2014 JUL -7 PM 1:35

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Atentamente,

Nombre: Jose E. Vega

Firma:

Domicilio: 408E. Civic Center Dr 301 Santa Ana CA 92701

Telefono: (714) 417-5092

11-2 cont.

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2014 JUL -7 PM 1:35

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Atentamente,

Nombre: Abraham Hernández

Firma:

Domicilio: Calle 1ra, Santa Ana CA 92701

Telefono: (714) 417-2460

11-2 cont.

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2014 JUL -7 PM 1:35  
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Atentamente,

Nombre: Jorge Cabrera

Firma: \_\_\_\_\_

Domicilio: Civic Center y Bristol

Telefono: 714/925-3477

11-2  
cont.

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2014 JUL -7 PM 1:36  
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Atentamente,

Nombre: Notzuit Gonzalez

Firma: Notzuit G

Domicilio: \_\_\_\_\_

Telefono: (714) 760 1477

11-2  
cont.

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Atentamente,

Nombre: Isidora Espinoza

Firma:

Domicilio:

Telefono: (714) 834-0680

11-2 cont.

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Atentamente,

Nombre: Felipe Chaves

Firma:

Domicilio:

Telefono: 714 550 0591

11-2 cont.

## DECLARACION PUBLICA DE OPOSICION

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Atentamente,

Nombre: VICTOR GUERRERO

Firma: \_\_\_\_\_

Domicilio: \_\_\_\_\_

Telefono: (714) 871-99-24

11-2  
cont.

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Atentamente,

Nombre: Crescencio PEYES

Firma: [Signature]

Domicilio: CIVIC CENTER DR.

Telefono: 714) 209-6662

11-2  
cont.

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Atentamente,

Nombre:

Firma:

Domicilio:

Telefono:

*[Handwritten signature]*  
 LOB ELECTRIC CORP  
 714-704-0458

11-2 cont.

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Atentamente,

Nombre:

Firma:

Domicilio:

Telefono:

*[Handwritten signature]*  
 #810 Garfield st. apt #6  
 714-805-2854.

11-2 cont.

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Atentamente,

Nombre: Rufino Tschihuti

Firma: \_\_\_\_\_

Domicilio: \_\_\_\_\_

Telefono: 714) 323-34-79

11-2  
cont.

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Atentamente,

Nombre: Tevesca Mendez

Firma: \_\_\_\_\_

Domicilio: \_\_\_\_\_

Telefono: 914 615 9590

11-2  
cont.

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Atentamente,

Nombre: Jaimi Mendez

Firma: \_\_\_\_\_

Domicilio: \_\_\_\_\_

Telefono: 714 541 23 04

11-2  
cont.

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- 4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
- 5) Cuestiones de Seguridad Pública

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- 1) Inversión Desigual.
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Atentamente,

Nombre: Estela Tejada

Firma: E.T.

Domicilio: 1319 W 12 St Santa Ana

Telefono: 714) 760 6851

11-2  
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:37 CLENT OF COUNCIL

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Atentamente,

Nombre: Victoria Garcia
Firma: Victoria Garcia
Domicilio: Wasco Rd 92841 Garden Grove CA
Telefono: 714 725-9881

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:37 CLENT OF COUNCIL

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Atentamente,

Nombre: Moises Vazquez
Firma: Moises Vazquez
Domicilio: Lava N. Ferguson St.
Telefono: 714-791-3524

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: Rosa Z Urbach
Firma: Rosa Z Urbach
Domicilio: 605 E Washington Ave Santa Ana Ca
Telefono: (714) 404-2094

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: Maria Perez
Firma:
Domicilio: 387 W Bay st
Telefono: (714) 381-7627

11-2 cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO, PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. *2014 JUL -7 PM 1:35*  
CLERK OF COUNCIL

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Atentamente,

Nombre: Jorge Calvosa

Firma: \_\_\_\_\_

Domicilio: Civic Center y Bristol

Telefono: 714/925-3477

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO, PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. *2014 JUL -7 PM 1:35*  
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Atentamente,

Nombre: Maria Martinez

Firma: \_\_\_\_\_

Domicilio: Washington and main

Telefono: 714-397-6688

11-2  
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO, PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. CLERK OF COUNCIL

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Atentamente,

Nombre: Juanita Hdz.

Firma:

Domicilio: Washington and yrench.

Telefono: (714) 296-4474

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. CLERK OF COUNCIL

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Atentamente,

Nombre: Ma. Guadalupe Diaz

Firma: Ma. Diaz

Domicilio: 1001 N. parton st #P S: A 72101

Telefono: (714) 358-3837

11-2 cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:36  
CITY OF SANTA ANA  
COUNCIL OF COUNCIL

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Atentamente,

Nombre: JOSE ELIAS GONZALEZ

Firma: JOSE ELIAS G

Domicilio: \_\_\_\_\_

Teléfono: (714) 760 1477

11-2  
cont.

## DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:36  
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Atentamente,

Nombre: JOSE ELIAS GONZALEZ

Firma: \_\_\_\_\_

Domicilio: 1007 NORTH PARTON

Teléfono: 1714 7601660

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:37  
SANTA ANA  
CLERK OF COUNCIL

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Atentamente,

Nombre: ESPERANZA Ramirez

Firma: [Handwritten Signature]

Domicilio: 2032 Orange Santa Ana CA 92707

Telefono: 714-574-0264

11-2  
cont.

**DECLARACION PUBLICA DE OPOSICION**

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. 2014 JUN -7 PM 1:37  
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Atentamente,

Nombre: Adriana Brindis

Firma: [Handwritten Signature]

Domicilio: 1321 N. Durant St. Santa Ana, CA 92706

Telefono: 714/574-4177

11-2  
cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: Celene Ponce

Firma: [Signature]

Domicilio: 112 E Edinger Ave Santa Ana, CA 92707

Telefono: 714-605-9472

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: Soledad Gomez

Firma: [Signature]

Domicilio: 1725 Olivo Ave. S.B.C.H. 90804

Telefono: (714) 794-4770

11-2 cont.

## **Letter 11**

Santa Ana Community & Business Alliance (SAC-BA)

Madeleine Spencer

333 East 9<sup>th</sup> #303

Santa Ana, CA 92701

### **Response 11-1**

The Declaration of Opposition from 89 individuals from SAC-BA, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



**SABC**

SANTA ANA BUSINESS COUNCIL, INC  
*Promoting Business and Community*

ST. CLAY  
 SANTA ANA  
 BUSINESS COUNCIL

SANTA ANA BUSINESS COUNCIL, INC.  
 400 East Fourth Street Suite 7  
 Santa Ana, CA 92701  
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 Fax: (714) 972-2634  
 e-mail: [claudiascellano55@hotmail.com](mailto:claudiascellano55@hotmail.com)  
[www.sabcinc.com](http://www.sabcinc.com)

**DECLARATION OF OPPOSITION**

STATEMENT OF OPPOSITION TO SANTA ANA 'S PREFERED OPTION' ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

NAME	BUSINESS NAME
1 Perla Veronica Alvarez	Veronica's Bridal
2 Elma Vazquez	Elma's Beauty Salon
3 George Hansen	Rhodes Jewelry & Loan
4 Quan M. Tran	Quan M. Tran O.D. Optometry
5 Guadalupe Macias	Rosa's Bridal
6 Martha Guillen	Primavera's Bridal
7 Jose M. Solorio	La Zapateria Mexico
8 Maria Hernandez	Belinda's Bridal
9 Hector Ruiz	Ruiz Jewelry and Loan
10 Paulino Fuentes	Jewelry Gold & Silver
11 Palmira Astudillo	Mexicana Travel
12 Susan Chan	AI's Shop
13 Carlos Rodriguez	AB Computers
14 Patricia Muñoz	Queen's Boutique
15 Jose Rodriguez	Cataño Insurance Brokers
16 Susan Ceballos	Music & Wireless
17 Daniel Estrada	Hybrid Synergy
18 Martha Silva	La Reyna de Michoacan
19 Adan Rodriguez	Conchita 99C And More
20 Efen	Jacobo Foto y Video
21 Raymond Rangel	R&R Western Wear
22 Acencion Trujillo	Las Ilusiones Bridal
23 Laura Hernandez	Laura's Beauty Supplies
24 Josefina Estrada	Estefira Guadalajara
25 Gerardo Bahena	Margarita's Decoration
26 Edilberto Forero	Nuev: Guadalajara Beauty Salon
27 Lupe Sandoval	KV Soccer
28 Guadalupe Pantoja	Gale: Teen
29 Michael Kassira	La Moda
30 Ricardo Cortez	TNT Tours And Travel
31 Elvia Viera	Antique Time



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## DECLARATION OF OPPOSITION

STATEMENT OF OPPOSITION TO SANTA ANA 'S PREFERRED OPTION' ON THE  
FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

NAME	BUSINESS NAME
32 Irma Aguilera	Irma Salon
33 Mariano Mendoza	Rancho Mendoza
34 Jorge Vital	Dental 4
35 Sal Navarro	Acapulco Travel
36 Arturo Lomeli	Arturo J Lomeli DDS
37 Tomas Valenzuela	Valner Services
38 Jaime Nungavay	Don Roberto Jewelry
39 Joseph G Elias	Fiesta Juice
40 Ruth Gerardo	Mi Cellular
41 Mike Husain	United Legal Services
42 Jean Yeol Chon	Ange's
43 Lee Gomez	Joshuas Designs
44 Elia Castellon	Fiesta Flowers
45 Aracely Calderon	Fiesta Lauggage y Party Supply
46 Danica Marin	Mexican Imports
47 Alberto Otero	Todo Services
48 Hector Silva	Hugos Beauty Salon
49 Alicia Salcedo	Central Travel & Tours
50 Guillermo de la Pina	Sigue Corp.
51 Abdul Amoudi	Alfa Insurance Services
52 Nam Hye Yun	Nana F/S
52 Marcela Prado Rodriguez	Holiday Travel & Tours
53 Marcela Rodriguez	Holiday Travel II
54 Adan Hernandez	Chapala Beauty Salon
55 Ruben Puebla	Pachanga D.J Music
56 Ruben Alvarez	Stay Connected OC
57 Grace Yanez	Grace's Enterprices
58 Mery Lorrea	Costa Azul Travel
59 Rosa Weber	Mi Salon
60 Joe M. Lara	Apoteca MODOEX
61 Silvia Huerta	Tabu



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STATEMENT OF OPPOSITION TO SANTA ANA 'S PREFERED OPTION\* ON THE  
FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

NAME	BUSINESS NAME
62 Wilter Cobefia	Cobefia Garden's
63 Fortunato Reyes	Jessyca's Bridal
64 Teresa Saldivar	Teresa's Jewelers
65 Nam Hye Yun	La Gaviota
66 Sandra Cerpas	Cassandra Bridal
67 Shay Patmer	Tough Timez Apparel
68 Lety Gomez	Lety's Perfume
69 Herb Rose	Labell Exchange
70 Frank Chavez	Parking Co. of America
71 Barbara Y Rooker	Presbyterian Church Santa Ana
72 Maria Guerrero	TNT Tours & Travel
73 Arturo Arellanes	Mega Furniture Superstore
74 Samuel Romero	Sabe Rep.

12-2  
cont.



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[www.sabcna.com](http://www.sabcna.com)

June 27, 2014

City Manager David Carrasco, City Attorney Sonia Carralho, Mayor Miguel Palillo,  
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**SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED  
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Dear City Representatives,

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 construction of a fixed guide way project on Fourth Street will cause a contraction in  
 spending in the Fourth Street corridor which over the course of the construction will  
 result in a cumulative decline in aggregate demand for the products currently sold by  
 merchants on this street. This will severely test businesses in a time when the economy  
 has already slowed. The fact that the city has proposed this as the "preferred route" raises  
 many questions as to whether this projected plan is in fact a marker of sorting, and has re-  
 minded business owners on Fourth Street of previous attempts made by the city since  
 1952 to agitate long standing businesses along this street. For this reason this is a letter of  
 opposition to the "preferred option" of the fixed guide way running down Fourth Street.

12-2  
 cont.

Sincerely,

Business Name: Veronica's Bridal  
 Printed Name: Ruth Veronica Alvarez  
 Signature: [Handwritten Signature]  
 Address: 110 E 4th St Second floor  
Santa Ana CA  
 Telephone: (714) 881-9861 92701



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 opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: EL MA'S beauty salon  
 Printed Name: ELIDA VAZQUEZ  
 Signature: [Handwritten Signature]  
 Address: 302 W BUSH ST SANTA ANA CA 92705  
 Telephone: 714 480 0786 cell 714 303 7607



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Sincerely,

Business Name: Rhodes Jewelry + Loan  
 Printed Name: George Hansen  
 Signature: [Handwritten Signature]  
 Address: 106 E Fourth St Santa Ana 92701  
 Telephone: 714 558-0111



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Sincerely,

Business Name: Quan M. Tran, D.D. Optometry  
 Printed Name: Quan M. Tran  
 Signature: [Handwritten Signature]  
 Address: 305 N. Main St Santa Ana, 92701  
 Telephone: (714) 815-2599



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Sincerely,

Business Name: Parma Bridal  
 Printed Name: Guadalupe Macias  
 Signature: [Signature]  
 Address: 308 N Broadway  
 Telephone: (714) 867-1033



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Sincerely,

Business Name: Primavera Bridal  
 Printed Name: Martha Guillen  
 Signature: [Signature]  
 Address: 102 E. 4th St  
 Telephone: 714 439 6218



**SABC**

SANTA ANA BUSINESS COUNCIL, INC. 7 20 11 10  
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Sincerely,

Business Name: Eddie Zorak - Guffen -  
Printed Name: Martha Guffen  
Signature: [Signature]  
Address: 102 E 4th St - Santa Ana  
Telephone: 714 4296218



**SABC**

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Sincerely,

Business Name: LA ZAPATERIA MEXICO  
Printed Name: JOSE M SOLORIO  
Signature: [Signature]  
Address: 1126 E 4th Santa Ana CA 92701  
Telephone: (714) 542-44-83



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Sincerely,

Business Name: Belinda  
Printed Name: MARIA DE ENAVDEZ  
Signature: [Handwritten Signature]  
Address: 114 E. 4th St  
Telephone: 714 616 2112



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Sincerely,

Business Name: RUIZ Family Salon  
Printed Name: HECTOR RUIZ  
Signature: [Handwritten Signature]  
Address: 118 E. 4th St  
Telephone: 714 513-1018



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Sincerely,

Business Name: Jewelry Gold and Silver  
Printed Name: Paulino Fuentes  
Signature: *Paulino Fuentes*  
Address: 312 E 4th Street Santa Ana Cal  
Telephone: 714 574 5131



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Sincerely,

Business Name: Maximera Travel  
Printed Name: Barbara Astudillo e Alcides Capurro  
Signature: *Barbara Astudillo*  
Address: 312 E 4th St Suite A Santa Ana Ca.  
Telephone: 714 541 9744 92701



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Sincerely,

Business Name: AL'S SHOP  
 Printed Name: Susan Chan  
 Signature: [Signature]  
 Address: 216 E. 4th St. S.A. CA 92701  
 Telephone: (714) 542-6637



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It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a marker of sorting, and has reminded business owners on Fourth Street of previous attempts made by the city since 1982 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: ABC Computers  
 Printed Name: Catalina Rodriguez  
 Signature: [Signature]  
 Address: 312 4th St  
 Telephone: 714 543 3233



SANTA ANA BUSINESS COUNCIL, INC.  
 400 East Fourth Street Suite 7  
 Santa Ana, CA 92701  
 Phone: (714) 763-4342  
 Fax: (714) 972-2814  
 e-mail: [clerk@sabc.org](mailto:clerk@sabc.org)  
[www.sabc.org](http://www.sabc.org)

TE 1-17

*Handwritten notes:*  
 10/27/14  
 10/27/14

June 27, 2014

City Manager David Carrasco, City Attorney Sonia Carvallo, Mayor Miguel Pulido,  
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Sincerely,

Business Name: Queen's Boutique  
 Printed Name: Patricia Huñoz  
 Signature: *Patricia Huñoz*  
 Address: 301 E 4th Santa Ana Ca 92701  
 Telephone: (714) 884-8713



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CT  
 Clerk

June 27, 2014

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Sincerely,

Business Name: Orlana Insurance Broker  
 Printed Name: José Rosendo  
 Signature: *José Rosendo*  
 Address: 312 E 4th St Suite A Santa Ana CA 92701  
 Telephone: (714) 210-1710



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Sincerely,

Business Name: MUSIC & WINGS  
 Printed Name: Seanh Cobaltis  
 Signature: [Handwritten Signature]  
 Address: 314 E 4TH ST, SA, CA 92701  
 Telephone: 714-972-4664



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Sincerely,

Business Name: Hybrid Sprays  
 Printed Name: David Estala  
 Signature: [Handwritten Signature]  
 Address: 204 E. 4TH STREET SANTA ANA CA 92701  
 Telephone: 714-716-2545



SANTA ANA BUSINESS COUNCIL, INC.  
 400 East Fourth Street Suite 7  
 Santa Ana, CA 92701  
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Sincerely, LA Reina de Michoacan

Printed Name: Martina Silva  
 Signature: [Handwritten Signature]  
 Address: 300 E 4th St Santa CA 92701  
 Telephone: 714 978 9133



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Sincerely,

Business Name: Couchy 99 / Michoacan  
 Printed Name: Adan Rodriguez  
 Signature: [Handwritten Signature]  
 Address: 314 E 4th St Santa Ana  
 Telephone: 714 653 4241



SANTA ANA BUSINESS COUNCIL, INC.  
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Respectfully,

Business Name: Jacobs Foto y Video  
Printed Name: Eliot  
Signature: Eliot  
Address: 112 E. 4th Santa Ana Ca 92701  
Telephone: (714) 631-4040



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Respectfully, Bob Western Wear

Printed Name: RAYMOND RANGEL  
Signature: Raymond Rangel  
Address: 308 EAST 4TH STREET  
Telephone: 1-714 543-3648



**SABC**

SANTA ANA BUSINESS COUNCIL, INC. - 7 11 20

Preserving Business and Community



SANTA ANA BUSINESS COUNCIL, INC.  
401 East Fourth Street Suite 7  
Santa Ana, CA 92701  
Phone: (714) 743-4342  
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Sincerely,

Business Name: Las Mujeres Bidal  
Printed Name: Acencion Tejucillo  
Signature: Acencion Tejucillo  
Address: 211 W 11th Street Santa Ana  
Telephone: 714-579-9817 Cal. 92701



**SABC**

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Sincerely,

Business Name: Cherry Beauty Supply  
Printed Name: 200 West 4th Street  
Signature: Santa Ana, CA 92703  
Address: (714) 542-4222  
Telephone: Laura Henning



**SABC**  
SANTA ANA BUSINESS COUNCIL, INC. -7-11-20  
Preserving Business and Community

SANTA ANA BUSINESS COUNCIL, INC.  
400 East Fourth Street Suite 7  
Santa Ana, CA 92701  
Phone: (714) 743-4342  
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Sincerely,

Business Name: Estetica Guadalupe  
Printed Name: Josefina Estrada  
Signature:   
Address: 315 N Main St Santa Ana 92701  
Telephone: (714) 953-1061



**SABC**  
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Sincerely,

Business Name: Margarita's Decoracion  
Printed Name: Gerarda Barrera  
Signature: Gerarda Barrera  
Address: 116 E 4th St Santa Ana CA 92701  
Telephone: (714) 852-8720



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Sincerely,

Business Name: NUOVO Guadalupe Beauty Salon  
Printed Name: Edilberto TORRES  
Signature: [Signature]  
Address: 118 1/2 E 4th 15th St.  
Telephone: (714) 501-2482



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Sincerely,

Business Name: KV Soccer  
Printed Name: Lupe Sandoval  
Signature: [Signature]  
Address: 300 E 4th St #105 Santa Ana CA 92701  
Telephone: (714) 642-7574



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CLUB OF BUSINESS

June 27, 2014

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Sincerely,

Business Name: Gales teen  
 Printed Name: Guadalupe Pantorja  
 Signature: [Signature]  
 Address: 220 E 4th street Santa Ana CA 92701  
 Telephone: (714) 640-0777



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Sincerely,

Business Name: LA MODA  
 Printed Name: Michael Roldan  
 Signature: [Signature]  
 Address: 120 E. 4th St  
 Telephone: 714-547-9173



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City of Santa Ana  
 City Council

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Sincerely,

Business Name: LA MODA  
 Printed Name: Michael Kasper  
 Signature: [Signature]  
 Address: 110 West 4th St  
 Telephone: 714-547-9173



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 e-mail: [info@santabiz.com](mailto:info@santabiz.com)  
[www.santabiz.com](http://www.santabiz.com)

City of Santa Ana  
 City Council

June 27, 2014

City Manager David Carrasco, City Attorney Sonia Carvalho, Mayor Miguel Paludo,  
 Council Members & City Staff,

**SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED  
 OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING  
 TO GARDEN GROVE**

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a marker of sorting, and has re-sited business owners on Fourth Street of previous attempts made by the city since 1963 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guideway running down Fourth Street.

Sincerely,

Business Name: TNT TOURS AND TRAVEL  
 Printed Name: Ricardo Cortez  
 Signature: [Signature]  
 Address: 108 W 4th St  
 Telephone: 714-973-8000



SANTA ANA BUSINESS COUNCIL, INC.  
 481 East Fourth Street Suite 7  
 Santa Ana, CA 92701  
 Phone: (714) 913-2342  
 Fax: (714) 913-2681  
 e-mail: [csantana@csabc.com](mailto:csantana@csabc.com)  
[www.csabc.com](http://www.csabc.com)

June 27, 2014

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Sincerely,

Business Name: Antique time  
 Printed Name: Irma Viera  
 Signature: [Handwritten Signature]  
 Address: 110 E. 4th St. 201.  
 Telephone: 714 587-1460



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Sincerely,

Business Name: Irma Salen  
 Printed Name: Irma Aguilera  
 Signature: [Handwritten Signature]  
 Address: 110 E. 4th St. 205 2do Piso  
 Telephone: SANTA ANA CA 92701



SANTA ANA BUSINESS COUNCIL, INC.  
401 East Fourth Street Suite 7  
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Sincerely,

Business Name: Rancho Mendola  
Printed Name: Mariano Mendola  
Signature: Mariano Mendola  
Address: 104 E 4 st.  
Telephone: (714) 547-0345



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Sincerely,

Business Name: DENTAL 4  
Printed Name: JOBLE VITAL  
Signature: [Signature]  
Address: 102 E 4th St Santa Ana CA  
Telephone: 714-558-1464



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1983 to agitate long standing businesses along this street. For this reason this is a letter of  
opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: Acropolis Jewel  
Printed Name: Sal Navarro  
Signature: [Signature]  
Address: 102 W 4th St  
Telephone: 714-542-7344



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opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: ARURO J. LOWELL DDS  
Printed Name: ARURO J. LOWELL  
Signature: [Signature]  
Address: 415 N. SYCAMORE ST. #300 SANTA ANA CA  
Telephone: (714) 973-8797 92701



**SABC**

SANTA ANA BUSINESS COUNCIL, INC. 714 947-0853

Planning, Economic and Community

CITY OF SANTA ANA  
CLIPART FOUNDATION

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opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: Palmer Services

Printed Name: Thomas Ungers

Signature: [Signature]

Address: 102 E 4th St Santa Ana CA 92701

Telephone: (714) 647-0853



**SABC**

SANTA ANA BUSINESS COUNCIL, INC. 714 947-0853

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opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: Don Roberts Jewellers

Printed Name: Blaine Nungesser

Signature: [Signature]

Address: 120 W Fourth Street

Telephone: Santa Ana, CA 92701



SANTA ANA BUSINESS COUNCIL, INC.  
481 East Fourth Street Suite 7  
Santa Ana, CA 92701  
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June 27, 2014

City Manager David Carrasco, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
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Sincerely,

Business Name: FIESTA JUICE  
Printed Name: JOSEPH G. ELIAS  
Signature: [Signature]  
Address: 209 W. 4<sup>th</sup> ST  
Telephone: 714-543-3124



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Sincerely,

Business Name: Mi Cellular  
Printed Name: Ruth Gerardo  
Signature: [Signature]  
Address: 209 W 4th St suite A  
Telephone: (714) 834-9021



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June 27, 2014

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Sincerely,

Business Name: United Legal Services  
Printed Name: Mike Hussein  
Signature: [Signature]  
Address: 211 W. 4th St. Santa Ana 92701  
Telephone: 714-542-4300



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Sincerely,

Business Name: 4266'S  
Printed Name: JOHN JOHN CHOI  
Signature: [Signature]  
Address: 212W 4th St Santa Ana 92701  
Telephone: 714 295-1195



SANTA ANA BUSINESS COUNCIL, INC.  
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June 27, 2014

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Sincerely,

Business Name: Joshua's Designs  
Printed Name: Joshua Garcia  
Signature: [Signature]  
Address: 217 W 4th St Santa Ana CA 92701  
Telephone: (714) 213-4100



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Sincerely,

Business Name: FIESTA FLOWERS  
Printed Name: ELIA CASTELLUCCI  
Signature: [Signature]  
Address: 221 W 4th St Santa Ana CA 92701  
Telephone: (714) 558-0614



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Sincerely,

Business Name: Fiesta Language / Party Supply

Printed Name: \_\_\_\_\_

Signature: MARCELO SALDANHA

Address: 304 W 4th SANTA ANA CA.

Telephone: 714 972-8280.



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Sincerely,

Business Name: MEXICAN IMPORTS

Printed Name: DANICA MARINI - MANAGER

Signature: Danica Marini

Address: 308 W 4th STREET

Telephone: 714-953-7348



SANTA ANA BUSINESS COUNCIL, INC.  
400 East Fourth Street Suite 7  
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Sincerely,

Business Name: TODD SEARCES  
Printed Name: OLBERTO OBERO  
Signature: [Signature]  
Address: 308 W. 4TH ST, SANTA ANA, CA 92701  
Telephone: 714-547-3929



SANTA ANA BUSINESS COUNCIL, INC.  
400 East Fourth Street Suite 7  
Santa Ana, CA 92701  
Phone: (714) 763-4340  
Fax: (714) 970-2689  
email: jsantana@csnet11010.com  
www.sabc.org

June 27, 2014

City Manager David Carrasco, City Attorney Sonia Cervello, Mayor Miguel Pulido,  
Council Members & City Staff,

**SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED  
OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING  
TO GARDEN GROVE**

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a marker of sorting, and has re-retarded business owners on Fourth Street of previous attempts made by the city since 1983 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: HUGOS BEAUTY SALON  
Printed Name: HECTOR SILVA  
Signature: [Signature]  
Address: 308 1/2 W 4TH ST SANTA ANA CA 92701  
Telephone: (314) 550-4995



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Preserving Business and Community



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Sincerely,

Business Name: CENTRAL TRAVEL & TOURS  
Printed Name: ALICIA SALCEDO  
Signature: ALICIA SALCEDO  
Address: 304 N BROADWAY ST  
Telephone: (714) 542-5441



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Sincerely,

Business Name: Sigma Cap  
Printed Name: Guillermo de la Pina  
Signature: \_\_\_\_\_  
Address: 222 W 4th St  
Telephone: 714-321-0257



**SABC**

SANTA ANA BUSINESS COUNCIL, INC.

Planning Business and Community

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Sincerely,

Business Name: Alfa Insurance Services  
Printed Name: Alsydy Amouji  
Signature: [Signature]  
Address: 222 W 4th St Santa Ana CA 92701  
Telephone: 714-648-0544



**SABC**

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Sincerely,

Business Name: NANA FLS  
Printed Name: DAVID WANG YUAN  
Signature: [Signature]  
Address: 100 E 4th St Santa Ana CA 92701  
Telephone: 714 953 8649



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June 23, 2014

City Manager David Carrasco, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
Council Members & City Staff,

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Sincerely,

Business Name: Holzany Travel & Tours

Printed Name: Maricarm Perez Rosencruz

Signature: [Handwritten Signature]

Address: 222 W. 4th St. #100

Telephone: (714) 526-6400



**SABC**

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Sincerely,

Business Name: Holzany Travel II

Printed Name: Maricarm Perez Rosencruz

Signature: [Handwritten Signature]

Address: 110 W. 4th St #100

Telephone: (714) 527-3090



**SABC**

SANTA ANA BUSINESS COUNCIL, INC. - 7 78 1 23  
Preserving Business and Community

401 East Fourth Street Suite 1  
Santa Ana, CA 92701  
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minded business owners on Fourth Street of previous attempts made by the city since  
1993 to again long standing businesses along this street. For this reason this is a letter of  
opposition to the "preferred option" of the fixed guideway running down Fourth Street.

Sincerely,

Business Name: Chupala Beauty Salon

Printed Name: MAN HOENNINGER

Signature: [Signature]

Address: 222 W. 4th St

Telephone: 714 810-8169



**SABC**

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opposition to the "preferred option" of the fixed guideway running down Fourth Street.

Sincerely,

Business Name: PACHANGA DJ'S MUSIC

Printed Name: ROSEN PUEBLA

Signature: [Signature]

Address: 210 W. 4th St.

Telephone: 714-558-1026



**SABC**

SANTA ANA BUSINESS COUNCIL, INC.  
Promoting Business and Community

7 11 11 23



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June 27, 2014

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Sincerely,

Business Name: STAY CONNECTED OC  
Printed Name: ROBERT ALVARADO  
Signature: [Signature]  
Address: 1101 W. LAUREL SANTA ANA  
Telephone: 714-661-7766



**SABC**

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Promoting Business and Community

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Sincerely,

Business Name: GUERRA ENTERPRISES  
Printed Name: GUERRA, ANA  
Signature: [Signature]  
Address: 306 FOX WEN W SUPERIOR SANTA ANA  
Telephone: 714-502-8508 / 714-502-8508



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City of Santa Ana  
Office of the City Clerk

June 27, 2014

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Sincerely,

Business Name: Cosca Ana Travel  
Printed Name: Mary Weber  
Signature: [Handwritten Signature]  
Address: 3012 Broadway St, Santa Ana  
Telephone: 714-542-4417



**SABC**

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Sincerely,

Business Name: Mi Salon  
Printed Name: Rosa Weber  
Signature: [Handwritten Signature]  
Address: 312 N Broadway  
Telephone: 714-295-3650



**SABC**

SANTA ANA BUSINESS COUNCIL, INC. - 7 00 11 24

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June 27, 2014

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Sincerely,

Business Name: Apteca Moderna  
Printed Name: JOE M. LARA  
Signature: [Signature]  
Address: 362 N. Broadway Santa Ana, CA 92711  
Telephone: 1-760-805-5955



**SABC**

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Sincerely,

Business Name: Jabu  
Printed Name: Silvia Huerta  
Signature: [Signature]  
Address: 306 4th St Santa Ana  
Telephone: (714) 600-2244

# DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

2014 JUN -27 PM 4:22

ASENTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana

City Manager David Carrasco, City Attorney Sonia Carvallo, Mayor Miguel Padilla, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

- 1) Exclusión Social
- 2) Cuantiosos Objetivos para este proyecto.
- 3) Clasificación de la Población.
- 4) Construcción Destructiva, Propiedades Vacías, Desplazamiento.
- 5) Cuantiosas de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

- 1) Inversión Desigual.
- 2) Fronteras
- 3) Invisibilidad
- 4) Homogeneidad de Espacio
- 5) Exclusión del Gobierno
- 6) Desplazamiento en Serie
- 7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12899 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atestamos, David Carrasco  
 Nombre: Walter Carvallo  
 Firma: Walter Carvallo  
 Domicilio: 711 E 5TH ST. SANTA ANA, CA 92701  
 Teléfono: 714-844-8801



SANTA ANA BUSINESS COUNCIL, INC  
 401 East Fourth Street Suite 7  
 Santa Ana, CA 92701  
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SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a marker of saving, and has re-stimulated business owners on Fourth Street of previous attempts made by the city since 1982 to agitate long-standing business along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guideway running down Fourth Street.

Sincerely,

Business Name: JESSYCA'S BRIDAL  
 Printed Name: FORTUNATO PEREZ  
 Signature: Fortuato P  
 Address: 212 W 4th street sta Ana CA 92701  
 Telephone: (714) 550-0401



**SABC**  
SANTA ANA BUSINESS COUNCIL, INC.  
Promoting Business and Community

SANTA ANA BUSINESS COUNCIL, INC.  
401 East Fourth Street Suite 7  
Santa Ana, CA 92701  
Phone: (714) 761-4042  
Fax: (714) 972-2624  
e-mail: [info@santabusinesscouncil.com](mailto:info@santabusinesscouncil.com)  
[www.sabcna.com](http://www.sabcna.com)

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Cervantes, Mayor Miguel Pulido,  
Council Members & City Staff

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Sincerely,

Business Name: Teresa's Jewels  
Printed Name: Teresa Saldivar  
Signature: [Handwritten Signature]  
Address: 223 W 4th Apt Santa Ana  
Telephone: 714 844-5272



**SABC**  
SANTA ANA BUSINESS COUNCIL, INC.  
Promoting Business and Community

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Sincerely,

Business Name: L.A. Gawicth  
Printed Name: DAIM HYE YUN  
Signature: [Handwritten Signature]  
Address: 110 E 4th St Santa Ana, CA 92701  
Telephone: 714 643-0333



7 00 0 27

SANTA ANA BUSINESS COUNCIL, INC.  
401 East Fourth Street Suite 1  
Santa Ana, CA 92701  
Phone: (714) 701-4342  
Fax: (714) 970-3689  
e-mail: [info@sabcouncil.com](mailto:info@sabcouncil.com)  
[www.sabcouncil.com](http://www.sabcouncil.com)

CITY OF SANTA ANA  
COUNCIL

June 27, 2014

City Manager David Carrasco, City Attorney Sonia Carralho, Mayor Miguel Pulido,  
Council Members & City Staff

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Sincerely,

Business Name: Cassanaka Brides  
Printed Name: Sandra Carrasco  
Signature: [Handwritten Signature]  
Address: 114 W 4th St Santa Ana 92701  
Telephone: (714) 922-8599



7 00 0 27

SANTA ANA BUSINESS COUNCIL, INC.  
401 East Fourth Street Suite 1  
Santa Ana, CA 92701  
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CITY OF SANTA ANA  
COUNCIL

June 27, 2014

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Sincerely,

Business Name: Tough Times Apparel  
Printed Name: Shay Palmer  
Signature: [Handwritten Signature]  
Address: 220 E 4th St unit 107 Santa Ana CA 92701  
Telephone: (714) 541-6311



SANTA ANA BUSINESS COUNCIL, INC.  
400 East Fourth Street Suite 7  
Santa Ana, CA 92701  
Phone: (714) 741-6342  
Fax: (714) 970-0859  
E-mail: [info@santana.org](mailto:info@santana.org)  
[www.santana.org](http://www.santana.org)

June 27, 2014

City Manager David Carrasco, City Attorney Sonia Carvalho, Mayor Miguel Pulido,  
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Sincerely,

Business Name: Lety's Perfume  
Printed Name: Lety Gomez  
Signature: [Handwritten Signature]  
Address: 108 W. 4th Santa Ana CA 92703  
Telephone: (714) 206-9934



SANTA ANA BUSINESS COUNCIL, INC.  
400 East Fourth Street Suite 7  
Santa Ana, CA 92701  
Phone: (714) 741-6342  
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Sincerely,

Business Name: LABELL EXCHANGE  
Printed Name: Heidi Rye  
Signature: [Handwritten Signature]  
Address: 501 N. FRENCH ST  
Telephone: 949-233-2061



SANTA ANA BUSINESS COUNCIL, INC.  
400 East Fourth Street Suite 7  
Santa Ana, CA 92701  
Phone: (714) 743-8242  
Fax: (714) 875-2624  
e-mail: [clerk@sabcouncil.com](mailto:clerk@sabcouncil.com)  
[www.sabcouncil.com](http://www.sabcouncil.com)

City of Santa Ana  
City Clerk's Office

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Cervantes, Mayor Miguel Pulido,  
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Sincerely,

Business Name: PARKING Co of America  
Printed Name: FRANK CHAVEZ  
Signature: [Signature]  
Address: Cornell 3<sup>rd</sup> & Bush  
Telephone: 714-9266



SANTA ANA BUSINESS COUNCIL, INC.  
400 East Fourth Street Suite 7  
Santa Ana, CA 92701  
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City of Santa Ana  
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June 27, 2014

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Sincerely,

Business Name: East Hollywood Plumbing Inc  
Printed Name: BORIS Y BOROCH  
Signature: [Signature]  
Address: 2021 Rossmore, Santa Ana 92706  
Telephone: 714-542-7922



**SABC**  
SANTA ANA BUSINESS COUNCIL, INC.  
Preserving Commerce and Community

SANTA ANA BUSINESS COUNCIL, INC.  
400 East Fourth Street Suite 7  
Santa Ana, CA 92701  
Phone: (714) 763-4342  
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City of Santa Ana

June 27, 2014

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Sincerely,

Business Name: Int tours & travel  
Printed Name: Maria Esperero  
Signature: [Handwritten Signature]  
Address: 116 E 4th Street  
Telephone: 714 973 7994

11



**SABC**  
SANTA ANA BUSINESS COUNCIL, INC.  
Preserving Commerce and Community

SANTA ANA BUSINESS COUNCIL, INC.  
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City of Santa Ana

June 27, 2014

City Manager David Carrasco, City Attorney Sonia Cervantes, Mayor Miguel Padilla,  
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Sincerely,

Business Name: Mega Signature Spenshore  
Printed Name: Arturo Arribas  
Signature: [Handwritten Signature]  
Address: 400 E. 4th St Santa Ana CA 92701  
Telephone: (714) 973-2000



**SABC**

SANTA ANA BUSINESS COUNCIL, INC.

Planning, Economic and Community Development

TEL: 714 227-5457

CITY OF SANTA ANA  
TEL: 714 227-5457

SANTA ANA BUSINESS COUNCIL, INC.

400 East Fourth Street Suite 1

Santa Ana, Ca. 92701

Phone: (714) 740-6342

Fax: (714) 740-6274

e-mail: [info@sabcinc.com](mailto:info@sabcinc.com)

[www.sabcinc.com](http://www.sabcinc.com)

June 27, 2014

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Sincerely,

Business Name: SAGE REP

Printed Name: SAMUEL POMERO

Signature: [Handwritten Signature]

Address: 400 E. 4TH ST

Telephone: (714) 227-5457

## **Letter 12**

Santa Ana Business Council, Inc. (SABC)  
400 East 4<sup>th</sup>, Suite 7  
Santa Ana, CA 92701

### **Response 12-1**

The Declaration of Opposition from 74 business owners from SABC, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

**From:** Dennis Dascanio [<mailto:ddascanio@sbcglobal.net>]

**Sent:** Thursday, July 03, 2014 2:38 PM

**To:** Fixedguidewaycomments

**Cc:** Ryan Chase; Gil Marrero; Jon Gothold; Joe Duffy; Davin Gumm; Michael Weisman; Jack Jakosky

**Subject:** Comments on proposed routes by Downtown, Inc.

Dear Proposed Route Comment Committee,

This comment is being submitted on behalf of Downtown, Inc. (DTI) members. DTI represents the Downtown and Artists Village merchants and property owner's. DTI does not endorse the bus option, option number three. Of the 2 fixed guide options, option number one is the preferred route so that the fixed guide will stay closer to the Downtown and Artist Village business districts. Option number two's west bound route stops at Civic Center at Main and Civic Center at Broadway and leaves the riders too far north of the Downtown and Artist Village. DTI is a strong supported of the fixed guideway project and we stand willing to help as needed.

13-1

Sincerely,

Dennis Dascanio,

Board member Downtown, Inc.

## **Letter 13**

Dennis Dascanio  
Board Member Downtown, Inc.

### **Response 13-1**

The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



Proyecto de Alineación Vehicular Santa Ana - Garden Grove

TARJETA DE COMENTARIOS

Sus comentarios por escrito serán compartidos con las persona responsables del proyecto

¡SUS COMENTARIOS SON IMPORTANTES PARA NOSOTROS!

Nombre JOSE RODRIGUEZ Correo Electrónico catanoinsurance@yahoo.com  
 Dirección 312 E 4TH ST SANTA ANA  
 Ciudad/Estado/Código Postal SANTA ANA CA 92701 Número de teléfono 714) 210-1710

COMENTARIOS (por favor escriba con letra de molde claramente)

I prefer the STREETCAR 2

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14-1



Si es necesario, continúe al reverso

## **Letter 14**

Jose Rodriguez  
312 E. 4<sup>th</sup> Street, Suite A  
Santa Ana, CA 92701

### **Response 14-1**

The support for Streetcar Alternative 2 was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.



Santa Ana and Garden Grove Fixed Guideway Corridor

COMMENT CARD

Your written comments will be shared with project decision-makers

YOUR COMMENTS ARE IMPORTANT TO US

Name Jose F Diaz E-mail champurrado@ol.com
Address 1502 W. 9TH ST
City/State/Zip Santa Ana Phone No. CA 92703

Comments (please print)

through experience with other projects, we have learned that an original environmental impact report and later changes are added and the community is not get involved. How do you plan to inform the community if changes are later added?

15-1



Use Back to Continue

## Letter 15

Jose Diaz  
1502 W. 9<sup>th</sup> Street  
Santa Ana, CA 92703

### **Response 15-1**

The EA/DEIR analyzed the environmental impacts based on conceptual engineering. Design refinements may occur as the project's engineering plans are finalized. The evaluation of changes to the proposed project would be conducted in compliance with FTA implementing guidelines for NEPA (23 CFR 771.129) and CEQA Guidelines (PRC Section 15162). Project changes that would not result in new significant or adverse impacts as compared to what has been evaluated and disclosed in this FEIR would be evaluated and documented in an Addendum to the FEIR and possibly an Environmental Technical Memorandum as a supplement to the EA in compliance with FTA and NEPA requirements. Project changes that would potentially result in new or adverse significant impacts as compared to what has been evaluated and disclosed in this FEIR would be evaluated and documented in a supplemental or subsequent environmental document. A supplemental or subsequent document would be subject to the same noticing requirements as the EA/DEIR and public outreach would be conducted to allow community input and participation. For project updates, visit the proposed project webpage at <http://santaanatransitvision.com> or contact Jason Gabriel with the City of Santa Ana Public Works Department at 20 Civic Center Plaza, M-93 P.O. Box 1988 Santa Ana, CA 92702.



Santa Ana and Garden Grove Fixed Guideway Corridor

COMMENT CARD

Your written comments will be shared with project decision-makers

YOUR COMMENTS ARE IMPORTANT TO US

Name Adrian Muñoz E-mail mucozadrian@gmail.com
Address 407 Vance St
City/State/Zip Santa Ana Phone No. 714 631 6029

Comments (please print)

Queremos que consideren los efectos que causarian y como afectarian a los Negocios, escuelas, iglesias, peatones, parques, discapacitados,

We would like you to consider the effects it would cause and how it would affect businesses, schools, churches, pedestrians, parks and the disabled.



Use Back to Continue

## **Letter 16**

Adrian Munoz  
407 Vance Street  
Santa Ana, CA 92701

### **Response 16-1**

The EA/DEIR comprehensively assessed the potential for community impacts. The relevant analysis for each of the land uses noted in the comment can be found in the following sections:

- Business – 3.3 Land Acquisition and Displacement, 3.10 Traffic and Parking, and 3.16 Construction
- Schools – 3.5 Community Effects and Environmental Justice, 3.10 Traffic and Parking, 3.11 Noise and Vibration, 3.12 Air Quality, 3.15 Safety and Security, and 3.16 Construction
- Churches – 3.5 Community Effects and Environmental Justice, 3.10 Traffic and Parking, 3.11 Noise and Vibration, and 3.16 Construction
- Pedestrians – 3.10 Traffic and Parking and 3.15 Safety and Security
- Parks – 3.4 Section 4(f) Resources, 3.5 Community Effects and Environmental Justice, 3.11 Noise and Vibration, and 3.16 Construction
- Disabled – 3.5 Community Effects and Environmental Justice

Table ES-3 starting on page ES-17 of the EA/DEIR summarizes the potential adverse effects associated with the proposed project, as fully analyzed in Chapter 3.0 of the EA/DEIR.



Santa Ana and Garden Grove Fixed Guideway Corridor

COMMENT CARD

Your written comments will be shared with project decision-makers

YOUR COMMENTS ARE IMPORTANT TO US

Name FRANK MITCHELL, III. E-mail Frankfects@yahoo.com
Address 1920 S. GREENVILLE STREET
City/State/Zip SANTA ANA, CA 92704 Phone No. (714) 760-2397
THURSDAY EVENING, 7:45 P.M., JUNE 19, 2014.

Comments (please print)

I LIKE THIS PROJECT!!! GREAT MOVE, PLANNERS AND LEADERS OF THE CITY OF SANTA ANA!

1 I LIKE IT BECAUSE IT WILL BECOME A POSITIVE ATTRACTION FOR PEOPLE TO EXPERIENCE IN SANTA ANA. IT WILL, IN TIME, BE AN ECONOMIC BOOST. (AND I OPPOSE GOV. BROWN REDICULOUS TAXPAYER-DRAIN "BULLET TRAIN".

2 MY ONLY SUGGESTION: EXTEND LINE TO, OR VERY NEAR, OLD DOWNTOWN GARDEN GROVE. DO NOT END IT AT HARBOR BLVD. & 17TH ST.



THAT WILL BE AS USELESS AS THE L.A. "GREENLINE" ENDING AT A NOWHERE AREA OF EL SEQUENDO, SOME 2 MILES FROM L.A.X.

Use Back to Continue

17-1

17-2

## **Letter 17**

Frank Mitchell, III.  
1920 S. Greenville Street  
Santa Ana, CA 92704

### **Response 17-1**

The support for the proposed project was forwarded to the decision makers for consideration. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

### **Response 17-2**

The Study Area is generally bounded by Harbor Boulevard to the west, 17<sup>th</sup> Street to the north, Grand Avenue to the east, and 1<sup>st</sup> Street to the south. A connection to Old Downtown Garden Grove is beyond the scope of this project. The suggestion to extend the alignment to Old Downtown Garden Grove was forwarded to local agencies for future consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

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TRANSCRIPT OF:  
Santa Ana-Garden Grove  
Fixed Guideway Project Hearing  
Saturday, June 14, 2014

Reported By: Josephine C. Nokes, CSR No. 9098

Job No. 1875692

Pages 1-40

Page 1

Veritext National Deposition & Litigation Services  
866 299-5127

1 SATURDAY, JUNE 14th, 2014, 9:25 a.m.  
2 \* \* \*  
3  
4 CITY MANAGER CAVAZOS: We are going to go ahead and  
5 get started.  
6 So we have an excellent presentation that we've  
7 been working on for weeks. This is a combination of years  
8 of planning. We have an amazing leadership in the city  
9 with the mayor and the council. They unanimously supported  
10 this project. We have fantastic consultants. We have an  
11 amazing partnership with Garden Grove and the Orange County  
12 Transit Authority. We want everybody to know that.  
13 The bottom line is, why we're here, we want your  
14 input. We want your input. So if you have information and  
15 you want to share it with us, that's what this is for. We  
16 have a 45-day review period. We've been at this for years,  
17 but we have a 45-day review period, and we have three  
18 public meetings, one right here by the train station, one  
19 in the central city, and then one on the west side, and  
20 we'll go over all those dates.  
21 I want to make sure that everyone here is an  
22 ambassador. I want to make sure that everybody knows that  
23 we did an extensive outreach, lots of publications. So  
24 what I thought I would do, maybe Jason can come on up and  
25 Tanya and just explain a little bit about the outreach we

Page 2

1 did so everybody knows how we got to communicate.  
2 JASON GABRIEL: Absolutely. I'm Jason Gabriel with  
3 the Public Works Agency, and to get the message out on this  
4 project, we wanted to make sure that we had a very robust  
5 outreach. Throughout the process of developing this  
6 environmental document, we've had extensive neighborhood  
7 meetings with all the stakeholders along the corridor that  
8 we could find. We've looked at business owners. We've  
9 looked at public agencies, schools. We looked at everybody  
10 we can.

11 And then leading up to the release of this  
12 document, we focused on identifying all of the folks within  
13 500 feet of the corridor of all of the potential alignments  
14 of the corridor to make sure that we get that outreach out  
15 there. That's based on the tax roles from the county,  
16 identifying each address, whether it's the property owner,  
17 and in a lot of cases we tried to identify individual  
18 tenants of apartment complexes at least, if not the person,  
19 but at least the unit, so that the notice could go to all  
20 of those folks.

21 So from that regard, we did print that postcard  
22 out several weeks ago, just at the release of the document  
23 and we feel that we've done a lot to get out to the  
24 community and gave a lot of opportunities to provide input  
25 throughout this last four or five years, so.

Page 3

1 CITY MANAGER CAVAZOS: Also newspaper articles. Do  
2 you want to add anything, Tanya?  
3 TANYA LYON: We also posted all of the documents, the  
4 postcards, also at every single community center and senior  
5 center that we have in the city, as well as I believe some  
6 locations in Garden Grove, their city hall, our city hall.  
7 And if anyone is interested in reading the actual EDA, it's  
8 listed right there at I believe six different locations  
9 within the city as well as on-line. We also did send out a  
10 press release and will continue our outreach efforts to  
11 communities and businesses along the route and we're  
12 reaching out to other businesses as well.  
13 CITY MANAGER CAVAZOS: Thank you. Thank you so much.  
14 Does everybody have a card? If you want to give us input,  
15 use one of these cards. They're in different languages.  
16 Where is our translator? We have the  
17 translation all set up for anybody who needs it.  
18 UNIDENTIFIED SPEAKER: We don't have anybody.  
19 CITY MANAGER CAVAZOS: Okay, you're good today. You  
20 get paid anyway. Don't worry.  
21 All right. I'm going to try to make this fun and  
22 entertaining. Thank you for being here. It's a Saturday  
23 morning, but it's very, very important.  
24 I have a lot of light rail experience, a lot of  
25 transit experience. I'm a big believer in public transit.

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1 I took the bus for nine years and I took the train for two  
2 years. The bottom line is, I took the bus because I had  
3 to. I couldn't afford two cars. I took the train because  
4 I wanted to. So I'm very, very excited about light rail.

5 So we'll go through this. I will try and speak  
6 loud so everybody hears me. If anybody cannot hear me, let  
7 me know, but I'm going to go slow because there's  
8 translations that may be occurring and we want people to  
9 have an opportunity to hear that.

10 So the purpose of the meeting is to get your  
11 input. Someone asked me, what's your preference? I don't  
12 have one. My preference is going to be the one that the  
13 public supports that makes the most sense for a variety of  
14 reasons and we'll talk about that. So after a 45-day  
15 review period, we'll make a recommendation. It's  
16 inappropriate to make one now. It's very inappropriate.  
17 So we want your input.

18 We do have other meetings. We have two more. I  
19 really worked hard to make sure we had multiple meetings so  
20 everybody has an opportunity at different locations,  
21 different times. I don't want anybody to say that they  
22 didn't have time to come to the meetings. There's three  
23 different meetings. We'll talk about the locations where  
24 the environmental assessment, the Draft Environmental  
25 Impact Report is located, and then we'll talk about how to

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1 submit comments.

2 We really want to get the word out. Today is  
3 June 14th, 9:00 o'clock, Garfield Center, here. Tuesday,  
4 June 17th, 9:00 a.m. to 12:00 p.m., Santa Ana Police  
5 Department community room. And then Thursday at night,  
6 from 6:00 to 9:00. So if you couldn't come on the weekend,  
7 you want to come during the day, you want to come at night,  
8 there's three different times for people to give their  
9 input.

10 And by the way, there's not a lot of people here.  
11 Its not a bad thing. We've been at this for years. We've  
12 had a lot of communication. We've had a lot of council  
13 meetings. It doesn't mean that it's bad. I had budget  
14 hearings in Phoenix where there's 1.6 million people and  
15 five or six people would show up. Why? Because they liked  
16 the budget. They were happy with it. They had things to  
17 do. When we were cutting the budget my first year, 5,000  
18 people showed up, okay. So not having a thousand people is  
19 not a bad thing. I want people to know that.

20 Next slide. We have the environmental assessment  
21 and the DEIR available at several places. Do we have a  
22 copy here?

23 TANYA LYON: Yes.

24 CITY MANAGER CAVAZOS: And then, Tanya, why don't you  
25 pass them around so people can thumb through it just to see

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1 it, but we have this available if you want to go look at  
2 it. We have it available on-line. We have it available  
3 all these different locations, right.

4 It's a very interesting document. There was a  
5 lot of work that was involved, a lot of work that was  
6 involved. The consultant and the team did a great job, but  
7 these are all the places you can go to. You can go to the  
8 public library, Rosita Park, the transit station, Garden  
9 Grove City Hall, Orange County Transportation Authority,  
10 and then it's on-line, and so those are all the places that  
11 it's available.

12 Next slide. This project background is something  
13 that the voters wanted. This is an initiative that was  
14 approved by the voters and it was Measure M and it was  
15 voted on and it was initiated in 2006. It's a partnership  
16 between Orange County Transit Authority and local cities.  
17 We have to foster transit connectivity and expand the reach  
18 of transit so everybody can use public transportation to  
19 get to their place of worship, to their job, to where they  
20 work, all different kinds of things. And we wanted to, the  
21 goal was to identify the best projects for consideration.  
22 There are 35 submitted. 31 of them related to buses and  
23 shuttles and there were four rail projects.

24 Next slide. Two of them were selected for  
25 further consideration, Anaheim and Santa Ana-Garden Grove

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1 and Santa Ana-Garden Grove of course is what we're here to  
2 talk about today.

3 When I went to visit OCTA, I noticed that every  
4 single element of the vision was being fulfilled except for  
5 one, no light rail. So here we are today. If we can do  
6 this, that full vision will be achieved. So here's the  
7 vision, an integrated and balanced transportation system  
8 that supports the diverse travel needs and the character of  
9 Orange County, and then we have the mission, develop and  
10 deliver transportation solutions to enhance quality of life  
11 and to keep Orange County moving.

12 Next slide. So it started in 2007. Modern  
13 streetcar system was one of the two rail projects selected,  
14 as I mentioned, and then we began the analysis,  
15 environmental review, five years ago in 2009, and we  
16 finished that in the fall of 2012.

17 This is a study area. We have a nice map here.  
18 We've got lots of places to see it. But if you look at the  
19 boundaries, 17th Street/Westminster Avenue on the north,  
20 First Street on the south, Grand Avenue on the east, and  
21 Harbor Boulevard on the west. It's about 4.1 miles, 8.2 if  
22 you take it back and forth from the furthest points.

23 Three different alternatives were considered.

24 One was the bus, rapid transit, and then of course, the  
25 streetcar. You do have different alternatives and we want

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1 your input. Jason, show them the card again.  
2 JASON GABRIEL: Here are the cards.  
3 CITY MANAGER CAVAZOS: Tell us what you want. I want  
4 streetcar one. I want streetcar two. I don't want any  
5 streetcars. Whatever it is, just tell us. We want your  
6 input. We need your input. And you don't have to do it  
7 today. You can think about, have a meeting, talk to your  
8 friends, take a vote, and then send it in by email, fax,  
9 et cetera, et cetera.  
10 And here are the challenges and the benefits for  
11 streetcar alternative one. One benefit, it serves the  
12 greatest number of transit dependent households. There's a  
13 lot of people that depend on transit. Highest daily  
14 ridership. One experience I have is that whatever your  
15 ridership projections are, they're usually overachieved.  
16 If they say they're going to do this, it's going to be much  
17 greater. People are always worried about ridership. I  
18 guarantee you, it's going to be full. The people are going  
19 to use the train, the light rail. Operations and  
20 maintenance costs are one of the things that we focused on  
21 to keep those costs low, and of course what is the best  
22 land use.  
23 Some of the challenges are, it does impact some  
24 parking. The good news is, the streetcar, because it's in  
25 the traffic lane, you could still have parking. Maybe a

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1 smaller amount of parking, but you can still have parking  
2 in the vast majority of cases on both sides of the street.  
3 so there are options there for us.  
4 No. 2, it will operate westbound on Civic  
5 Center and eastbound on Fifth Street, but there are some  
6 challenges. Longer, more circuitous route. The longer  
7 route means greater costs, about seven percent higher  
8 costs, and it does have a little bit of a more significant  
9 rider impact for streetcars.  
10 And then there's the bus option. Of course, your  
11 capital costs are going to be lower up front because buses  
12 are cheaper than the light rail vehicles. It doesn't  
13 require any additional right-of-ways. There's really no  
14 adverse impact on the environment. But the challenges are,  
15 it's the lowest daily ridership, so the impact on ridership  
16 is not positive. Buses are smaller, less capacity.  
17 They're less efficient. The boarding is not as convenient  
18 and it provides very, very little economic development.  
19 In general, economic development should not be a  
20 driving force, but if you live along the light rail or have  
21 a business there, the economic impact is usually five to  
22 one. So for every dollar invested in infrastructure, you  
23 get about a \$5.00 return. That's a general rule of thumb.  
24 Some places are lower. Some places are higher. But that's  
25 in my experience what I've seen.

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1 So why the streetcar? They're very reliable. I  
2 remember when I lived off the streetcar in Phoenix, I told  
3 someone out of my bedroom window, I actually could see the  
4 station and I would send a text and they would say that a  
5 streetcar would be there in five minutes. I'd look in the  
6 mirror, go like this, walk down my stairs, go down the  
7 stairs and across the street, and the train's waiting for  
8 me. Isn't that beautiful?

9 Who takes the bus here? Nobody? You do. I used  
10 to wait at the bus. It was like an eternity. When's it  
11 coming? When will it get here? You never know. But the  
12 trains, they run on time and it's awesome. Very friendly  
13 environmentally obviously. It does foster walkability,  
14 more pedestrian.

15 Again I mentioned the economic development. And  
16 it's very compatible with the scale and the character of  
17 the city. Especially Santa Ana. Santa Ana used to have a  
18 streetcar. I remember working at the library, and it had a  
19 nice streetcar, a red streetcar. It used to go down Fourth  
20 Street.

21 This is something that's really, really  
22 surprising. Who's seen this chart? Density. Density is  
23 like the driving force behind mass transportation. The  
24 higher density, the higher need for mass transportation. I  
25 showed this to the Orange County Transit Authority board

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1 director. I don't think half of them knew it, but when you  
2 look at this, there's two cities in America that are among  
3 the top 15 in density. They're both in Orange County and  
4 they're the only ones that don't have a streetcar or light  
5 rail. And Santa Ana's No. 4. Almost 12,000 people per  
6 square mile. This is a very dense city. Poster child for  
7 a streetcar. We're in between Boston and Chicago. Very,  
8 very interesting. So there it is, density.

9 How do the costs compare? Well, when you look at  
10 a house or look at something over the long term, you have  
11 to take all the costs into consideration. What you find  
12 out, for what I believe is a very, very high level of  
13 service, the cost for the streetcar is right in line with  
14 the cost for the bus. So the total cost over 25 years  
15 capital, O & M, for the bus is 363. You can see the  
16 streetcar one is 361 and the streetcar two is a little bit  
17 higher. And that's our study and analysis, and so we  
18 believe that when you look at the costs, the streetcar  
19 actually can come in either the same as the bus or in some  
20 cases even lower.

21 Next slide. One of the things that we did with  
22 Orange County Transit Authority is we said, we're partners.  
23 Partners meaning that you have a partnership of  
24 participation and so we agreed that 10 percent of the net  
25 cost that Santa Ana would participate in is estimated at

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1 between five or 600,000 once this is up and running, and  
2 the city council, based on my recommendation, voted  
3 unanimously to support that. We sent that to the OCTA.  
4 They're doing a study right now to look at implementation  
5 options and also a financing plan, but it's really good for  
6 them to have a commitment from the City of Santa Ana for 10  
7 percent of the costs, so there it is.

8 We also are looking at options. Of course we're  
9 working with the Transit Authority. We're looking at local  
10 Measure M2 monies that come in, federal funds. Again, this  
11 is a very, very desirable project from a transit  
12 perspective at the federal level, state funds, the fare  
13 box. We can get advertising fees and also we can look  
14 towards developer contributions. A lot of times they will  
15 contribute to the projects, which is really good.

16 So what is the purpose of the environmental  
17 analysis? We want everyone to know that the environmental  
18 analysis is focused on the following key areas. What's the  
19 effect on the community? What about environmental justice,  
20 visual quality, cultural resources, parking, noise and  
21 vibration, air quality, and construction. All of these are  
22 things that we are considering and getting input on in  
23 terms of what we look at. And all of this, and everything  
24 that we're doing, that's why it takes so long, it's taken  
25 years, years to do this, and it's in compliance with the

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1 National Environmental Policy Act and the California  
2 Environmental Quality Act requirements. That's why it  
3 takes five or six years to get this done. You have to do a  
4 really good job in analyzing all of these impacts.

5 So when looking at the route, we want to make  
6 sure that we serve the people, especially those that are  
7 transit dependent, people that need a bus, people that need  
8 a train. Not everybody can afford a car. Cars are  
9 expensive. Gas is like, wow, forget about it. It's really  
10 expensive. I was talking to someone this morning and they  
11 were telling me they bought an electric car, and he goes,  
12 wow, my electric bill went up, but my gas was four times as  
13 high. So it's really saving money. This train system's  
14 going to run on electricity.

15 Ease of use and ridership, nice stations. People  
16 can put their bike in there, people that have accessibility  
17 issues, it's better for them. We want to get people's  
18 input from the communities, and of course the economic  
19 development potential.

20 So what's happening in the future? We've got  
21 more action. After we get your input, we're going to  
22 review it, we're going to look at all your comments, and  
23 then we're going to make a recommendation to the city  
24 council that this is the local preferred alternative. This  
25 is the route that we're recommending and here's the reasons

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1 why. So that will happen in August.

2 And then we're going to go back to our partner  
3 with the Orange County Transit Authority and acknowledge  
4 that we've completed the step to make sure that they're  
5 also in agreement, and then right now it's scheduled for  
6 October. Maybe we can do it sooner, and we can go ahead  
7 and certify the DEIR based on the input that we got. And  
8 then our goal would be in October that the Federal Transit  
9 Administration would find no significant impact, and then  
10 based on what else we picked up determine the schedule,  
11 financing, and implementation and we go to work.

12 Now, I will tell that you we have done such a  
13 good job that the Federal Transit Authority took three days  
14 to review our environmental document and said, go ahead and  
15 release it. So that's a good, good sign that we've done a  
16 lot of good work.

17 We're going to address every single comment here  
18 in the public review process. We will certify the  
19 environmental document, again posting TAs and a funding  
20 plan, and we'll do a funding agreement to make sure that  
21 there's no confusion. We'll do construction and then  
22 operations of course will occur probably a couple years  
23 later if everything goes according to plan.

24 So we want your comments. Give us your input.  
25 It's a quarter to 10:00. We'll be here until however long

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1 you want us to be to get your comments. You can give it to  
2 us today, just hand it to us, right. Who can they give it  
3 to?

4 JASON GABRIEL: Just leave them here and we'll collect  
5 them.

6 CITY MANAGER CAVAZOS: You can mail them to us. You  
7 can email them to us. You can fax it to us. You can give  
8 it to us on-line. And they can give it to us now. We'll  
9 take them verbally right up to speed, perfect. Does  
10 anybody want to talk to the court reporter?

11 MADELEINE SPENCER: Yes. Also are we having public  
12 comments or is that not happening here right now?

13 CITY MANAGER CAVAZOS: So who wants to make public  
14 comments? Okay. Can you do that? Can you take her  
15 comments? Okay. You first, Madeleine.

16 MADELEINE SPENCER: Okay. You want me to give my  
17 public comments?

18 CITY MANAGER CAVAZOS: Yeah.

19 MADELEINE SPENCER: I'm just going to start with just  
20 where we are right now, which is in this room. So this  
21 meeting today has about probably 10 people in it. You said  
22 that there's not a single person in here who needed  
23 translation.

24 There is -- I see one of the property owners who  
25 have a business downtown and there's a new person here who

Page 16

PH1-1

1 I spoke to from Oregon, and I live in the French Park  
2 community. I know that this guideway's going to come  
3 through. I never received and I know that multiple people  
4 in my neighborhood never received any kind of flier for  
5 this meeting, and I got mine from a community center, so  
6 that part is also true.

7 Many of the people in this city it's known are  
8 renters. They're not actually property owners. So unless  
9 you guys are doing outreach to property owners, you said  
10 that you guys went to neighborhood associations. There's  
11 64 neighborhoods in this city, and of those there's  
12 probably about 15 that are active neighborhood  
13 associations. So I'm curious to know specifically what  
14 were the neighborhood association groups that you guys  
15 spoke to on this fixed guideway.

16 The other questions that I have have to do with,  
17 we'll start with the article that came out recently that it  
18 was talking in the Register of the differences between this  
19 project and the project that actually is being done in  
20 Anaheim or is being talked about. And I want to know for  
21 the same reasons that Tate described how that's not going  
22 to be happening here which is, he said, years of disruptive  
23 construction, traffic congestion, mostly empty streetcars,  
24 injured residents and a money pit residents cannot afford.  
25 Vintage trolleys that cater to tourists.

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PH1-1  
cont.

PH1-2

1 I took the actual transit system tour with Jill  
2 Arthur before she was fired and I heard exactly what the  
3 idea of this transit system being for was, a judge from  
4 Dana Point -- these are her words -- coming down to Santa  
5 Ana and that being judge being able to go to work from,  
6 first come down the Metro Line, come to work, get on the  
7 transit system, go up and work at the courthouses. Then be  
8 taken back downtown to go to lunch and then be taken up to  
9 our, which we don't have now, Willowick Golf Course to play  
10 a round of golf.

11 Now those things -- oh, and Tallahassee,  
12 Tennessee, she says if there's people who come in from  
13 Tallahassee, Tennessee, to Disneyland, that maybe, you  
14 know, one day they don't want to go to Disney. They just  
15 want to come to downtown Santa Ana and have a good time at  
16 the nightlife. So this transitory is not specifically  
17 being made for the people who actually live in the City of  
18 Santa Ana and it's not going to connect to what's happening  
19 in Disneyland.

20 And it says it's for bus averse riders. Now the  
21 demographic of this population here, everybody in this  
22 room, one person said that they're a bus rider, but the  
23 population of the City of Santa Ana, there's a vast number  
24 of people that ride buses and none of them are in this  
25 room, so, and there's a lot of things that could be done to

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PH1-3

PH1-4

1 actually help our bus systems here.

2 We have -- it says, spur economic development.  
3 Now you know, for big buildings like Mike Carrea's  
4 building, downtown you have to have a certain number of  
5 occupancy before you can actually make that building. I  
6 would like to know the number of businesses that are  
7 planning on coming in according to the plan that Mr. Polido  
8 says are going to be along this transit system because if  
9 we don't have occupancy, I don't know in what way all these  
10 businesses are going to flock to Santa Ana to come up along  
11 this rail.

12 Tate said, I worry about seeing empty streetcars.  
13 Streetcars are fixed, and once you put them in, you can't  
14 change the route to meet the demand. Morlock says that  
15 it's novel. It's not safer than a bus. It's not more  
16 flexible than a bus.

17 240 million dollars in investments is going to  
18 help to shape the quality of life in Santa Ana. Now 240  
19 million dollars in investments, we were at a meeting to get  
20 STIP funding so that people would stop getting hit because  
21 people are regularly hit on streets here, on both their  
22 bicycles and in walking, and they said in Orange County, it  
23 was Lucy Dunn said, I'm sorry, we are broke in Orange  
24 County, and we cannot actually give STIP funding to help  
25 the number of people that are dying walking across streets

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PH1-4  
cont.

PH1-5

1 here.

2 This also creates a safety issue. They've shown  
3 that these guideways lots of times are hitting people and  
4 there's an actual school. In one of the routes that you  
5 guys are describing, there is actually a school that  
6 children are going to be walking across this line. So I  
7 have questions about that.

8 And then the other thing is -- oh, another thing  
9 is properties. In this city, talking about businesses, we  
10 have about 242 properties with 781 spaces that are vacant  
11 in the City of Santa Ana and that's commercial, retail, and  
12 industrial spaces. Those spaces are not filled now. We're  
13 losing money and tax dollars on those spaces and we're  
14 talking about bringing in new businesses. Why not fill up  
15 the spaces that are already vacant in the city with  
16 businesses so that we can actually take care of that.

17 And in San Francisco, there was something called  
18 the Six Big Winds with breakthrough communities and one of  
19 the things that they were required to do when they put in  
20 their transit system was an equity analysis. And I'm just  
21 going to tell you guys, an equity analysis, what exactly is  
22 that? It's an executive order that was codified with a  
23 renewed concern about the effects of government activities  
24 on minority and low income populations. It states that  
25 each federal agency shall make achieving environmental

Page 20

PH1-5  
cont.

PH1-6

PH1-7

1 justice part of its mission. You said that there is an  
2 environmental justice component in this, but specifically  
3 these would be qualitative measures, but the renewed  
4 concern for equity impacts of government actions --

5 THE COURT REPORTER: I'm sorry. Can you slow down  
6 just a little bit.

7 MADELEINE SPENCER: Yeah, actually you know what, I  
8 will write in specifically what I'm saying so that you have  
9 it.

10 THE COURT REPORTER: Okay, thank you.

11 MADELEINE SPENCER: But a renewed concern for equity  
12 impacts of government actions has strong resonance in the  
13 transport policy arena because in transportation,  
14 throughout history, it's been used to affect minority  
15 populations, and this actual study would help to avoid and  
16 minimize and mitigate disproportionately high and adverse  
17 human health environmental effects, including socioeconomic  
18 effects to the minority population and low income  
19 populations to ensure full and fair participation by all  
20 potentially affected communities in transport and decision  
21 making processes.

22 This transit system actually goes in the opposite  
23 direction of where most people in this city go to work,  
24 which is the other way. So if these things have been  
25 checked in those neighborhoods, there would actually be

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PH1-7  
cont.

1 documentation showing that that is in fact the case, and to  
2 prevent the denial or reduction in a significant delay in  
3 the recipients of benefits by minority and low income  
4 populations.

5 So there's nobody in this room, although the city  
6 is 80 percent Latino, there's nobody in this room that  
7 needs the equipment that's in the back, which shows that  
8 there's actually something wrong with the way you guys are  
9 doing outreach, and if there's about 10 people in this  
10 room, it's not because everybody's happy. That's all.

11 CITY MANAGER CAVAZOS: Thank you so much for those  
12 comments, and if you can put those on a card, that's great.  
13 Otherwise we'll do the best we can to capture the  
14 information and that will be part of the record and then  
15 we'll respond to each of those comments. Thank you very  
16 much.

17 UNIDENTIFIED SPEAKER: I just want to say one thing,  
18 that I agree with the one thing that Madeleine said was  
19 that I also live in the area and I never received anything  
20 in the mail and I am a property owner. I did get  
21 everything by email. So if the outreach is by mail, just  
22 try to stay a little bit more on top of that.

23 But I would like to know if you've already  
24 figured out how much it would cost for people to take the  
25 light transit because I think the majority of the people

Page 22

PH1-7  
cont.

PH1-8

PH1-9

1 that will be using it will be the ones that take the bus.  
2 And then also the stops along the route, I think it would  
3 be nice if they were all in conjunction with the normal bus  
4 stops so then that way people will know.

5 I personally think it's a great thing. I like  
6 No. 2 better than No. 1 because it's going to go down  
7 Fourth Street. And I think the reason why a lot of people  
8 aren't here is because it's Saturday morning and I  
9 struggled to get here myself.

10 CITY MANAGER CAVAZOS: We have three different  
11 options.

12 UNIDENTIFIED SPEAKER: You said you liked No. 2  
13 because it goes down Fourth Street?

14 UNIDENTIFIED SPEAKER: No, No. 1. I don't like the  
15 one going down Fourth Street.

16 UNIDENTIFIED SPEAKER: Okay.

17 UNIDENTIFIED SPEAKER: I have a question.

18 CITY MANAGER CAVAZOS: And we would love your  
19 comments. Let's go in order. Madeleine first. You're  
20 next.

21 UNIDENTIFIED SPEAKER: I just wanted to know, is there  
22 going to be a Q & A after this?

23 CITY MANAGER CAVAZOS: There's no Q & A. We've been  
24 at this for five years. Any kind of question that you  
25 have, we're going to document and then we're going to

Page 23

PH1-9  
cont.

1 respond to as part of the Environmental Impact Report. She  
2 had dozens of questions in that statement. Some of the  
3 information we don't have. For example, just as an  
4 example, I don't know what the cost is going to be. We  
5 don't know that yet. That's part of the financing plan  
6 that OCTA is doing. I will tell you that historically it's  
7 been a little bit higher than the bus, but it's not been  
8 something that has been a detriment for people to use. So  
9 go ahead.

10 UNIDENTIFIED SPEAKER: I'm just saying, this is kind  
11 of the first real experience I've had with this plan, so I  
12 was curious if there's going to be a Q & A session  
13 afterwards because I had a couple questions.

14 CITY MANAGER CAVAZOS: Oh, you can stay afterwards and  
15 we can do that. It just can't be part of the public record  
16 because this is input.

17 Yes, sir.

18 UNIDENTIFIED SPEAKER: I did receive the notice in the  
19 mail.

20 CITY MANAGER CAVAZOS: Good. Congratulations. We go  
21 a hit.

22 SEAN PULICH: I live right on Santa Ana Boulevard so I  
23 would be directly affected by this. I grew up in San Diego

24 and I'm a big fan of the streetcar system down there. I  
25 went to San Diego State and the streetcar was finished a

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PH1-10

1 year after I graduated, so I never got to take advantage of  
2 it, but it was a great tool because parking there was  
3 hysterical.  
4 My statement or I guess my question or however,  
5 as this project develops, there's opportunities for retail  
6 to develop jobs. One of the main reasons I moved here was  
7 the Center Line project, which was a predecessor of this  
8 one, but the opportunity for retail along Fifth Street, if  
9 Fifth Street is the corridor for return, that could  
10 activate a very dead street as well as the train station  
11 which is -- and you've heard me say this -- it's our most  
12 under-utilized asset. So I'd love to see retail, and you  
13 know, biggest level of affordability homes there, just to  
14 create a sense of activation.

15 The problem is, one of the comments I've heard  
16 about this development is that it's a streetcar to nowhere.  
17 I would definitely use it to go downtown. By the time it's  
18 completed, I will probably qualify for the senior discount,  
19 but I don't know anybody who is like, hey, let's go to  
20 Garden Grove, right. I understand it's going to be a  
21 transportation hub, but ultimately I would love to see the  
22 city, at least our end, capitalize as we're putting down  
23 the effort to create tax revenue over at the train station  
24 as well as at the post stops. So thank you.

25 CITY MANAGER CAVAZOS: Again, not a response, but I'll  
Page 25

PH1-10  
cont.

1 talk to you after the meeting. I have a lot of experience  
2 with these projects and how well they've done and I'll  
3 share that with you after the meeting. Here we're just  
4 getting input. Anybody else have input? Yes.  
5 RUBY CARDENAS: My name's Ruby Cardenas. I'm on the  
6 Environmental and Transportation Advisory Commission, and I  
7 mean we've talked a lot about this project. I have  
8 personally some concerns. I live on Santa Ana Boulevard,  
9 and I know there's two schools right next to each other  
10 Romero, and I can't remember the other one.

11 UNIDENTIFIED SPEAKER: Harvard.  
12 RUBY CARDENAS: Yeah. So it's a concern with safety,  
13 you know, how fast is this transportation going to be going  
14 through that street, and also the parking. Parking is also  
15 already an issue. You have to schedule in your visitors,  
16 so that way you have parking on that street.

17 Also one of the major concerns with this  
18 transportation is, like Madeleine had pointed out, is it  
19 going to help the community that's taking the public  
20 transportation? And something to take into consideration  
21 is, if you pay, for example, a bus pass, is that going to  
22 help you be able to use this, that it's interchangeable,  
23 because if it's an extra cost, I really don't see how  
24 people can take advantage of it if it's to get to work or  
25 to get to where they need to go to.

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PH1-11

PH1-12

1 I would also prefer if -- I would prefer a whole  
2 other option, but that's not one of the alternatives, if it  
3 would have been Civic Center since it's already a street  
4 that's pretty open, there's no parking on parts of the  
5 street, but alternative to going through Fifth Street.  
6 Like you had pointed out, there's so much of Santa Ana  
7 that's not utilized, like even having restaurants in front  
8 of the courthouse, you know, it's a beautiful courthouse,  
9 and so I would also prefer that option.

10 I know with the committee I'm in, with ETAC,  
11 we've been wanting to have a meeting where we could voice  
12 our opinion about what alternative we prefer. I would like  
13 to -- I know because we were having these meetings, we  
14 didn't want to confuse the public, but if there's a way we  
15 could have this meeting after these meetings are done, I  
16 think that's a request that I would like to have. I speak  
17 probably for the group because in our last meeting, it was  
18 something we really wanted to do.

19 CITY MANAGER CAVAZOS: Thank you so much. Anyone else  
20 that wants to make their comments to the public, we do have  
21 a court reporter that will take your comments, and again,  
22 you can email, fax.

23 SEAN PULICH: I did have one concern. With the  
24 (inaudible) and the Cinco De Mayo events, if you guys do go  
25 down Fourth Street, I was just curious how that would work

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PH1-13

PH1-14

1 in conjunction with those events because Fourth Street is  
2 usually closed off due to the awesomeness that happens  
3 there.

4 CITY MANAGER CAVAZOS: Sure, those are all operational  
5 issues. Again, I can't answer questions. I'll be happy to  
6 talk to you after that.

7 SEAN PULICH: And these are just things that I'm sure  
8 a lot of people would just be curious about. I have no  
9 idea.

10 CITY MANAGER CAVAZOS: In my experience we have had,  
11 again, in Phoenix, we had parades, we had marathons, we had  
12 NFL games, we had NBA basketball, and we were able to  
13 manage all that. It works.

14 Open comments about the options and the transit  
15 authority?

16 RUBY CARDENAS: I forgot something, too.

17 CITY MANAGER CAVAZOS: And your name again because  
18 this is all official.

19 RUBY CARDENAS: Again, it's Ruby. Just something to  
20 also right now that you brought up Fourth Street, if  
21 there's construction and how long it's going to be, I  
22 really think it's going to impact the businesses there,  
23 rather Fifth Street that's not as much used or there's not  
24 a lot of businesses. I don't think it would be as  
25 impacted.

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PH1-14  
cont.

PH1-15

1 Also, I don't know if it's misleading. On a lot  
2 of the advertising, it already has it on Fourth Street, so  
3 it gives this impression, like the picture that you used at  
4 the beginning of this power point, that was also utilized  
5 in the newspaper and that was also on the web site, it has  
6 it on Fourth Street. So people when they see that, they  
7 already assume that it's already set up.

8 CITY MANAGER CAVAZOS: Do you notice anything? We had  
9 to put a picture somewhere. Historically they had a  
10 streetcar that was once on Fourth Street so we chose that,  
11 but it's one of the options, but all of the options are  
12 what we want to hear about from you today.

13 RUBY CARDENAS: And also making it a little bit more  
14 attractive. I don't know if it's just like a generic one  
15 that you're using for advertising, but making it more  
16 attractive for people to want to ride it. A lot of people  
17 don't want to ride public transportation because they have  
18 negative connotations of people who have never taken it.

19 CITY MANAGER CAVAZOS: So make the train more  
20 attractive?

21 SEAN PULICH: Make it gold.

22 CITY MANAGER CAVAZOS: We can vote on colors later  
23 once the train is done.

24 Okay, anybody? Hold on a second. We got to go  
25 in order here. So we want your comments, and that's what's

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PH1-16

PH1-17

1 nice about it. So who hasn't spoken yet? We want to get  
2 your comments. Because the real goal here, this is a very  
3 scientific approach. This is not a meeting to get applause  
4 and stuff like that. We want to get your input. We've  
5 spent millions and millions of dollars to get the  
6 environmental assessment done. This is a very serious  
7 project. So we have to get the input. We have a court  
8 reporter and we have to respond to it, and all of those  
9 comments will go to the federal government as part of our  
10 submission. Yes, sir.

11 RAUL YANEZ: My name is Raul Yanez. I'm a business  
12 and property owner here in downtown Santa Ana for 35 years.  
13 You were talking about meetings that you already had with  
14 the associations in the community. I never seen any  
15 information about those meetings like Madeleine says. This  
16 is the first time that I hear about this meeting and that's  
17 why I'm over here.

18 My concern is that, I'm concerned about the  
19 streetcar going on Fourth Street. Back in the eighties we  
20 had remodeling on the street. It just ruined the business  
21 for whatever time it takes. But back then in the eighties,  
22 the economy was really good. These days the economy's  
23 really, really bad. It's getting better, it's there, but I  
24 think it's not the right time. Well, if you choose --  
25 which one is the one on Fourth Street, No. 2, No. 1?

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PH1-18

PH1-19

1 CITY MANAGER CAVAZOS: Just tell us what you want. We  
2 just want your input.

3 RAUL YANEZ: I would like No. 2.

4 CITY MANAGER CAVAZOS: No. 2?

5 RAUL YANEZ: No. 2, yes.

6 CITY MANAGER CAVAZOS: You want No. 2?

7 RAUL YANEZ: No. 2, which goes on Third or Fifth  
8 Street.

9 CITY MANAGER CAVAZOS: That's what we wanted. We  
10 wanted your input. Okay, who hasn't spoken yet?

11 All right. Now we're going to go to people who  
12 spoke already if they want to talk again. Go for it.

13 TISH LEON: I'm actually in the downtown neighborhood  
14 association and I was actually involved with this at the  
15 very beginning when they called certain community leaders  
16 to be in the steering committee when this was just a  
17 concept. I forget what year. And I've been to numerous

18 Q & A's, but what's really bothered a lot of people is like  
19 because many of you, this is the first time you've been  
20 here and so you can't get the answers to your questions  
21 during this, and I know that this bothered some people when  
22 it was at the Amtrak station a couple of years ago, and so  
23 hopefully you can have another Q & A.

24 CITY MANAGER CAVAZOS: I can't really -- so what's  
25 happening here is that we've been doing this for how many

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PH1-19  
cont.

PH1-20

1 years? Five years. How many millions of dollars?  
2 Millions of dollars. And we've gotten all the input and  
3 now these are the options and this is what we're presenting  
4 forward and we want to have three of these meetings to get  
5 people's input. Do you like No. 1? Do you like No. 2? So  
6 we have to take all of that and then put it in a body of  
7 paper and I can't do the Q & A because I don't have the  
8 answers to all the questions. We actually have to sit  
9 around a table and document it. You mentioned 400  
10 vacancies, 300 this. I don't have all the information.

11 After this meeting, I'm willing to stay with  
12 anybody to have a friendly conversation, just to talk to  
13 people about their questions, and I will do the best I can  
14 to answer, but it's not part of the official record.  
15 Because we've been doing it for five years and we had  
16 public meetings, we had public hearings, we've had several  
17 council meetings, and we'll have more, but it's just not  
18 part of this process. This is for public input.

19 TISH LEON: Right. Well, that's what I was saying,  
20 because I was part of it at the beginning when we had the  
21 round table at the community center, but it's really  
22 unfortunate because Santa Ana, I mean so many people com  
23 and go and then there's new people and then they have these  
24 questions and concerns.

25 CITY MANAGER CAVAZOS: Absolutely.

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1 TISH LEON: And so, you know, I'm just looking at  
2 their point of view because I did have that opportunity,  
3 you know, being a resident of downtown, and knowing that  
4 it's going to impact me, favorably I hope, but you know,  
5 I'm just thinking of those few that say that they've never  
6 seen it.  
7 CITY MANAGER CAVAZOS: That's why we have the book.  
8 All of the -- excuse me. I'm not done talking.  
9 The book talks about all the options, the  
10 concerns, the alternative analysis, the environmental  
11 impact, and there's hundreds of pages here on comments,  
12 demographics, socioeconomic data. It was all captured as  
13 part of those meetings and now it's available for public  
14 review.  
15 And I was a huge proponent of having those  
16 meetings. We wanted more meetings to give final  
17 opportunities for people to give us their input and I'm  
18 willing to meet with anybody, any stakeholder, and sit  
19 around and talk to them, but what we really need now, now  
20 that we have the alternative analysis and the DEIR and the  
21 options, we need your input on which option, if any, you  
22 like. That's what we're doing. But if we wait five years,  
23 we have to do a whole other book.  
24 Who hasn't spoken yet? Yes, sir.  
25 SEAN PULICH: One thing I'm thinking about here, and

PH1-21

1 I'm relatively new to Santa Ana, I don't know all the  
2 details, you're talking about prefer alternative No. 1 or  
3 alternative No. 2, but the thing that's always been a  
4 question in my mind is Santa Ana Regional Transportation  
5 Center is like the transportation hub closest to John Wayne  
6 Airport and I just never understood why the two haven't  
7 been connected. Every major airport in America has a train  
8 running into it because it's just connecting those modes of  
9 transportation and it's always baffled me that we've never  
10 had that. Maybe John Wayne like was a project and then it  
11 got killed, but I'm just curious why this was kind of put  
12 forward instead of like an alternative to that project.  
13 CITY MANAGER CAVAZOS: So I'll talk to you about that  
14 afterward because I can't answer that question now. We  
15 don't have an option to go to the airport right now.  
16 Madeleine?  
17 MADELEINE SPENCER: There was three other things.  
18 There's three other questions that I have. One of them has  
19 to do with, I actually went door to door to the businesses  
20 on Fourth Street and every single one of 60 of those places  
21 had never heard anything about the possibility of this  
22 project going down Fourth Street, which would potentially  
23 impact those businesses a lot and already many of those  
24 businesses are impacted because the daytime traffic has  
25 slowed down, and I'm curious why exactly, those business

PH1-21  
cont.

PH1-22

1 owners, it seems like they would be flocking to hear about  
2 the potential of like this kind of construction work on  
3 these streets.  
4 The second question I have is about parking, and  
5 on Fifth Street, when we took that tour, we saw that  
6 there's these small houses and there are no back areas for  
7 them to park, and we asked her specifically, where are  
8 people supposed to park down further on this line where  
9 there's these small houses? And I live in a neighborhood  
10 where we get ticketed regularly. If we have friends over  
11 -- I actually have a garage, but if there's friends over,  
12 they get ticketed on our streets in Santa Ana for visiting,  
13 so it makes it like, oh, we don't want to come over and  
14 visit your house because we're going to get ticketed. And  
15 then on top of it, you're going to be taking away just the  
16 parking that is there for the houses that are there.  
17 And then the third thing is the Willowick, this  
18 piece of land, I know it belongs to Garden Grove, and I'm  
19 really curious how, I know it's within our jurisdiction,  
20 but what are the city's plan in terms of development and  
21 how is also this development going to impact the Santa  
22 Anita neighborhood which is adjacent to it, which has a  
23 gang injunction. The only gang injunction in this area is  
24 on that neighborhood and how is this whole process going to  
25 impact that neighborhood? And I actually went door to door

PH1-22  
cont.

PH1-23

PH1-24

1 in that neighborhood as well and spoke to people and they  
2 had received letters from the city saying that they had  
3 five years to move out of their homes and that was really  
4 interesting to me because that's a use of eminent domain.  
5 So the question is where are -- I think that  
6 there's some serious things going on here that I have a lot  
7 of questions about, and if we need to bring all of this  
8 stuff in as proof to the city so that you can take a better  
9 look and do this equity assessment, I think that that would  
10 be great.  
11 CITY MANAGER CAVAZOS: Yes, sir.  
12 SEAN PULICH: Sean Pulich again. I think all this  
13 information would be very useful on the web site. I think  
14 the web site could probably use some updates. It's still  
15 using flash. It's not very mobile friendly.  
16 But in terms of adding value to this  
17 transportation, I've regularly taken Amtrak or Metrolink  
18 to L.A. or into downtown San Diego and Metrolink transfers  
19 to the red line or any of the subway cars in Los Angeles.  
20 Adding value as traffic, as more people start moving to  
21 Orange County, if we can also work with Amtrak and  
22 Metrolink to make sure that we increase ridership on the  
23 streetcar and make sure like Metrolink transfers to the  
24 streetcar as well, and even Amtrak, I'm not sure if that  
25 would work out, but just the idea of having those two be

PH1-24  
cont.

PH1-25

1 transferable, instead of having to go to a kiosk or. So  
2 that's just suggestions.  
3 CITY MANAGER CAVAZOS: More of a statement than an  
4 answer to your question. We have Orange County  
5 Transportation Authority and that's one of the reasons why  
6 the city wanted them to be the lead agency so they can  
7 coordinate all of those issues.

8 Questions about the project or comments about the  
9 project? Input, public input? Yes, sir.

10 UNIDENTIFIED SPEAKER: How long will it take from  
11 start to finish?

12 CITY MANAGER CAVAZOS: Well, we don't -- I can tell  
13 you that afterwards, but we wanted your input. If you want  
14 us to answer that question, we can, but I can give you an  
15 idea afterwards. We want input on the options and the  
16 alternatives. If people have questions, we'll document  
17 them and we'll answer them as part of the report. And  
18 what's good about that is everybody sees it, everybody sees  
19 it, and the answer is a professional answer that is based  
20 on information, and when we answer the question, we'll have  
21 better information.

22 RUBY CARDENAS: Ruby Cardenas again. When I took the  
23 tour with one of the consultants, I can't remember her  
24 name, but when I took a tour of the different alternatives,  
25 she had mentioned that this light rail would be in function

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PH1-25  
cont.

PH1-26

PH1-27

1 until about 2:00 o'clock in order to bring back and take  
2 people from the nightlife in Santa Ana. If this is going  
3 to occur, I think OCTA needs to really look at doing that  
4 with all the bus systems. There's people that get out of  
5 work at 11:00 and they miss the last bus and that's it.  
6 You know, I wouldn't find it fair that we have a light rail  
7 traveling at the last, you know, batch is at 2:00 o'clock,  
8 but all of the other transportation around finishes at  
9 11:00, so it's something to consider.

10 CITY MANAGER CAVAZOS: Thank you. Any other comments  
11 for the public so we can include it in our Environmental  
12 Impact Report?

13 Also, the next meeting again -- let's go through  
14 that schedule. Let's put that back up, whoever's doing the  
15 schedule. I think it's like the second or third slide.  
16 There it is.

17 So our next meeting's on June 17th, and that's at  
18 the Santa Ana Police Department, and that's on Tuesday at  
19 9:00 o'clock in the morning. So if people didn't want to  
20 come on the weekend, they can go on Tuesday, and then again  
21 on Thursday, June 19th, for people that couldn't come on  
22 the weekend, couldn't come during the day, want to come at  
23 night, they can come at night. We have three meetings.

24 Thank you. And I'll stick around if people want  
25 to chat and talk. Again, if you still have more comments,

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PH1-27  
cont.

1 we have cards and you can talk to the court reporter after  
2 the meeting.

3 (End of transcription.)

4 (TIME NOTED: 10:20 a.m.)

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I, the undersigned, a Certified Shorthand  
Reporter of the State of California, do hereby certify:  
That the foregoing proceedings were taken before  
me at the time and place herein set forth, that any  
witnesses in the foregoing proceedings, prior to  
testifying, were placed under oath; that a verbatim record  
of the proceedings was made by me using machine shorthand  
which was thereafter transcribed under my direction;  
further, that the foregoing is an accurate transcription  
thereof.

I further certify that I am neither financially  
interested in the action nor a relative or employee of any  
attorney or any of the parties.

IN WITNESS WHEREOF, I have this date subscribed  
my name.

Dated: 06/28/2014

\_\_\_\_\_  
Josephine C. Nokes  
CSR No. 9098

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[santa - talk]

18:18,23 19:10,18 20:11 24:22 26:8 27:6 30:12 32:22 34:1,4 35:12,21 38:2,18 saturday 1:10 2:1 4:22 23:8 saying 14:13 saw 35:5 saying 21:8 24:10 32:19 36:2 says 18:12,20 19:2,8 19:14 30:15 scale 11:16 schedule 15:10 26:15 38:14,15 scheduled 15:5 school 20:4,5 schools 3:9 26:9 scientific 30:3 sean 24:22 27:23 28:7 29:21 33:25 36:12,12 second 29:24 35:4 38:15 see 6:25 8:18 11:3 12:15 16:24 25:12 25:21 26:23 29:6 seeing 19:12 seen 10:25 11:22 30:14 33:6 sees 37:18,18 selected 7:24 8:13 send 4:9 9:8 11:4 senior 4:4 25:18 sense 5:13 25:14 sent 13:3 serious 30:6 36:6 serve 14:6 serves 9:11 service 12:13 session 24:12 set 4:17 29:7 40:6 seven 10:7	shape 19:18 share 2:15 26:3 shorthand 40:3,9 show 6:15 9:1 showed 6:18 11:25 showing 22:1 shown 20:2 shows 22:7 shuttles 7:23 side 2:19 sides 10:2 sign 15:15 significant 10:8 15:9 22:2 single 4:4 8:4 15:17 16:22 34:20 sir 24:17 30:10 33:24 36:11 37:9 sit 32:8 33:18 site 29:5 36:13,14 six 4:8 6:15 14:3 20:18 slide 6:20 7:12,24 8:12 12:21 38:15 slow 5:7 21:5 slowed 34:25 small 35:6,9 smaller 10:1,16 socioeconomic 21:17 33:12 solutions 8:10 sooner 15:6 sorry 19:23 21:5 south 8:20 spaces 20:10,12,12 20:13,15 speak 5:5 27:16 speaker 4:18 22:17 23:12,14,16,17,21 24:10,18 26:11 37:10 specifically 17:13 18:16 21:2,8 35:7 speed 16:9	spencer 16:11,16,19 21:7,11 34:17 spent 30:5 spoke 17:1,15 31:12 36:1 spoken 30:1 31:10 33:24 spur 19:2 square 12:6 stairs 11:6,7 stakeholder 33:18 stakeholders 3:7 start 16:19 17:17 36:20 37:11 started 2:5 8:12 state 13:12 24:25 40:4 statement 24:2 25:4 37:3 states 20:24 station 2:18 7:8 11:4 25:10,23 31:22 stations 14:15 stay 22:22 24:14 32:11 steering 31:16 step 15:4 stick 38:24 stip 19:20,24 stop 19:20 stops 23:2,4 25:24 street 8:19,20 10:2,5 11:7,20 23:7,13,15 25:8,9,10 26:14,16 27:3,5,5,25 28:1,20 28:23 29:2,6,10 30:19,20,25 31:8 34:20,22 35:5 streetcar 8:13,25 9:4,4,11,24 11:1,2,5 11:18,19,19 12:4,7 12:13,16,16,18 24:24,25 25:16 29:10 30:19 36:23 36:24	streetcars 9:5 10:9 17:23 19:12,13 streets 19:21,25 35:3,12 strong 21:12 struggled 23:9 study 8:17 12:17 13:4 21:15 stuff 30:4 36:8 submission 30:10 submit 6:1 submitted 7:22 subscribed 40:16 subway 36:19 suggestions 37:2 support 13:3 supported 2:9 supports 5:13 8:8 supposed 35:8 sure 2:21,22 3:4,14 5:19 14:6 15:4,20 28:4,7 36:22,23,24 surprising 11:22 system 8:7,13 18:1,3 18:7 19:8 20:20 21:22 24:24 system's 14:13 systems 19:1 38:4
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[talked - wanted]

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[wanted - years]

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## Public Hearing Meeting No. 1

### **Response PH1-1 – Madeleine Spencer**

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. Beginning in 2008 and continuing throughout project development to March 2014, in preparation for the public review of the EA/DEIR, the City of Santa Ana conducted outreach to the Downtown businesses. The City's multi-lingual outreach team conducted door-to-door visits to approximately 230 businesses in the Downtown area, including approximately 156 businesses along 4<sup>th</sup> Street. The purpose of the outreach was to share key information with Downtown business and property owners about the SA-GG Fixed Guideway Project, inform them about the upcoming release of the EA/DEIR, document questions and input, and provide business owners with appropriate contact information for additional follow-up. A "Sorry We Missed You" letter and information packet was also prepared and left behind for business owners who were not available during the initial visit. The letter offered a briefing with the outreach team to review the proposed project information packet.

Regarding public outreach to potentially affected business owners along 4<sup>th</sup> Street, extensive efforts were conducted to involve the public and stakeholders in the successful planning for the implementation of a streetcar along the alignment and through the Downtown area. Prior to the release of the EA/DEIR, numerous meetings were held with stakeholders throughout the Study Area to obtain input and provide updates on the SA-GG Fixed Guideway Project. Community meetings were held with the Lacy neighborhood, the French Park neighborhood, the Santiago Lofts Homeowners Association, the Santa Ana Senior Center, and many other stakeholders. Stakeholder comments were collected and recorded at each meeting. In addition, a series of Stakeholder Working Group meetings were held to involve key business people and leaders in the community. Below is a list of organizations which received presentations on the proposed project:

- French Park Association
- Kennedy Commission
- Santa Ana Collaborative for Responsible Development
- Santiago Lofts Homeowners Association
- Artesia Pilar Neighborhood Association
- Labor Union Members
- Federal Courthouse
- Santa Ana Senior Center
- Stakeholders Working Group
- Santa Ana City Council
- Santa Ana Restaurant Association
- Templo Calvario
- State Appellate Court
- Orange County Superior Court
- Rancho Santiago Community College District Board of Trustees
- Lacy Neighborhood
- SARTC Community Meeting to discuss the Santa Ana Train Station

- Board of Directors, Santa Ana Merchants Association
- Downtown Inc
- Santa Ana Merchants Association
- Santa Ana Unified School District
- Stakeholders Working Group Advisory Committee
- One-on-one briefings with 140 Downtown Businesses
- Santa Ana City College
- Railway Association of Southern California
- Santa Ana Unified School District Board
- Orange County Transportation Authority (OCTA)
- Everest College/Corinthian College
- Santa Ana Resource Network
- Orange County Business Council
- Orange County Transportation Authority Transportation 2020 Committee
- Federal Transit Administration
- California Public Utilities Commission staff
- County of Orange Supervisors and staff

In accordance with CEQA and NEPA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder's Office in compliance with Sections 21080.4 and 21092 of the California Public Resources Code; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk's Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

### **Response PH1-2 – Madeleine Spencer**

The comment lists six concerns associated with the proposed project, which are also discussed in Response 8-5. Each of these concerns is addressed below.

**(1) Years of Disruptive Construction.** Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. The most disruptive construction activities would be limited to a 24-month period; however, these activities would be sequenced by segment so that any one segment would experience disruption for a portion (no more than six months) of the construction duration. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. See Responses 8-1 and 8-5(4) for responses to similar comments on construction.

Upon completion of project construction, the build alternatives would allow improved access to Downtown Santa Ana and other high-intensity areas of employment, commercial development, and recreational opportunities. Improved transportation service would enhance visibility and access to existing economic activity centers, including those businesses that would be temporarily affected by project construction and areas targeted for redevelopment.

As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Pages 3-218 and 3-219 of the EA/DEIR include a Traffic Management Plan and a Noise and Vibration Control Plan to reduce construction effects.

Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. In addition, early construction plans call for the Downtown portion of the alignment to be constructed at the beginning of the construction process to limit impacts to businesses.

It is not anticipated that the proposed project would affect existing vacant properties and the increased accessibility upon implementation of the proposed project is not anticipated to cause future property vacancies. Acquisitions are shown in Table 3.3-5 on page 3-23 of the EA/DEIR and in Response 8-5. The proposed project would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.

**(2) Traffic Congestion.** Section 3.10 (Traffic and Parking) of the EA/DEIR includes a detailed analysis of potential traffic impacts. In summary, the traffic analysis was prepared in accordance with requirements of City of Santa Ana and the Orange County Congestion Management Plan. The traffic analysis also considered the requirements of the City of Garden Grove. An intersection analysis was completed that accounted for streetcar operations in mixed-flow traffic. All intersections assessed for the proposed project would operate at similar or improved level of service (LOS) as the No Build Alternative. Intermediate stations are estimated to have minimal traffic impacts as only the stations at the project alignment termini provide parking. Therefore, the Locally Preferred Alternative would not result in adverse effects related to intersection congestion.

A roadway segment capacity analysis was also completed because the proposed build alternatives would operate in mixed-flow traffic in the central and eastern portion of the Study Area. The build alternatives would not cause additional roadway segments to experience capacity deficiencies beyond those identified in the No Build Alternative. Therefore, the

proposed build alternatives would not result in adverse effects related to roadway segments in the Study Area.

**(3) Mostly Empty Streetcars.** As discussed on page ES-15 of the EA/DEIR, it is estimated that the proposed project would attract between 3,770 and 8,400 riders per day in the 2035 horizon year. At the low end, this represents approximately 22 percent more riders than the TSM Alternative (3,085); at the high end, it represents approximately 172 percent more riders than with the TSM Alternative. Streetcar Alternative 2 would attract between 3,020 and 6,425 riders. At the low end, this would be approximately equivalent to the TSM Alternative; at the high end, it represents approximately 108 percent more riders than with the TSM Alternative. IOS-1 would attract between 2,012 and 4,490 riders, and IOS-2 would attract between 1,540 and 3,280 riders which is approximately 47 percent fewer riders than the full alignment alternatives. It is anticipated that additional ridership modeling will be completed as the project moves forward.

**(4) Injured Residents.** Modern streetcars operate similar to buses in city streets, moving with the flow of traffic and allowing passenger pick-up and drop off at designated stops. Public outreach and education programs would be offered to familiarize local residents and business owners with the new streetcar system.

In addition, the system would be required to meet the federal requirements of 49 CFR Part 659 and State requirements of California Public Utilities Commission (CPUC) General Order 164D. These regulations require fixed guideway systems to establish system safety and security programs. Based on the establishment of the safety and security programs, hazards and security threats would be minimized. In addition, CPUC must certify that the project is safe and secure before the project can be placed in revenue service. Following construction, the project would be operated in accordance with OCTA standard operating procedures, operator rules, and the emergency plan. The EA/DEIR analyzed potential public safety impacts and addressed safety concerns associated with schools; Mitigation Measures **SAF1** through **SAF6**, identified on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards. The EA/DEIR found that with implementation of mitigation measures, no adverse safety impacts would occur. See Response 8-5(5) for a response to a similar comment on public safety.

**(5) A Money Pit Residents Cannot Afford.** The streetcar funding and fares have not been determined at this time. Information regarding possible funding sources have been identified and are under consideration but not approved. Due to this uncertainty, specific funding sources have not been identified in the REA/FEIR. A financing plan will be developed by OCTA prior to revenue operation of the proposed project. The financial analysis and evaluation for the proposed project is in the Executive Summary Section in Table ES-1 on page ES-15 of the EA/DEIR and shown below. See Response 8-5(3) for a response to a similar comment on project costs.

<b>TABLE ES-1: PRELIMINARY CAPITAL COST ESTIMATES (IN 2011 \$1,000,000)</b>		
<b>Alternative</b>	<b>Low</b>	<b>High</b>
TSM	\$14.5	
Streetcar 1	\$197.4	\$209.7
Streetcar 2	\$217.0	\$228.1
IOS-1	\$146.5	\$158.8
IOS-2	\$166.2	\$177.2

Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.

Streetcar Alternatives 1 and 2 include the same two design options for the maintenance facility and the facilities proposed to be constructed on each of these sites are identical. The cost difference between the options is approximately \$11 million, and is related to the estimated cost to acquire the right-of-way. Operations & Maintenance Facility Site A would cost approximately \$37.4 million and Operations & Maintenance Facility Site B would cost approximately \$26.4 million.

Operations & Maintenance cost projections are important for assessing cost effectiveness and to conduct financial planning. The TSM bus costs were estimated based on current transit cost information provided by OCTA. The Operations & Maintenance cost projections for the streetcar alternatives were based on operating cost per revenue hour derived from historical Portland and Seattle bus-to-streetcar Operations & Maintenance cost per revenue vehicle hour ratios. These ratios were averaged and applied to the OCTA bus cost per revenue vehicle hour. The estimated Operations & Maintenance cost for each build alternative is summarized in Table ES-2 on page ES-16 and shown below.

<b>TABLE ES-2: ANNUAL O &amp; M COST ESTIMATES</b>				
	<b>TSM</b>	<b>TSM - SARTC to Harbor Route Only</b>	<b>Streetcar Alternative 1</b>	<b>Streetcar Alternative 2</b>
Annual Revenue Miles	1,061,590	419,120	332,015	363,459
Annual Revenue Hours	105,664	35,152	26,364	32,656
Peak Vehicles	22	8	6	7
Annual O & M Costs	\$13,282,258	\$5,100,000	\$4,933,284	\$6,110,656
Cost Per Revenue Mile	\$12.51	\$12.07	\$14.86	\$16.81
Cost Per Revenue Hour	\$125.70	\$143.94	\$187.12	\$187.12

Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.

**(6) Vintage Trolleys That Cater to Tourists.** Section 2.6.3 on page 2-14 of the EA/DEIR discusses the type of streetcars that would be used for the build alternatives. Two types of streetcar vehicles have been identified for use which include the CPUC compliant and European style streetcars. A vintage trolley that caters to tourists is not included as an option as it would not best serve the purpose and need for the project which is discussed in Chapter 1.0 beginning on page 1-1 of the EA/DEIR.

### **Response PH1-3 – Madeleine Spencer**

The Study Area is generally bounded by Harbor Boulevard to the west, 17<sup>th</sup> Street to the north, Grand Avenue to the east, and 1<sup>st</sup> Street to the south, and a connection to Disneyland is outside the scope of this project. The Anaheim Rapid Connection Project is a fixed guideway system currently being studied by the City of Anaheim and OCTA. This project includes a connection to Disneyland. Project information can be viewed at the following website: <http://aconnext.com/arc/overview/>. Regarding local use of the streetcar system, anticipated ridership is discussed in Response PH1-2. It is anticipated that the majority of riders would be local residents, business members, and school-aged children commuting along the alignment.

### **Response PH1-4 – Madeleine Spencer**

The comment states that the existing bus systems could be improved to serve the vast number of people who ride buses. Improved transit connectivity resulting from the proposed project would reinforce the viability of transit for workers commuting to the Civic Center and other transit-dependent people who live in other parts of Orange County to more easily access federal, State, and County social service agencies in the Civic Center area via bus lines from the surrounding region. See Response PH1-2(3) related to empty streetcars.

Regarding economic development, the streetcar would integrate well with the surrounding neighborhood by providing frequent service with short distances between stops and fostering an active pedestrian environment. No specific business have committed to relocating along the alignment at this time.

Regarding flexibility in the route, it is acknowledged that streetcar routes are not easily changed to meet demand. One of the factors in the development of the alternative alignments was ridership and what routes would serve areas with the highest demand. As discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis. In addition to satisfying project objectives, public input, and environmental considerations, ridership was one of the factors considered when the City Council of the City of Santa Ana selected Streetcar Alternative 1 with Operations & Maintenance Facility Site B (west of Raitt Street) and 4<sup>th</sup> Street Parking Scenario A (parallel parking) as the Locally Preferred Alternative for the SA-GG Fixed Guideway Project on August 5, 2014.

See Response PH1-2(4) related to safety.

### **Response PH1-5 – Madeleine Spencer**

The financial analysis and evaluation for the proposed project is in the Executive Summary Section on page ES-15 of the EA/DEIR. See Response PH1-2(5) related to costs. See Response PH1-2(4) related to safety.

### **Response PH1-6 – Madeleine Spencer**

The comment does not include any comments directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

## **Response PH1-7 – Madeleine Spencer**

An EJ analysis, which identifies minority and low-income populations and evaluates whether the adverse effects of the proposed project would disproportionately burden these vulnerable populations, was included in Section 3.5 on page 3-36 of the EA/DEIR. This analysis was completed using prescribed methodology by the FTA, which was developed in response to Executive Order 12898 and is consistent with USDOT Order 56102(a) and FTA Circular 4703.1. In determining the adverse effects, the project must consider both short-term and long term consequences and weigh them against the benefits of the project.

As shown in Table 3.5-2 on page 3-49 of the EA/DEIR, and presented below, all of the communities within the Study Area are considered EJ populations. The communities closest to the alignment would benefit the most from increased accessibility and connectivity but would be subject to temporary construction effects. Section 3.5.2.3 of the EA/DEIR provides a detailed evaluation of the potential EJ effects for each community within the Study Area.

In addition, the EA/DEIR determined that the proposed project would have no adverse health and environmental effects related to land use, visual quality, cultural resources, geotechnical conditions, hazardous materials, hydrology, traffic, noise and vibration, air quality and greenhouse gases, and safety and security. The EA/DEIR also discusses public outreach specific to EJ in Section 3.5 on page 3-61 of the EA/DEIR. Extensive public outreach during the planning process has occurred in the Study Area and included specific outreach for communities of EJ concern, particularly LEP communities. The following activities were conducted specifically to ensure participation from communities of EJ concern, per requirements under Executive Orders 12898 and 13166:

- Identifying and meeting with environmental justice stakeholders, including Templo Calvario, neighborhood associations, labor union members and senior centers.
- Establishing a project information hotline with outgoing messages in English and Spanish.
- Translating and submitting notices for publication in the following local Spanish language newspapers:
  - Excelsior (Spanish language weekly of the Orange County Register on May 24, 2010)
  - *Miniondas* (June 3, 2010)
- Making notices and information available in the Public Law Center’s website. The Public Law Center is a pro-bono law firm serving low-income communities in the City of Santa Ana and in the County of Orange (<http://www.publiclawcenter.org/news.php?headline=More+Public+Transportation+Coming+to+Santa+Ana>).
- Translating presentation boards during scoping meetings, which followed an open house format. Exhibit 7, in the Community Impact Assessment included as Appendix C, provides samples of these boards.
- Making available City of Santa Ana and subconsultant staff who were fluent in Spanish and were familiar with the proposed project and its stakeholders at the scoping meetings. Given the open house format of these scoping meetings, no real-time translation services were required as no formal presentations were given. However, Spanish-speaking staff was on hand to assist LEP community members.

- Translating comment forms on which community members could submit any comments, in English or Spanish.

The outreach to EJ populations shall continue throughout the environmental process consistent with past practice.

In summary, the short-term construction effects of the project would be outweighed by the long-term permanent beneficial impacts that would affect EJ populations. Since the EJ communities within the Study Area would be the primary recipients of the benefits of the project, there would not be a denial in the receipt of benefits to minority and low-income populations.

#### **Response PH1-8 – Unknown Speaker**

See Response PH1-1 related to community outreach and distribution of notices.

#### **Response PH1-9 – Unknown Speaker**

The support for Streetcar Alternative 2 was forwarded to the decision makers for consideration. The streetcar fares have not been determined at this time. The determination of fares would depend on the available funding for the project, the costs to operate the project and the anticipated revenue received from fares. The request for fare compatibility between systems was forwarded to the decision makers for consideration. See Response PH1-2(5) related to costs. Improved transit connectivity resulting from the build alternatives would reinforce the viability of transit for workers commuting to the Civic Center via bus lines from the surrounding region. OCTA provides fixed route bus service and a countywide shared ride service, ACCESS, in Orange County. Figure 3.10-2 on page 3-121 of the EA/DEIR shows the OCTA fixed route bus service in and around the Study Area. Streetcar stops would be located near OCTA bus stops. A subset of OCTA's fixed route bus service is a rail station feeder-distributor service known as StationLink. OCTA currently operates a StationLink route (currently Route 462) in the Study Area between SARTC and the Downtown/Civic Center area of Santa Ana. SARTC is a hub of public transit service for central Orange County, serving as a major stopping and transfer point for intercity, interstate, and international bus services such as Greyhound and Transportes Intercalifornias.

#### **Response PH1-10 – Sean Pulich**

The general support for the proposed project was forwarded to the decision makers for consideration. Regarding connectivity, the eastern terminus of the alignment is the SARTC, which is the busiest multi-modal transportation hub in Orange County and will connect the streetcar to Metrolink, Amtrak, and bus lines from the surrounding region. The western terminus is the Harbor Boulevard/Westminster Avenue intersection, where connections to local and intracounty buses operated by OCTA are available.

#### **Response PH1-11 – Ruby Cardenas**

See Response PH1-2(4) related to safety. More specifically, to address safety concerns associated with schools, Mitigation Measures **SAF1** through **SAF6**, identified in Section 3.15.3 on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures

include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards.

As described in Section 3.15.2.3 of on page 3-191 of the EA/DEIR, the average speed for streetcars traveling along the proposed alignment, which takes into account speed reductions at school zones, entering and exiting of station areas, and complying with traffic control, would be approximately 11 miles per hour. Key roadways and their speed limits are shown on page 3-117 of the EA/DEIR, and range between 25 and 40 miles per hour. The speed limit on Santa Ana Boulevard is typically 30 miles per hour in the Study Area.

Section 3.10-2.3 on page 3-127 of the EA/DEIR discusses the potential impact of removing on-street parking for the build alternatives. The commenter lives on Santa Ana Boulevard and states that visitor parking is limited. As discussed on page 3-126 of the EA/DEIR, the proposed project would remove approximately 53 percent of the street parking on Santa Ana Boulevard between Raitt and Flower Streets (73 of 143 parking spaces). The loss of parking on Santa Ana Boulevard would affect residential land uses. The City of Santa Ana requires every residential property along this segment of Santa Ana Boulevard to have on-site parking capacity consistent with City zoning and occupancy entitlements. The EA/DEIR states that there is adequate although potentially less convenient parking to accommodate residential parking needs along this segment of Santa Ana Boulevard.

#### **Response PH1-12 – Ruby Cardenas**

Three of the six stated purposes for the SA-GG Fixed Guideway Project are to improve transit connectivity, increase transit options, and improve transit accessibility. The initial goal of OCTA's Go Local Program was to develop projects that would extend the reach of Metrolink. The Cities of Santa Ana and Garden Grove interpreted this to mean not only providing an additional transit connection to a Metrolink station but to also connect with OCTA's robust bus transit system in Santa Ana. By providing direct connections with all but two of the 16 OCTA bus routes that currently serve the Study Area, the SA-GG Fixed Guideway Project enhances Study Area mobility and connectivity with the region and increases travel convenience for those who use public transportation within the Study Area.

The request for fare compatibility between systems was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

#### **Response PH1-13 – Ruby Cardenas**

Chapter 2.0 of the EA/DEIR describes the selection and evaluation of alternatives for the project. The alternatives analysis process consisted of four major steps: (1) Preliminary Definition of Alternatives, which included creating a range of conceptual alternatives that could potentially satisfy the Purpose and Need and meet the goals and objectives for the project; (2A) Initial Screening (Route Options) to eliminate route options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project; (2B) Initial Screening (Technology Options) to eliminate technology options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project and

determine the reduced set of alternatives to be carried forward for detailed analysis; and (3) Detailed Evaluation and Environmental Impact Analysis of the reduced set of alternatives and selection of the Locally Preferred Alternative.

Early alignment options considered Civic Center Drive as an alternative to Santa Ana Boulevard. Civic Center Drive West provides more direct access to some key activity locations in the Civic Center areas, including the Orange County Courthouse, the Santa Ana Public Library, and Santa Ana Stadium. It was determined that the existing land uses along Civic Center Drive West were less dense and less transit supportive than those along Santa Ana Boulevard or 4<sup>th</sup> Street. However, the alignment was included in Streetcar Alternative 2 based on comments received from the project's Stakeholder Working Group.

The request to outreach to the Environmental and Transportation Advisory Committee (ETAC) has been an on-going effort. A number of presentations on the streetcar had been made up to the point of when this comment during the environmental public review was received. Early presentations on the streetcar covered preliminary alternative routes and optional transportation modes. Subsequent presentations included the remaining three build alternatives and the No Build Alternative. The City is committed to continued outreach with ETAC related to the project's environmental analysis.

The City acknowledges the commenter's preference for a Civic Center alignment. See Response 8-2 for related to the alternatives analysis. In addition, as discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis.

#### **Response PH1-14 – Sean Pulich**

Accommodations will be made to ensure continuous operation of the streetcar during City-approved special events on 4<sup>th</sup> Street. The manner of operation has not been determined at this stage of the planning process, and will require coordination between the City, OCTA, and Downtown businesses. Regardless of the operational change during special events, advanced notice and appropriate signage would be provided to guide streetcar patrons to the replacement service locations during such events.

#### **Response PH1-15 – Ruby Cardenas**

See Response PH1-2(1) related to construction impacts. As discussed on page 3-197 of the EA/DEIR, the duration of concentrated construction activities would be no more than six months at one location along the alignment, including 4<sup>th</sup> Street. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime and weekend work.

### **Response PH1-16 – Ruby Cardenas**

The EA/DEIR equally assessed Streetcar Alternative 1 along 4<sup>th</sup> Street and Streetcar Alternative 2 along 5<sup>th</sup> Street.

### **Response PH1-17 – Ruby Cardenas**

The comment requesting an attractive streetcar system was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

### **Response PH1-18 – Raul Yenez**

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. The City has confirmed that notices were sent to multiple properties owned by the commenter. See Response PH1-1 related to community outreach and distribution of notices for a detailed description of how the project complied with the CEQA and Council on Environmental Quality (CEQ) Guidelines regarding noticing and public involvement.

### **Response PH1-19 – Raul Yenez**

The support for the Streetcar Alternative 2 was forwarded to the decision makers for consideration. See Response PH1-2(1) related to construction impacts. See Response PH1-15 for effects along 4<sup>th</sup> Street. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime and weekend work. In addition, early construction plans call for the Downtown alignment to be constructed at the beginning of the construction process to limit impacts to businesses.

### **Response PH1-20 – Tish Leon**

The public meetings during the 45-day review period of the EA/DEIR served as a forum for recording public comments and receiving testimony on the project and EA/DEIR, and not as a forum in which the City answered questions or engaged in a dialogue with the public. All comments made at the time of the meetings were recorded to become part of the administrative record for the project; these oral comments have been included in this REA/FEIR, for which a response to each comment has been provided.

### **Response PH1-21 – Sean Pulich**

The Study Area is generally bounded by Harbor Boulevard to the west, 17<sup>th</sup> Street to the north, Grand Avenue to the east, and 1<sup>st</sup> Street to the south. A connection from the SARTC to John Wayne Airport is outside the scope of the project. Comments about future regional connections in Orange County should be directed to regional transportation agencies, such as Metrolink and the Airport.

### **Response PH1-22 – Madeleine Spencer**

See Response PH1-1 regarding to public outreach and Response PH1-2(1) regarding construction along 4<sup>th</sup> Street.

### **Response PH1-23 – Madeleine Spencer**

Section 3.10-2.3 on page 3-127 of the EA/DEIR discusses the potential impact of removing on-street parking for Streetcar Alternatives 1 and 2. 5<sup>th</sup> Street, which is referenced by the commenter, would have removed approximately seven of the existing 33 parking spaces. The loss of parking in the Civic Center area would be minimal and absorbed into nearby parking structures. No adverse effects are anticipated.

### **Response PH1-24 – Madeleine Spencer**

The Study Area is generally bounded by Harbor Boulevard to the west, 17<sup>th</sup> Street to the north, Grand Avenue to the east, and 1<sup>st</sup> Street to the south. Willowick is within the Study Area, although the redevelopment of Willowick is outside the scope of the project. The streetcar would operate within the PE ROW adjacent to Willowick Golf Course, but as stated on page 3-65 of the EA/DEIR, no adverse effects would occur. See Response PH1-7 for issues regarding equity.

### **Response PH1-25 – Sean Pulich**

See Response PH1-12.

### **Response PH1-26 – Unknown Speaker**

As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period.

### **Response PH1-27 – Ruby Cardenas**

Your suggestion for the alteration of bus hours has been forwarded to OCTA for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

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TRANSCRIPT OF:  
Santa Ana-Garden Grove  
Fixed Guideway Project hearing  
June 17, 2014

Reported by: Miriam Baltés, CSR #9704

Pages 1 - 22

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Veritext National Deposition & Litigation Services  
866 299-5127

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TUESDAY, JUNE 17TH, 2004

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CITY MANAGER CAVAZOS: Good morning. Buenos dias.

Who knows how to say "good morning" in

Vietnamese? Anybody? Say it.

UNIDENTIFIED SPEAKER: (Speaking in Vietnamese.)

CITY MANAGER CAVAZOS: All right. Good.

I want to welcome everybody to the street car --  
the Santa Ana-Garden Grove Fixed Guideway Project, very,  
very exciting. I'll try to make it entertaining for you.

If you have comments at the end, we have  
different ways to take them.

The first thing I want to do is ask Tanya and  
Jason to come up here.

We have worked really hard on this project for  
years and we have done a tremendous job in outreach. We've  
mailed thousands of postcards, we've distributed fliers,  
we've done Nixles. We wanted to make sure everybody has an  
opportunity to learn about these meetings. We've had three  
different meetings; one on the east side, one in central  
Santa Ana and then one on the west side to make sure that  
people have an opportunity to come. And also we did it at  
different times; on a Saturday morning, on a Tuesday in the  
morning and then we're going to have an evening session

Page 2

1 Thursday night so everybody had a chance to come here. And  
2 if you're not able to come to this meeting, please spread  
3 the word and have them call us and we'll schedule a special  
4 meeting just to meet with you individually and talk to you.  
5 So we want to make sure everybody has an opportunity.  
6 But I would like Jason and Tanya to go ahead and  
7 give people an idea of the outreach that was done. Because  
8 at the last meeting there were three people in the local  
9 area and two of them got the postcard and one of them  
10 didn't, but we wanted to make sure that it be known we did  
11 everything we can to get the word out. So we'll start with  
12 Jason.

13 JASON GABRIEL: Okay. Well, from the beginning of  
14 this study process for the environmental, we started with  
15 -- and the board back there describes the study process,  
16 but we started with community listening sessions, we had  
17 scoping meetings, we had stakeholder meetings and now we're  
18 in the EA/DEIR public hearing phase. But throughout those  
19 scoping meetings, community listening sessions, we also  
20 reached out to a lot of the neighborhoods in the area, all  
21 the stakeholders that we could find, we talked and tried to  
22 get input from everybody to provide input on the project.

23 Now as we're releasing the environmental  
24 document, we looked at everybody within 500 feet of the  
25 alignments that are proposed. That includes property

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1 owners, if they don't live there their tenants, and for  
2 multi-unit commercial and residential, we identified all of  
3 the units within those properties as well. So we looked at  
4 everybody there.

5 We also looked at all the stakeholders we've had  
6 throughout this process, we've reached out to them as well  
7 as well as resource agencies and we sent out over 4,000  
8 postcards just to notify everybody of these meetings, so a  
9 very robust outreach.

10 And, you know, Tanya will provide us some more  
11 detail.

12 TANYA LYON: So in addition to the 4,000 postcards we  
13 sent out to everyone within 500 feet of the route, we also  
14 provided the EA/DIR at every single of the -- the flier at  
15 every single community center as well as the locations  
16 posted here on the board, so it's online at City Hall, the  
17 city clerk's office, the library as well as in the city of  
18 Garden Grove.

19 In addition to that we also sent out a public  
20 notice and a press release. We've had multiple articles in  
21 the newspaper, in The Register, I think Voice of OC even  
22 carried it and so -- and we continue to reach out. So if  
23 there is anyone who hasn't heard it, it's been on social  
24 media as well and we're continuing to get that message out.

25 CITY MANAGER CAVAZOS: Thank you.

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1 Having said that, five years from now hopefully  
2 some of us will see the train go by and they'll go "Wow, I  
3 didn't know they were going to do a train." So I wanted  
4 you to know that will still happen even though we tried  
5 everything possible to get the word out.  
6 So we'll go ahead and get started. I think that  
7 I'll talk while the screen is going on and I don't want you  
8 to look at me, look at the screen, because otherwise if I  
9 stand in front of it it will be very hard for you to see  
10 it. So we'll go ahead and start.  
11 We want to welcome everybody to the meeting.  
12 And, of course, the purpose today is to give you  
13 information about the street car project, tell you that  
14 there are other meetings and where the locations are for  
15 the environmental assessment, and a draft Environmental  
16 Impact Report and then how to submit comments, we'll talk  
17 to you about how to do that.  
18 We really want your input, that's why these  
19 meetings are so important. We've been at this for several  
20 years and I do -- do we have a copy of the report?  
21 UNIDENTIFIED SPEAKER: Yes, we do.  
22 CITY MANAGER CAVAZOS: Can you bring it over to me?  
23 And we had a meeting on Saturday, today of course  
24 we're having a meeting this morning and then we have  
25 another one on Thursday, Thursday night.

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1 Thank you.  
2 Next slide.  
3 We have the environmental assessment, and I'm  
4 going to put the books over here with this young good  
5 looking gentleman and if you want to thumb through it you  
6 can. If not, you can pass it around. But, again, I want  
7 you to feel how much work was done on this project in terms  
8 of the assessment, the environmental review is very, very  
9 substantial, millions of dollars in the making so we worked  
10 really hard to cover all the different options and the  
11 environmental impact. If you want to read the report  
12 there's lots of ways to do it. You can go to Public Works  
13 with the City of Santa Ana, you can go to the city clerk's  
14 office, you can go to the public library, you can go to  
15 Rosita Park, you can go to the train station here in Santa  
16 Ana, you can go to Garden Grove and get a copy there or you  
17 can go to Orange County Transportation Authority, they have  
18 a copy there, or you can from the luxury of your home or  
19 Starbucks or anywhere else you can get it online,  
20 [santaanatransitvision.com](http://santaanatransitvision.com), the full report is there.  
21 We, as I mentioned earlier, have been working  
22 hard on this for many years. In 2006 the Board approved  
23 Measure M, was a local sales tax for transportation, and of  
24 course that's a partnership between Orange County Transit  
25 Authority and local cities within Orange County and the

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1 goal was to foster transit connectivity and extend the  
2 reach of Metrolink and to look at those projects that were  
3 best suited for funding. There were 35 projects submitted,  
4 31 of them involved buses and shuttles, four of them  
5 involved rail, the two that were selected were the Anaheim  
6 project and the Santa Ana-Garden Grove project.

7 When I went over to OCTA to meet with the board  
8 there and the staff, I looked at the vision and will tell  
9 you that every single part of the vision has been achieved  
10 with the exception of one major area and that's light rail  
11 or street car. So this is the final step in achieving the  
12 vision for OCTA which is to include the street car or light  
13 rail.

14 How many people here take the bus? All right. I  
15 took the bus for nine years when I was starting my career.  
16 And the reason I took the bus is because I couldn't afford  
17 a car, real simple. And then one day I got a car and never  
18 took the bus again. But later on in my career when the  
19 train was available, I had a car but I took the train. So  
20 I always tell people when they ask me why did I take the  
21 train or the bus, I took the bus because I had to, I took  
22 the train because I wanted to and there's a big difference.  
23 And I really believe that a train or a light rail system  
24 has many major, major benefits for people.

25 The first part of the study was to look at the

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1 feasibility to define the transit vision for Santa Ana and  
2 Garden Grove and to move into the second step. And so in  
3 earnest the alternative analysis and environmental review  
4 started in the fall of 2009 with meetings like this,  
5 getting people's input, and where do you want the route,  
6 where most people need transit. And based on all of that  
7 the alternatives were identified for further study in the  
8 fall of 2012 after three years of analysis.

9 This is the study area. I wanted to make sure  
10 everybody had the boundaries; 17th Street/Westminster on  
11 the north, First Street on the south, Grand Avenue on the  
12 east and Harbor Boulevard on the west, about 4.1 miles  
13 total for the study area.

14 We did look at alternatives; namely the bus, bus  
15 rapid transit and of course the street car and there's  
16 pictures of each of those types of alternatives listed  
17 there. And we looked at several alternatives. The first  
18 alternative has some benefits. We believe it serves the  
19 greatest number of transit dependent households. It has  
20 the highest daily ridership, it has the lowest operations  
21 and maintenance cost and we believe that the land use best  
22 supports this type of transit.

23 There are some challenges in that it could impact  
24 some on-street parking. Remember, though, when you have  
25 parking, that's because people are coming there with cars.

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1 If you have transit, they're going to be coming there by  
2 train so hopefully there's more than beneficial offset  
3 based on those needs.

4 Street car alternative two, you can see the route  
5 there. It provides better coverage of the Civic Center  
6 destination, so you can see it goes up there on Civic  
7 Center Drive. But there are some challenges with the  
8 route. It's a little bit longer, longer route means  
9 greater cost. I asked them to be specific. It's about  
10 seven percent greater cost. And also there's more  
11 right-of-way impacts with that route.

12 And, of course, the bus is also an option that  
13 was evaluated. Initially it does have a lower capital  
14 cost, it does not require any right-of-way requirements and  
15 it has no adverse effect on the environment because of the  
16 existing bus transit already. Some of the challenges is  
17 it's the lowest daily ridership, less passenger carrying  
18 capacity, it's less efficient, it's not as convenient and  
19 it provides very little economic development and benefit.

20 Everybody will give you economic analysis but my  
21 experience has been that for every dollar in transit  
22 investment you get about five dollars back in economic  
23 benefit. So some are higher, some are a little bit lower,  
24 but that's the general rule of thumb.

25 So by the street car, it's very reliable,

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1 accessible. I speak from personal experience. When you're  
2 waiting for a bus, it seems like an eternity. Has anyone  
3 ever done it, "Where's the bus? Is it coming?" When  
4 you're waiting for a train, it's right on schedule. I  
5 could see it from my bedroom, I could text it and it said  
6 "The train will be here in four minutes." I go down the  
7 stairs, go across the track, wait there and sure enough  
8 there's the train with the lights coming. So reliable and  
9 accessible, very friendly environmentally. It's got the  
10 electricity there, it fosters walkability, it's a catalyst  
11 for economic development and it's very compatible with the  
12 character and scale of a high density city like Santa Ana  
13 and Garden Grove.

14 This is one of the charts that I developed when I  
15 got here. I was making my initial presentation to the  
16 Board of Directors for OCTA and I asked the staff to rank  
17 the cities by density, the large cities, and to take a look  
18 at the ones that had a rail transit system or a street car,  
19 and the ones who didn't. And what I found out was there's  
20 two cities in America of the top 15 that don't have a light  
21 rail system or a street car and they're both in Orange  
22 County. We got a little work to do here. And Santa Ana in  
23 particular with almost 12,000 people per square mile is a  
24 poster child for this type of transit. And we're right  
25 between Boston and Chicago and you can see all the cities

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1 have this type of system with the exception of Santa Ana.

2 What about the cost? Well, over the long term  
3 the cost of over 25 years has a street car actually being a  
4 little bit less expensive than the bus in terms of the  
5 TSM/best bus alternative and depending on the street car  
6 option, it's very, very comparative in terms of cost. And  
7 this is based on the useful life of 12 years for a bus and  
8 a street car, of course, is a lot longer, 25 years, and you  
9 look at all the different costs for O and M and you can see  
10 the numbers there.

11 363 million for the bus; street car one, 361; and  
12 street car two, 410 million.

13 We want to be an outstanding partner with OCTA  
14 and when they're doing a financial modeling and  
15 implementation plan they need to know where the money's  
16 going to come from, so I recommended to the City Council,  
17 the mayor, that we commit to a ten percent cost share, it's  
18 about five or six hundred thousand dollars a year once the  
19 train is operational, and that can be used for the  
20 analysis. And I think it's really important to have them  
21 in the game to be a true partner and so we're able to do  
22 that.

23 So when you look at all the different things in  
24 addition to the City commitment, we have local Measure M  
25 funding, federal funding is a possibility, state funds, the

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1 fare box, any user or advertising fees associated with the  
2 train and of course the City and developer contributions.  
3 We are waiting for OCTA to do their plan. It was approved  
4 by the Board and they will be coming back in the next month  
5 or so with a plan both financial and implementation.

6 We want to look at the purpose of the  
7 environmental analysis is to look at potential effects and  
8 impacts in the following key areas; the effect on the  
9 community, environmental justice, visual quality, cultural  
10 resources, what's the impact on traffic, parking, the noise  
11 and vibration, air quality and of course the construction  
12 that will take place.

13 We also want to make sure everybody knows that we  
14 will comply, of course, with the National Environmental  
15 Policy Act and the California Environmental Quality Act  
16 requirements.

17 In choosing a route after these years of analysis  
18 and looking at the alternatives, these were some of the  
19 considerations; the number of people served especially  
20 those that are transit dependent, we wanted to look at ways  
21 to maximize the benefits to the community and minimize any  
22 impacts that are negative. We want to make it easy to use  
23 and make sure that the ridership is there when the system  
24 is in place, want to minimize cost, we want input from the  
25 community and of course we want to make sure that Santa Ana

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1 benefits economically so that we have the quality of life  
2 that we're striving for to make sure that this high density  
3 city has opportunities to move people through the city.  
4 We do have more work to do. We will -- after  
5 getting your input, this is a 45-day review period, we will  
6 recommend a local preferred alternative to the City  
7 Council. They will review that and make a decision, then  
8 we will go back to the Orange County Transit Authority  
9 Board of Directors in October so they acknowledge the  
10 progress that Santa Ana-Garden Grove has made and that they  
11 are aware that we completed the local program step two.

12 Then in October of 2014 we will ask the City  
13 Council to certify the Environmental Impact Report after we  
14 review and take all the comments in. And then we'll  
15 transmit that to the Federal Transit Administration and our  
16 goal, of course, would be a finding of no significant  
17 impact.

18 So we would like to receive your comments today.  
19 And then, again, we'll certify the environmental document.  
20 I mentioned earlier, I want to re-emphasize, that the  
21 Orange County Transit Authority is reviewing and preparing  
22 an implementation plan and a funding plan option they'll  
23 present to their board. Mayor Pulido is a member of that  
24 board and I've been going to all their meetings, so we're  
25 representing there. And then go initiate the project

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1 development, the preliminary engineering or right-of-way  
2 and the final design. There will be a funding agreement,  
3 construction will start and then after construction is  
4 completed there will be some testing and operations will  
5 begin.

6 So how to submit comments? We will take your  
7 comments today. It's comments, it's input. It's not a Q  
8 and A. We want to make sure that we capture your comments  
9 and then that will be part of the official report and that  
10 those comments will be published along with the responses.  
11 You can mail them to us. If you wanted to take time and  
12 review it, you can e-mail it to us, you can fax it to us,  
13 you can do it online, but whatever we do we need comments  
14 by July 7th, 5:00 p.m.

15 Thank you so much. And we have court reporters  
16 here and we have cards, you want a -- anybody want a card?  
17 Tanya has cards.

18 MR. KATZ: Comment cards?

19 CITY MANAGER CAVAZOS: Comment cards.

20 MR. KATZ: Yes.

21 CITY MANAGER CAVAZOS: Right over here.

22 And with that we do have court recorders and we  
23 have translation services.

24 Does anybody want to make a public comment so  
25 that they can be recorded? We'll start on this side and

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1 walk around the room.

2 MR. KATZ: I'm Peter Katz, a longtime, 45-year  
3 resident of the city and this is very exciting. Public  
4 transit is an opportunity for this city to increase its  
5 economic development and create jobs locally. And if you  
6 say for percentage of the jobs for local employment, this  
7 is a win-win situation and it will move people around this  
8 city from the west to the east. You'll connect Garden  
9 Grove to downtown Santa Ana.

10 And this month Orange Coast Magazine has rated  
11 downtown Santa Ana as the number one downtown in all of  
12 Orange County even without this street car. So this street  
13 car will increase the capacity in this city.

14 And I'm really excited, I've traveled around the  
15 world and I've ridden on street cars in a lot of cities and  
16 they're successful everywhere they've been built. As a  
17 matter of fact USA Today last month had an article on all  
18 the new street cars that are going in in Atlanta and other  
19 cities that are taking advantage of the density of the  
20 population because our freeways -- there's no room to build  
21 anymore freeways.

22 And the thing about street cars, it doesn't have  
23 the socioeconomic stigma of being for the poor class, for  
24 the lower class or for the minority. A lawyer will ride a  
25 street car, he will not ride a bus. The CEO will ride a

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1 street car, he could read the Wall Street Journal on his  
2 way to work. Jurors can use this to go to the courthouse  
3 without having to take out their cars. And looking for  
4 parking spaces in those garages are a nightmare so  
5 especially downtown. You wouldn't have to walk as far from  
6 the garage if you're on jury duty or you need to make a  
7 court appearance or you're going to go to the tax  
8 assessor's office. So for me this is a win-win situation.

9 I think for seniors, for students to go to  
10 college, this passes right by Santa Ana College. So I mean  
11 it's going to cut down on the transit and the traffic  
12 nightmare that we have in this city.

13 And for the city of Garden Grove to connect with  
14 Santa Ana, at some point it just connects up to the one in  
15 Anaheim, it will move the tourist district further south.  
16 Like Las Vegas Boulevard in Las Vegas, it will stretch out  
17 to the highway. I envision Harbor Boulevard being a  
18 tourist mecca center, bringing all the tourists here  
19 stretching from Anaheim to Costa Mesa.

20 So I think this is a win-win situation for the  
21 cities, it's going to bring bond revenue, and I think if  
22 it's built right and the stops are designed right and the  
23 fare is reasonable, I think people will benefit  
24 tremendously from this project. So I'm all for it.

25 Anyone else?

Page 16

PH2-1  
cont.

PH2-1

1 CITY MANAGER CAVAZOS: Anyone else out here? Anybody  
2 on this side?  
3 Thank you. All right. Here we go.  
4 MS. WOO: Yes. I'm Ruby Woo with the Artesia Pilar  
5 Neighborhood Association. I'm also in favor of it but I'm  
6 also concerned about the landscaping because it's going to  
7 go through my neighborhood, Santa Ana Boulevard.  
8 One of the things that I'm upset about right now  
9 on Bristol is the bus shelters. I want better looking bus  
10 shelters and people are kind of hiding under the bushes and  
11 stuff because of the shade so I wish you would consider  
12 that, the shelter area being a little bit better looking.  
13 Also I notice there's going to be a park and stop  
14 area in Artesia Pilar and I would like to invite you to a  
15 neighborhood meeting July 16 to explain that park and ride  
16 shelter.  
17 And so I'm really concerned how it looks in the  
18 community, landscaping, also what they're going to be doing  
19 about some businesses because of -- the businesses on Santa  
20 Ana Boulevard are not -- the landscaping in that street  
21 area, how that's going to be paved and look better. I know  
22 it's going to look better but I want it to really look  
23 good.  
24 Thank you.  
25 CITY MANAGER CAVAZOS: Thank you.

PH2-2

1 UNIDENTIFIED SPEAKER: I have a question.  
2 Where's the parking lot going to be?  
3 MS. WOO: It's going to be on Raitt and Fifth Street,  
4 that area, it looks like you could stop and park there. I  
5 was just looking at it really fast so I just wanted some  
6 information on that.  
7 CITY MANAGER CAVAZOS: Okay. We're here to get input  
8 and comments, not Q and A, but I will be here afterwards  
9 for anybody that has questions. This can't be part of the  
10 official record.  
11 Who wants to give input or comments?  
12 Yes, sir.  
13 UNIDENTIFIED SPEAKER: I have a comment.  
14 How long will it take from the start to finish of  
15 the project?  
16 CITY MANAGER CAVAZOS: So I'm going to refer back to  
17 the comment I made earlier because it's part of our  
18 presentation so I'll re-emphasize it.  
19 We are currently working with the OCTA, they are  
20 the lead agency and they are developing a financing plan  
21 and a implementation plan. And as soon as that's done and  
22 the Board approves it, we'll have a better idea of how long  
23 it will take and how it's going to be financed. But right  
24 now we don't have any real concrete estimates.  
25 Anybody else?

PH2-3

1 UNIDENTIFIED SPEAKER: What's the earliest it would  
2 start?  
3 CITY MANAGER CAVAZOS: If you wrote us a check today  
4 personally, we could probably have it done in about four  
5 years. So it all depends on the plan. I'm not being  
6 facetious.  
7 UNIDENTIFIED SPEAKER: So if funding came in -- from  
8 the point funding comes in, it could be four years?  
9 CITY MANAGER CAVAZOS: Yes.  
10 Usually it takes about 18 months for design, two  
11 years to construct, there's some testing. I've done two or  
12 three of them, some of them take ten years, ten years goes  
13 by fast. Some of them take five or six years. But, again,  
14 to re-emphasize the reason I'm answering your question is  
15 because I presented it earlier.  
16 Kelly, what's the schedule for the work that's  
17 being done with implementation and financing, when is that  
18 due back from the Board?  
19 KELLY: We have an item that's tentatively scheduled  
20 to go to the Board in August.  
21 CITY MANAGER CAVAZOS: When?  
22 KELLY: In August.  
23 CITY MANAGER CAVAZOS: August, okay. So we'll have a  
24 better idea in August.  
25 All right.

PH2-3  
cont.

1 UNIDENTIFIED SPEAKER: We have a question over there.  
2 CITY MANAGER CAVAZOS: One more.  
3 I want everybody to hear. If you could stand up  
4 too.  
5 UNIDENTIFIED SPEAKER: Or not. They can hear well  
6 over the speakers.  
7 CITY MANAGER CAVAZOS: By the way, how come you're not  
8 wearing a tie?  
9 UNIDENTIFIED SPEAKER: Yes, I'm very casual today.  
10 Thank you.  
11 How are you going to handle or how is it going to  
12 be handled the businesses that are going to be in the --  
13 that are where the street car is going to go? Four years,  
14 it's a long time for businesses to survive that process.  
15 How are you going to handle those people that are going to  
16 be affected economically?  
17 CITY MANAGER CAVAZOS: That's a good question. Again,  
18 not related to this specifically, again, it relates to the  
19 implementation plan.  
20 In my prior experience we have people assigned to  
21 different segments of their route working very close with  
22 the businesses and residents and then minimize the impact  
23 on your business or livelihood and so that's their goal  
24 that they would have.  
25 I don't want to oversimplify it but in this

PH2-4

1 particular case this technology is in the right-of-way in  
 2 the vast majority of cases. So it looks different from a  
 3 situation where you're actually taking property from both  
 4 sides of the road, the impact it will have there and it  
 5 will be significant in that case.

6 So I'd like to talk to you afterwards.

7 So, people, we want comments not questions,  
 8 comments. If you have questions, we can take them and  
 9 respond to them in writing. So everybody has -- you can  
 10 ask any question you want and we'll respond in writing.

11 Anybody else?

12 Have a wonderful day. We'll stick around for a  
 13 while and talk.

14 By the way, we have lots of food left.

15

16 (End of transcription.)

17

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1 REPORTER'S CERTIFICATE

2

3 I, MIRIAM G. BALTES, do hereby certify:

4

5 That I am a duly qualified Certified Shorthand  
 6 Reporter in and for the State of California, holder of  
 7 Certificate No. 9704, which is in full force and effect,  
 8 and that I am authorized to administer oaths and  
 9 affirmations;

10

11 That the foregoing proceeding was taken before me

12

13 at the time and place herein set forth;  
 14 That the proceedings were recorded

15

16 stenographically by me and were thereafter transcribed by  
 17 me or under my direction and supervision;

18

19 That the foregoing pages contain a full, true and  
 20 accurate record of the proceedings and testimony to the  
 21 best of my skill and ability.

22

23 Dated: July 1, 2014

24

MIRIAM G. BALTES, NO. 9704

25

26

27

28

29

[I - cars]

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[envison - know]

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[known - partnership]

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## **Public Hearing Meeting No. 2**

### **Response PH2-1 – Peter Katz**

The general support for the proposed project was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

### **Response PH2-2 – Ruby Woo**

Detailed design specifications for the shelters, the park-and-ride lot, and landscaping have not been developed at this stage of the planning process. Streetcar stations were discussed on page 2-13 of the EA/DEIR. The stations for the build alternatives will be located curbside adjacent to the platforms within the public right-of-way. They will consist of a shelter constructed substantially of transparent materials. In addition to seating, the stations will provide traveler information such as estimates of next train arrival time. The design concerns have been forwarded to the decision makers for consideration. The project would adhere to local established building and landscaping standards to ensure that the project is visually consistent with the existing surroundings.

### **Response PH2-3 – Unknown Speaker**

As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period.

### **Response PH2-4 – Unknown Speaker**

As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period. The duration of concentrated construction activities would be no more than six months at any given location along the alignment.

As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. As stated on pages 3-218 and 3-219 of the EA/DEIR include a Traffic Management Plan and a Noise and Vibration Control Plan to reduce construction effects.

Upon completion of project construction, the build alternatives would allow improved access to Downtown Santa Ana and other high-intensity areas of employment, commercial development, and recreational opportunities. Improved transportation service would enhance visibility and access to existing economic activity centers, including those businesses that would be temporarily affected by project construction and areas targeted for redevelopment.

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TRANSCRIPT OF:  
Santa Ana-Garden Grove  
Fixed Guideway Project Hearing  
Thursday, June 19, 2014

Reported By: Josephine C. Nokes, CSR No. 9098  
Job No. 1875706  
Pages 1-34

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THURSDAY, JUNE 19th, 2014, 6:20 p.m.

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CITY MANAGER CAVAZOS: Well, I want to welcome everybody here. I'm going to go ahead and talk loud because we don't have a speaker. If you want to follow along on the screen, that's great. You don't have to look at me. And we have court reporters here that are taking notes. At the end of the presentation, we will open it up for comments and questions, but it's not a Q & A. We're actually doing this, comments, and then we'll take the information or the questions and then we'll respond as part of an environmental record then, okay. Now after the meeting, if people have a question, we'll stick around and we'll answer it, kind of off the record.

Okay. The first slide. Welcome. We're doing this in three languages, Vietnamese, English, and Spanish. Bienvenidos. I don't know how to say "welcome" in Vietnamese. Who can do it for me?

UNIDENTIFIED SPEAKER: Here, here.

CITY MANAGER CAVAZOS: Give us a welcome.

UNIDENTIFIED SPEAKER: (Speaking in Vietnamese.)

CITY MANAGER CAVAZOS: Thank you.

So we've had three meetings. This is the third one. We had one at the depot, we had one in downtown at

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the community room, and this is the third one on the west side of town. We had it at different times. We had it on a Saturday morning, we had it on a Tuesday morning, and now on a Thursday night, so people could have different options. Some people don't have a car so we tried to disperse them throughout the city.

We do want you to know where the Environmental Assessment and the Draft Environmental Impact Report are. We have a copy here. Let's pass it around, Tanya, so people know how big it is. We've been at this thing for several years, millions of dollars in planning in terms of analysis, and we're going to talk about how to submit comments.

Next slide. So we really, really want your input. We're very grateful that you came tonight. Thank you. Again, we had a meeting on Saturday, we had one on Tuesday, and today's the third meeting. We're going over and above what's required. It's very, very important that we do that. So we have a 45-day review period that will end July 7th. So you have until July 7th to submit comments.

The next slide.

Guys, guys. Excuse me. Right over here. We've got to keep quiet because I'm trying to speak, and if people want to talk and have side conversations, go

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outside, but you can't do it now. After we're done, you can talk all night long, but we really need your attention.

So we have it here at the City Hall Public Works counter, the City Clerk's office, the public library, Rosita Park, the train station. We have it at Garden Grove and we have it at Orange County Transportation Authority. We have the document and we'll pass it around in case people need to know what it looks like. And it's on-line. You can get it on-line and look it over.

Next slide. The Orange County Transportation Authority Go Local Program was initiated in 2006 as part of a voter approved measure and it's local sales tax for transportation. When you look at the vision and the mission for Orange County Transportation Authority, you have every kind of transportation except for one. No light rail or streetcar. This is a critical point in Orange County to have this type of transportation. We do want to extend the reach of Metrolink and foster connectivity throughout the region.

We identified the best projects for funding. There were 35 projects submitted. 31 of them were rubber tar system, basically buses, and four of them were rail projects. Two of them were selected for further study, Anaheim and Garden Grove/Santa Ana.

I mentioned the vision for Orange County

1 Transportation Authority. An integrated and balanced  
2 transportation system that supports the diverse travel  
3 needs and reflects the character of Orange County. What  
4 does that mean? That means if you didn't have a car, they  
5 want to get you around in a car, they want to get you  
6 around in a bus, they want to be able to move around in a  
7 train and also a streetcar. So everybody has an  
8 opportunity to be mobile in Orange County.

9 The first step was the feasibility study in 2007  
10 and it defined Santa Ana's transit edition to include a  
11 modern streetcar system. Why modern? There was one  
12 before. There used to be a streetcar in Santa Ana many  
13 years ago, and it was again one of two rail projects that  
14 were selected by OCTA to move to the Go Local Program step  
15 two. We began in 2009, a very comprehensive analysis and  
16 alternative review where they identified alternatives for  
17 further study in 2012.

18 So the study area, we're in it. This is the  
19 study area. But the boundaries are 17th Street and  
20 Westminster on the north, First Street on the south, Grand  
21 Avenue on the east, and Harbor Boulevard on the west. 4.1  
22 miles total. We had to look at alternatives. We looked at  
23 the bus, we looked at bus rapid transit, and we looked at  
24 the streetcar.

25 Who takes the bus here? Raise your hand. We got

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1 a few people that take the bus. In my life I took the bus  
2 for nine years, nine years, because I couldn't afford a  
3 car. Later on in my career, I took the train for two  
4 years. I loved it. And I could afford a car. I took the  
5 bus because I had to. I took the train because I wanted  
6 to. There's a big difference.

7 There were two alternatives that were reviewed.  
8 The first one is alternative one. You can see it there in  
9 green. It starts out at the Regional Transit Convention  
10 station way up there on Harbor and 17th Street, and then it  
11 comes down the Pacific Electric right-of-way, which is  
12 very, very fortunate for Santa Ana because that's already  
13 there, and it comes along Santa Ana Boulevard, goes  
14 downtown, lots of stops downtown, and then goes on to the  
15 Regional Transportation Center where the train people are  
16 at.

17 There's the greatest number of transit dependent  
18 households along this route. It has the highest daily  
19 ridership in terms of these are the benefits. It has the  
20 lowest operations and maintenance costs and the land use is  
21 highly supported by this transit corridor in this route.

22 Some of the challenges are, it does impact on  
23 street parking. It doesn't eliminate it, but it impacts  
24 it. Remember, if you have people coming on the train, you  
25 don't need as much parking. So there's a balance there.

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1 So I don't want people to think, oh, when parking goes  
2 away, we lose customers. They're coming in a different  
3 way. They're coming in on the train.

4 No. 2, this is a little bit of a different route.  
5 It goes up to the Civic Center there. And the benefits  
6 there, it does provide greater coverage of the Civic Center  
7 destinations. However, it is longer. It's more  
8 circuitous. It means a greater cost, about seven percent  
9 higher cost, and there is a little bit of a greater  
10 right-of-way impact, but that alternative was reviewed.

11 Then we had the best bus alternative. Initially  
12 a lower capital cost, does not require any additional  
13 right-of-way because it's already an existing right-of-way,  
14 basically the roadway. There's no adverse impact to the  
15 environment. However, it has the lowest daily ridership.  
16 There's less capacity on the buses. It's less efficient,  
17 not as convenient, and it provides very little economic  
18 development benefit.

19 So why the streetcar? It's reliable and  
20 accessible. I mentioned earlier if you're waiting for a  
21 bus, it seems like an eternity, if you ever had to wait for  
22 a bus. When's it coming? Is it going to be on time? When  
23 you have a train or a streetcar, you have an application  
24 that says it's going to be there in two minutes, you go  
25 there, and guess what? There it is. It's very, very

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1 convenient, very reliable, and very predictable. It's very  
2 environmentally friendly. It saves electricity. It  
3 fosters walkability. It's a catalyst for economic  
4 development. General rule of them, some higher, some  
5 lower, but for every dollar, you get about a \$5.00 economic  
6 development investment. And it's very compatible with the  
7 community character and the scale.

8 When I came to Orange County eight months ago, I  
9 said, give me a chart of density. People that lived here  
10 all their lives didn't realize how dense this city is.  
11 We're No. 4 in the United States. New York, San Francisco,  
12 Boston, and here we are in Santa Ana, California, No. 4.  
13 Almost 12,000 people per square mile. And then Chicago.  
14 That's my hometown. So density is one of the things that  
15 people look at when they're talking about mass  
16 transportation, to move people around.

17 And so we are the only -- there are two cities in  
18 America that don't have a streetcar or light rail and  
19 they're both in Orange County, Santa Ana and Anaheim.  
20 Those are the two projects that are being reviewed right  
21 now, but every other city has a rail transit system.

22 How much does it cost? As I mentioned earlier,  
23 the initial cost for a bus is a lot lower, so when you take  
24 over the life span and how long buses last compared to  
25 light rail vehicles, you find out that the streetcar is

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1 actually less expensive, in terms of streetcar option one,  
2 than a bus is. It's slightly, but less expensive. 361  
3 million versus 363. And as I mentioned earlier, the  
4 streetcar two is about seven percent more expensive, and so  
5 it's about 410 million dollars.

6 One of the things that we need to do is make a  
7 commitment. Orange County Transportation Authority is  
8 going to provide the leadership, the management, will put a  
9 funding plan together and an implementation plan together.  
10 They're working on it. But they need to know the  
11 contribution of Santa Ana. So I recommended to the city  
12 council and they voted unanimously that we would pay 10  
13 percent of the operations and maintenance costs. Right now  
14 it's estimated at about five or \$600,000 a year. So that's  
15 our contribution to the streetcar system.

16 How will this be paid for? Lots of ways.  
17 Measure 2 money. It's already being collected through the  
18 sales tax. Federal funding is a possibility. State  
19 funding is a possibility. The fare box, people paying a  
20 portion. There'll be advertising and user fees that can be  
21 collected. And then again, city and possibly economic  
22 development contributions.

23 So why have an environmental analysis? It's  
24 really important. It's taken years to do this. It's very  
25 comprehensive. We were very, very diligent, but we need to

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1 look at the impact on the community, what effects there  
2 are. There's environmental justice issues to make sure  
3 that if we do this, people have access to it and it's in a  
4 good location. We have to be careful about what the visual  
5 quality impact is. Cultural resources are a factor.  
6 Traffic and parking, noise and vibration, air quality, and  
7 of course what is the impact of any construction? These  
8 are all factors that were looked at, and we are definitely  
9 following and complying with the National Environmental  
10 Policy Act, NEPA, and the California Environmental Policy  
11 Act requirements, CEPA.

12 We don't have a recommendation right now. We  
13 want your input. We want you to tell us what you think.  
14 It's very important. But we want to choose a route where  
15 we look at lots of factors. One is how many people get  
16 served, especially individuals that don't have a car that  
17 need transit to get around. We want to maximize the  
18 benefits and minimize the impacts. We want to have  
19 ridership and we want it to be easy for people to use the  
20 system. We want to be careful on how we manage our costs.  
21 Again, we want community input.

22 And we do want to increase the standard of  
23 living, the quality of life, and generation of some  
24 resources so that we can improve the quality of life in  
25 Santa Ana. A lot of people will move to an area to be by a

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1 train. People want to live close to transportation. It  
2 changes people's lives. Cars are expensive. Gas is  
3 expensive. Insurance is expensive. And if you have good,  
4 solid transportation, lots of times it has a tremendous  
5 impact on people's ultimate decision on where they want to  
6 live.

7 So here's what's going to happen in the future.  
8 We're getting all this input. The 45-day review period  
9 will end July 7th. It takes us about a month to collect  
10 all the information, make sure we thoroughly analyze it,  
11 working very closely with the FTA and the OCTA, and we want  
12 to recommend a route, what is our preferred alternative.  
13 Then it will go to the Orange County Transportation  
14 Authority board of directors in October. The city council  
15 will review and certify the Environmental Impact Report in  
16 October, and then hopefully later that month or shortly  
17 thereafter, the Federal Transit Administration will find no  
18 significant impact and then we're on our way. That's the  
19 goal.

20 Just to emphasize the next steps, we definitely  
21 want your input. We have to certify the environmental  
22 document. I mentioned earlier that the Orange County  
23 Transportation Authority is looking for financing and an  
24 implementation plan, and then we'll initiate the project  
25 development, the engineering, the right-of-way acquisition,

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1 the design, have a funding agreement, begin construction,  
2 and then begin operations. I don't know exactly how long  
3 it's going to take. It depends on the plan. But those are  
4 the steps that are required for a successful  
5 implementation.

6 How to submit comments. Who's got the cards?  
7 Tanya, raise your hand. Anybody want a card? Get it from  
8 Tanya. Here's a couple, three, four, five. But you can  
9 take your time and review it -- we'll get you one -- and  
10 mail it in. You can email it to us. You can fax it to us,  
11 you can give it to us on-line, or if you're not afraid to  
12 talk in public, we have court reporters here. And I'm  
13 going to ask the people that speak to come over here and  
14 kind of look in this direction so they can hear you, if  
15 possible, because we want to make sure we get your record.  
16 And we have until 5:00 o'clock p.m. on July 7th. So don't  
17 come to me and say I need till 6:00. 5:00 o'clock, July  
18 7th, please. All right. Let's get them in.

19 Next slide. I want to thank you for your  
20 interest. What I'm going to do is ask people to fill them  
21 out, and then maybe we'll start in the back this time. So  
22 in the last row, does anybody want to make public comments?

23 Okay, you can still fill out the application.  
24 Does anybody want to make a comment in this row? Okay?  
25 Anybody here? How about in this row? Anybody want to make

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1 a public comment? Okay.

2 UNIDENTIFIED SPEAKER: (Through Interpreter) So

3 we're now in Phase Two and he wants to know what other

4 phases there are.

5 CITY MANAGER CAVAZOS: Can you pull up the screen on

6 the route. So here we just pick one of them, just like the

7 one you had there, but.

8 CATHERINE HIGLEY: Oh, you want the route?

9 CITY MANAGER CAVAZOS: Okay. Well, there were

10 discussions that occurred, we don't know anything about it,

11 about certain phases, like we're going to do downtown first

12 and then we're going to do this first. This is the program

13 at work. This is the system. Later on, they may go from

14 17th Street and Harbor onto another place. Maybe Garden

15 Grove, but we don't have plans for that right now. This is

16 the system that's being proposed, this alternative and

17 alternative two. When it gets done for implementation and

18 it gets bid out by a program manager, they will make

19 recommendations on how to construct the project, but it's

20 all one alternative. Okay. Thank you.

21 Anybody on this row? Oh, you want to talk.

22 UNIDENTIFIED SPEAKER: Can I ask a clarifying question

23 because I'm confused about if this is question and answer

24 about just the environmental impact review or comments on

25 it?

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1 CITY MANAGER CAVAZOS: You can ask me any question you

2 want, and anything you want to ask, we will either

3 reiterate what we said in prior meetings or answer your

4 questions, but we want your comments because we don't want

5 to make a mistake. So if you have a question, we will

6 respond as part of the environmental. So do you want to go

7 for it?

8 UNIDENTIFIED SPEAKER: Sure.

9 CITY MANAGER CAVAZOS: You got to talk loud because

10 they're taking notes.

11 UNIDENTIFIED SPEAKER: Sure. So I guess my question

12 is in terms of tours that are being given, so there were

13 tours that were scheduled for folks that wanted to see the

14 potential routes and where it would run through and learn

15 more about I guess the proposed alternatives. At some

16 point they got stopped and we didn't get to take the tour,

17 so I know there's a couple of folks that have been asking

18 me, like what happened with those tours. So my question is

19 if those are going to be given again and if whatever input

20 folks give throughout those tours will be considered in

21 this whole process?

22 CITY MANAGER CAVAZOS: The answer is, we want your

23 input by email, by fax, at this meeting, but if you're on a

24 tour and you tell something to somebody, that doesn't

25 count. It's got to be part of this public meeting because

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1 they're not set up for that. So we can have it tonight or

2 you can do it by email. If you want and have questions

3 about the route, I would encourage you to talk to who?

4 Right here.

5 WILLIAM: Talk to me, William.

6 CITY MANAGER CAVAZOS: And he'll get a hold of you

7 outside or he can go through it visually or he can schedule

8 a time for you to go on the tour, but the only public

9 comment is between now and July 7th and it's got to be in

10 writing or verbally at the meeting or with the court

11 reporter.

12 So I got this row. Do you want me to come back

13 to you? You're good. Come back later. Anybody on this

14 row? Yes.

15 UNIDENTIFIED SPEAKER: (Through Interpreter) On

16 Fifth Street, I travel on that street on bike. I drive. I

17 purchase items in those businesses. My question is, how is

18 this going to affect the street, the businesses?

19 CITY MANAGER CAVAZOS: So it's a great question and

20 we'll answer that in writing. If you want to get into

21 another just a friendly discussion about that, we can talk.

22 It's not part of the official record, but we will answer

23 that question in writing. We will answer, how does it

24 impact the businesses?

25 Anybody else on this row? Here we go. You're

Page 15

1 up.

2 UNIDENTIFIED SPEAKER: (Through Interpreter) Okay, I

3 saw, on your presentation, I saw that we are concerned

4 about the environment. We took measures for the

5 environment. My question is, how is this going to affect

6 the equity in the properties?

7 UNIDENTIFIED SPEAKER: Is that your question?

8 UNIDENTIFIED SPEAKER: Yeah, if the city's planning to

9 do an equity analysis.

10 CITY MANAGER CAVAZOS: That's part of the work that's

11 been done, and we will respond to that question, but that

12 was one of the factors. Go back to that slide where I

13 talked about that.

14 This is one of the factors we considered, right

15 there, the community effects.

16 UNIDENTIFIED SPEAKER: And environmental justice.

17 CITY MANAGER CAVAZOS: And environmental justice,

18 that's part of the consideration, but we'll respond in

19 writing to your question.

20 Okay, anybody in here? Did you want to say

21 something?

22 UNIDENTIFIED SPEAKER: No.

23 CITY MANAGER CAVAZOS: Okay, you're fine. How about

24 over here? Anybody? You had a comment. Go ahead and talk

25 loud. We want to hear them.

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PH3-1

PH3-2

1 WAN CHA: My name's Wan Cha. I'm a property owner in  
2 Santa Ana downtown. In Santa Ana downtown, the buildings  
3 are built in 1885 to 1925 and 1920 have an on-suite, and  
4 then to the old building remodelings in 1925, have a  
5 remodeling. And then we have seismic in 1986. And we have  
6 -- my building doesn't have a foundation, and then to the  
7 trailer is coming in and out. They have a lot of impact.

PH3-3

8 And Santa Ana downtown, that's a historical  
9 joint. It's more than 50 years old, and the United States  
10 and American history, very short. We have about 200 some  
11 years. We have to save, you know, the old buildings,  
12 older, older, you know, cultures, and those kind of things.  
13 So now -- and can I look at the -- can I go back to the  
14 alternative No. 1. So can I go outside in a minute? Can I  
15 go outside? Thank you.

16 The City of Santa Ana, they have a plan, and here  
17 to here, these areas is the Santa Ana downtown areas, and  
18 then the trailers going to the station, the train station,  
19 to go back to this way, Santa Ana Boulevard, to go to the  
20 Harbor Boulevard, and Harbor Boulevard and they can go back  
21 to Santa Ana downtown and then go back to train station.  
22 So I do not understand, and then if City of Santa Ana, they  
23 try to get a development and more business for the Santa  
24 Ana downtown area, and then why they have the trailer go to  
25 Santa Ana Boulevard to go back to Harbor Boulevard, and

PH3-4

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1 then go back, and then to Fourth Street, they stop it.

2 Example, my building's right here, and a lot of  
3 my customers go to shopping for the Santa Ana downtown. If  
4 trailers go to Fifth Street, and I say, we put the  
5 business, it's not on Fourth Street, we put the business  
6 for the Fifth Street, and then to Fifth Street, people  
7 doesn't go. And now these people, they try to -- we need  
8 to bring these people to Santa Ana downtown to shopping  
9 area, these areas. So these people stop and then one block  
10 or two blocks go down to the First Street, they never come  
11 down. They just straight go to take a news for the bus or  
12 train on Harbor Boulevard, but they never stop right here.  
13 Maybe they stop, but not major people. Major people, they  
14 need shopping. They need station to get out Fourth Street  
15 right away, if they going to put on the station right here.  
16 But it's not, and then they going to put on the train  
17 station for the Santa Ana Boulevard and go back Harbor  
18 Boulevard and then right here, and we have a parking lot on  
19 Fifth Street and on Third Street, and the peoples come into  
20 the blocks down there, and then this journey for the First  
21 Street, we don't put the car anymore. There's a problem  
22 joining the peoples walking in and out and they can go to  
23 shopping now.

PH3-4  
cont.

24 So my idea is, we just going to use only this  
25 line or take out this line that looks like Santa Monica

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1 downtown. There's a problem joining them. So right here,  
2 the First Street, Santa Monica Boulevard. And then also I  
3 went to Denver, Colorado, the downtown areas, with no  
4 parking, just the street, the trailers, and peoples walking  
5 on it.

6 CITY MANAGER CAVAZOS: Thank you.

7 WAN CHA: So I'm concerning for the problem joining  
8 right here or they can put it on, they going to change this  
9 way, and then the people, even Harbor Boulevard, the  
10 peoples coming in and this right here, shopping, and then  
11 go to the station or these peoples come in right here in  
12 the shopping and then go back to this station, and then  
13 here, these areas, people in and out right away.

14 Thank you.

15 CITY MANAGER CAVAZOS: Thank you very much. Okay, so  
16 I forgot where you were sitting.

17 UNIDENTIFIED SPEAKER: He was right next to me.

18 CITY MANAGER CAVAZOS: Okay. So we can't go  
19 backwards. Not yet. You can move if you want to. You  
20 want to move. Go for it.

21 UNIDENTIFIED SPEAKER: Yeah, I want to move.

22 CITY MANAGER CAVAZOS: Anybody else wants to talk  
23 again, move up to the front.

24 So this row was already done. I know you came  
25 late, so if you want to move up, I know you need to talk.

PH3-4  
cont.

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1 By the way, I'm wearing the socks you sold me, right here.  
2 So go for it. Come on over here because you get a better  
3 view. Right here. Here we go.

4 ADOLPHO LOPEZ: My name is Adolpho Lopez and I am a  
5 property owner on Fourth Street right there by what Mr. Cha  
6 was referring to, and we were talking about, we're very  
7 concerned about the impact this is going to have on the  
8 downtown and Fourth Street especially. We got buildings  
9 over there from the 1900s and we want to show them off, so  
10 we need to have some kind of idea like Mr. Cha was talking  
11 about, and we were thinking maybe later on turn that into a  
12 promenade. Right on Fourth Street, turn that into a  
13 promenade and let the streetcars park maybe on First Street  
14 and walk right to the promenade so everybody concentrates  
15 on the downtown area. Thank you.

PH3-5

16 CITY MANAGER CAVAZOS: Thank you. That was short and  
17 to the point. We got this row covered. We got this row  
18 covered. You want to talk about it, go ahead.

19 SAUL O'CAMPO: So my name's Saul O'Campo. I am a  
20 sophomore at Godinez High School and I'm representing  
21 Sacred, and I have a question and a comment.

22 My question is, what is the construction for  
23 whatever the alternative is going to be going to look like?  
24 Now my concern is, if you are a student, go to Mendez or  
25 middle college or Widler or any other school that's on the

PH3-6

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1 north side of Santa Ana, and live on the south side of  
2 Santa Ana, how will they be going to school through that  
3 construction? Or vice-versa. If they live on north, on  
4 the northern area of Santa Ana, but they go to school in  
5 the southern area, how will they get to school? Are you  
6 guys going to provide any sort of transportation or are we  
7 still going to be having to support ourself and pay for our  
8 own transportation going around that construction, or will  
9 it just be straight through the construction? And that's  
10 all I have.

PH3-6  
cont.

11 CITY MANAGER CAVAZOS: Thank you. That's an  
12 excellent question, and we're going to answer that  
13 question, but I will tell you right now that we will have a  
14 very successful construction program and nobody's going to  
15 be impacted in terms of how to get to places. So we'll  
16 work on that, and the construction on this project is less  
17 intense than it would be on a major rail project, so we  
18 don't believe that anybody's going to be impeded from going  
19 to school or shop or anything like that.

20 Yes, sir.

21 UNIDENTIFIED SPEAKER: Can I speak over here?

22 CITY MANAGER CAVAZOS: No, right here. Go ahead. We  
23 want you to be by people so they can record your comments.

24 RAUL YANEZ: Oh, okay, I'm going to be very short.  
25 My name is Raul Yanez. I also have a few properties on

PH3-7

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1 Fourth Street right next to Dr. Cha and also Adolpho Lopez.  
2 I'm concerned about the construction if it goes in on  
3 Fourth Street. I pretty much support the same idea that  
4 Mr. Walters said. That's it. Thank you.

PH3-7  
cont.

5 CITY MANAGER CAVAZOS: Thank you. Thank you so much.  
6 We're almost done here. We got everybody in this row? You  
7 want to speak? You're good. Madeleine?

8 MADELEINE SPENCER: The question I have today  
9 actually concerns also a question that I asked before, but  
10 today I'm asking a little bit different. I know that the  
11 city has a Nixle site that goes out to 3,000 people. I  
12 know that the city clerk's email distribution list is 150  
13 people, and I know that if this was advertised in English,  
14 Spanish, and telemedia, that would be good. I know there's  
15 a coastal web site, a Facebook, and Twitter.

16 My question is, out of 350 individuals that live  
17 in this city which is just -- I know that there's more  
18 people than that that live in this city, what is an average  
19 that says that the EIR report has actually done the maximum  
20 amount of outreach to this city, if especially, there is no  
21 access to computers? We know that in the library, there's  
22 16 computers, which are for people's access in the city,  
23 and during the survey that the city did for strategic  
24 planning, the numbers of that survey are going to show you  
25 exactly the number of people who responded. The city had

PH3-8

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1 to go out and do a robo-call and bring out trucks into the  
2 city to be able to get more people to understand.

3 According to the Sunshine Ordinance, you're  
4 supposed to do outreach to people within 500 feet of where  
5 it is that this project is, and I want to know what kind of  
6 numbers because so far from the numbers I've seen at these  
7 meetings, this does not validate the number of people in  
8 this community getting public outreach.

PH3-8  
cont.

9 CITY MANAGER CAVAZOS: Okay, thank you. We're going  
10 to come back, but we're going to get everybody on this line  
11 first. So with the exception -- okay, I'm going to go back  
12 to you because that will be four times. Go for it. You got  
13 to talk loud because they're recording everything.

14 UNIDENTIFIED SPEAKER: Yes. So you mentioned that  
15 it's not going to be a lot of impact as far as  
16 construction, but I'm concerned about parking then on  
17 the -- not in the downtown area because we already spoke  
18 about that, but then going up. Is there going to be an  
19 alternative? Are there going to be -- so people that live  
20 around, what's going to be that? And since you showed us  
21 the report, I believe that we're fourth in the density, is  
22 there an idea of doing other than the downtown area where  
23 folks do need transportation, the rest of the city?

PH3-9

24 CITY MANAGER CAVAZOS: Okay, so we'll answer that  
25 question in writing. Good question.

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1 Anybody over here?

2 UNIDENTIFIED SPEAKER: My question was, do these  
3 studies, do they show who's being served the most, like on  
4 these different routes, like is it the local residents or  
5 the regional for these different routes?

PH3-10

6 CITY MANAGER CAVAZOS: Well, that's why we have this  
7 study available. The analysis is in there, the impact.  
8 It's on-line. We encourage you to read it, and if you have  
9 comments from that, please let us know.

10 Okay. Thank you. Go for it.

11 ISABEL LOPEZ: My name's Isabel Lopez, and I'm  
12 wondering, how do you guys notify the residents of the  
13 area?

PH3-11

14 CITY MANAGER CAVAZOS: Good question.

15 ISABEL LOPEZ: Because I live on Santa Ana Boulevard  
16 and I went all around and nobody got no notification about  
17 the meetings.

18 CITY MANAGER CAVAZOS: Great question. So I will tell  
19 you that we have exceeded the requirements for notification  
20 and I want -- Jason's not here, but maybe William and  
21 Tanya, can you come over here and talk about all the  
22 notifications we did, and we'll start with Tanya. We're  
23 also going to answer this question in writing, but I want  
24 people here to know that there has been quite a bit of  
25 notification. We'll go with you, and then we'll start with

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1 -- after you, we'll talk to William.  
2 TANYA LYON: So the answer to that question that you  
3 had is that we sent out notifications on postcards to  
4 everyone within 500 feet of the route. We got confirmation  
5 back that 4,500 postcards did go out. We posted the actual  
6 hard copy of the notifications as well at six different  
7 locations here, as well as posting it on-line and in the  
8 City of Garden Grove. We also posted the flyer and the  
9 information at every single community center that we have  
10 in the City of Santa Ana. We also did outreach via social  
11 media and also sent out a press release and it was covered  
12 by at least three different news organizations.

13 CITY MANAGER CAVAZOS: William.

14 WILLIAM: And I just wanted to add to that that we  
15 also used our official records of the county assessor's  
16 office to send the postcards to the property owners, and  
17 then we also sent them to the tenants, obviously the  
18 tenants are the addresses in that 500-foot radius, but  
19 wherever we had records available for the property owners,  
20 we also sent it to the property owners.

21 CITY MANAGER CAVAZOS: Okay, and that will be part of  
22 the official record, too. Yes.

23 UNIDENTIFIED SPEAKER: I don't know if you can answer  
24 this question right now, but it said on that one slide that  
25 the locally preferred alternatives out of all of these is

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PH3-12

1 going to go to the OCTA. How do you decide which one is  
2 the locally preferred alternative that will go to the OCTA?  
3 CITY MANAGER CAVAZOS: So we're going to use the  
4 criteria I described there. Go back to that slide.

5 So those are the factors for evaluating the  
6 alternatives. So we're going to recommend to the city  
7 manager, to the city council. They get the final decision,  
8 and then after that, we're going to go ahead and provide it  
9 to OCTA, so there's two or three checks involved.

10 Yes.

11 UNIDENTIFIED SPEAKER: Thank you.

12 CITY MANAGER CAVAZOS: You made it.

13 UNIDENTIFIED SPEAKER: So in this process of inserting  
14 an equity analysis onto the environmental analysis report,  
15 I'm wondering if -- one of the areas is the community  
16 effects that this will have, right, and I'm wondering if  
17 the term community will be broken into parts of low-income  
18 communities, minority groups, and even geographically,  
19 right? Like how close is it to low-income housing or to  
20 areas where gang injunctions are currently cited as.

21 And in addition, the community has until July 7th  
22 to give their input, and I'm wondering if there will be  
23 room in the future for them to give additional input since  
24 that equity analysis is not currently existent.

25 CITY MANAGER CAVAZOS: So we'll answer that question

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PH3-12  
cont.

PH3-13

1 in writing. These are the alternatives that we are using.  
2 Another slide, Cathy. Cathy, can you go back to the other  
3 slide, please. But here are some of the other impacts in  
4 choosing a route, right there, okay. But we'll provide an  
5 answer to you in writing.

6 So the reason why it's important to do it in  
7 writing is there are people that are not at this meeting  
8 that are very interested in your questions, and we want to  
9 make sure they have it on-line so they can ask, well, how  
10 did people get notified? How do you decide the route?  
11 What's the cost? How long have you been doing this? So  
12 they can read all those comments, including the Federal  
13 Transit Administration will go over that.

14 So we got everybody here? Yes, sir.

15 UNIDENTIFIED SPEAKER: I have a question along the  
16 same lines, but in addition to that, there is a safety -- I  
17 don't know if it's a problem, but streetcars do not have  
18 good safety records. What are the accommodations made to  
19 avoid mistakes that have been made in other communities  
20 with streetcar transit?

21 CITY MANAGER CAVAZOS: Good question and we'll answer  
22 that one, too. Thank you.

23 Yes?

24 UNIDENTIFIED SPEAKER: Do you know what the average  
25 cost would actually be for me to take that transportation?

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PH3-14

PH3-15

1 CITY MANAGER CAVAZOS: Okay, that's a great question,  
2 so we'll answer that in writing. There's streetcars all  
3 over the country. My experience has been, it's a little  
4 bit more than the bus, but not cost prohibitive, but we'll  
5 answer that in writing. It's an estimate.

6 UNIDENTIFIED SPEAKER: It's \$2.00 on your FAQs.  
7 That's what it says.

8 CITY MANAGER CAVAZOS: Pardon me?

9 UNIDENTIFIED SPEAKER: On your Frequently Asked  
10 Questions section on the web site, it says \$2.00.

11 CITY MANAGER CAVAZOS: Okay, you guys need to talk to  
12 each other. I think it says \$2.00, but I guarantee you we  
13 don't have our financing plan yet from OCTA, so it could be  
14 1.75, it could be two and a quarter, but right now probably  
15 maybe \$2.00 is the answer, but I want to make sure we do it  
16 right.

17 Okay, I'm going to go this way again. So we're  
18 on the second round here. Does anybody have a question  
19 here? This aisle. This aisle. We're here on this aisle.  
20 Go for it. Talk loud.

21 UNIDENTIFIED SPEAKER: So we know that funding for  
22 active transportation projects is not -- there's not a lot  
23 of money, period. So my question is, long term, I know  
24 we're updating our circulation element in the city that has  
25 several projects potentially for the next 20 years for more

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PH3-16

1 bike lanes and also pedestrian improvements. Would this  
2 funding at all affect funding that we could potentially get  
3 in the next I guess five, ten years for those projects?

PH3-16  
cont.

4 CITY MANAGER CAVAZOS: So we'll answer that question,  
5 too. Yes.

6 UNIDENTIFIED SPEAKER: I was wondering about how  
7 you're going to have designated stops for the cars? Is it  
8 going to be like a bus stop, when you think of the classic  
9 bus stop, where you maybe have a bench and a covered area,  
10 or is it just out in the open?

PH3-17

11 CITY MANAGER CAVAZOS: We have some pictures of the  
12 stations there and they'll show you what it's going to look  
13 like, so if you want to look at that when we're done, you  
14 can look at it. Okay? Is that fair?

15 UNIDENTIFIED SPEAKER: Yes.

16 CITY MANAGER CAVAZOS: And this is all on-line and  
17 we'll have pictures available for everybody. So that's the  
18 station right there.

19 So we're done with this here and now we're on  
20 this row.

21 UNIDENTIFIED SPEAKER: (Through Interpreter) So  
22 basically do we choose a streetcar that's going to benefit  
23 the community, it's going to help the transportation  
24 especially going south. So in other words, I guess --

25 UNIDENTIFIED SPEAKER: No, no. She's saying the

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1 opposite.

2 THE INTERPRETER: The opposite?

3 UNIDENTIFIED SPEAKER: The opposite.

4 THE INTERPRETER: I'm sorry. I got it wrong then.  
5 I'm very sorry.

6 UNIDENTIFIED SPEAKER: (Through Interpreter) So this  
7 project is going to have such a huge investment that we  
8 choose the streetcar, it's going to be a project in the  
9 long term to help the people in City of Santa Ana.

10 UNIDENTIFIED SPEAKER: That was the -- it's a  
11 question. Not a statement. How it's going to help the  
12 people in Santa Ana?

13 CITY MANAGER CAVAZOS: Okay, good. All right. Here  
14 we are again. Anybody? Beautiful. Okay, we're on the  
15 last row, the last row, and we're going to start with you  
16 and then work this way.

17 UNIDENTIFIED SPEAKER: I'm just wondering, I use a  
18 walker. For disabled people, are they going to have to go  
19 in and out or use steps or you just jump in?

20 CITY MANAGER CAVAZOS: It's level boarding. I  
21 encourage you to look at the station. That's one of the  
22 advantages. They're bigger, more spacious. But I would  
23 like you to -- Tate, could you help her with those  
24 questions after the meeting real quick?

25 UNIDENTIFIED SPEAKER: Sure.

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PH3-18

PH3-19

1 CITY MANAGER CAVAZOS: Yes, sir?

2 UNIDENTIFIED SPEAKER: Obviously you're using  
3 electricity. Have you considered using or building your  
4 own off the grid solar panels to provide the energy because  
5 solar, the panels have advanced so much just in the last  
6 five years. In the last 20 years, it's incredible.

PH3-20

7 CITY MANAGER CAVAZOS: Okay, good question.

8 Madeleine is our final speaker.

9 MADELEINE SPENCER: I actually just wanted to ask,  
10 though, if the funds are coming from the M -- what's it  
11 called, the M?

12 CITY MANAGER CAVAZOS: Measure M.

13 MADELEINE SPENCER: Yes, which is capital funds,  
14 right, in our -- it comes from capital funds in our budget.

15 CITY MANAGER CAVAZOS: Are you getting at the source  
16 of the funds, the possible funds?

17 MADELEINE SPENCER: Where is it going to come from  
18 from the city with the amount that you're talking about?  
19 Is it coming out of community development funds?

PH3-21

20 CITY MANAGER CAVAZOS: Community development. So I  
21 want to emphasize that right now we're talking about the  
22 alternative assessment and the environmental impact review.  
23 OCTA is doing an implementation plan and a financing plan.  
24 It should be done -- when is that roughly? You said  
25 September or August?

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1 UNIDENTIFIED SPEAKER: August/September time frame.

2 CITY MANAGER CAVAZOS: August/September even better,  
3 and they will detail the financing plan and then that will  
4 be part of OCTA because they're the ones that are going to  
5 be the lead. As far as the city's participation, it's five  
6 or \$600,000. We are committed to doing that. There are a  
7 myriad of ways to get there and we are committed to doing  
8 that, but it's four or five years in the future, so I can't  
9 tell you exactly where that pot's going to come from.

10 MADELEINE SPENCER: But wouldn't it typically come  
11 from community development funds?

12 CITY MANAGER CAVAZOS: No, it could come from  
13 anywhere. Okay. That was the final question?

14 UNIDENTIFIED SPEAKER: I have a question.

15 CITY MANAGER CAVAZOS: Yes, sir.

16 UNIDENTIFIED SPEAKER: This project is going to go  
17 through our neighborhood, and our present concern is what  
18 effect it's going to have on the residents and how many  
19 residents are going to be displaced if this project goes  
20 through?

21 CITY MANAGER CAVAZOS: I don't think any residents  
22 are going to be displaced because it's in the public  
23 right-of-way, so we're not going through houses or anything  
24 like that. And in terms of your question, maybe take a  
25 minute and answer his other question, but we'll do it in

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PH3-22

1 writing, too.

2 CITY MANAGER CAVAZOS: Okay, enjoy your evening.

3 Thank you for coming.

4 If you have a question for the record, they'll

5 take it.

6 (End of transcription.)

7 (TIME NOTED: 7:10 p.m.)

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Page 33

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3 I, the undersigned, a Certified Shorthand

4 Reporter of the State of California, do hereby certify:

5 That the foregoing proceedings were taken before

6 me at the time and place herein set forth, that any

7 witnesses in the foregoing proceedings, prior to

8 testifying, were placed under oath; that a verbatim record

9 of the proceedings was made by me using machine shorthand

10 which was thereafter transcribed under my direction;

11 further, that the foregoing is an accurate transcription

12 thereof.

13 I further certify that I am neither financially

14 interested in the action nor a relative or employee of any

15 attorney or any of the parties.

16 IN WITNESS WHEREOF, I have this date subscribed

17 my name.

18

19 Dated: 07/01/2014

20

21

22 \_\_\_\_\_

23 Josephine C. Nokes

24 CSR No. 9098

25

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[& - beautiful]

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[convenient - first]

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[five - interest]

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[interested - neither]

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<b>ultimate</b> 11:5	<b>walk</b> 20:14	<b>words</b> 29:24
<b>unanimously</b> 9:12	<b>walkability</b> 8:3	<b>work</b> 13:13 16:10 21:16 30:16
<b>undersigned</b> 34:3	<b>walker</b> 30:18	<b>working</b> 9:10 11:11
<b>understand</b> 17:22 23:2	<b>walking</b> 18:22 19:4 walters 22:4	<b>works</b> 4:3
<b>unidentified</b> 2:20,22 13:2,22 14:8,11 15:15 16:2,7,8,16 16:22 19:17,21 21:21 23:14 24:2 25:23 26:11,13 27:15,24 28:6,9,21 29:6,15,21,25 30:3 30:6,10,17,25 31:2 32:1,14,16	<b>want</b> 2:4,6 3:7,14,25 4:17 5:5,5,6 7:1 10:13,13,14,17,18 10:19,20,21,22 11:1 11:5,11,21 12:7,15 12:19,22,24,25 13:8 13:21 14:2,2,4,4,6 14:22 15:2,12,20 16:20,25 19:19,20 19:21,25 20:9,18 21:23 22:7 23:5 24:20,23 27:8 28:15 29:13 31:21	<b>writing</b> 15:10,20,23 16:19 23:25 24:23 27:1,5,7 28:2,5 33:1
<b>united</b> 8:11 17:9	<b>wanted</b> 6:5 14:13 25:14 31:9	<b>wrong</b> 30:4
<b>updating</b> 28:24	<b>wants</b> 13:3 19:22	<b>y</b>
<b>use</b> 6:20 10:19 18:24 26:3 30:17,19	<b>way</b> 6:10,11 7:3,10 7:13,13 11:18,25 17:19 19:9 20:1 28:17 30:16 32:23	<b>yanez</b> 21:24,25
<b>user</b> 9:20	<b>ways</b> 9:16 32:7	<b>yeah</b> 16:8 19:21
<b>v</b>	<b>we've</b> 2:24 3:10,23	<b>year</b> 9:14
<b>validate</b> 23:7	<b>wearing</b> 20:1	<b>years</b> 3:11 5:13 6:2 6:2,4 9:24 17:9,11 28:25 29:3 31:6,6 32:8
<b>vehicles</b> 8:25	<b>web</b> 22:15 28:10	<b>york</b> 8:11
<b>verbally</b> 15:10	<b>welcome</b> 2:4,16,18 2:21	
<b>verbatim</b> 34:8	<b>went</b> 19:3 24:16	
<b>versa</b> 21:3	<b>west</b> 3:1 5:21	
<b>versus</b> 9:3	<b>westminster</b> 5:20	
<b>vibration</b> 10:6		
<b>vice</b> 21:3		
<b>vietnamese</b> 2:17,19 2:22		
<b>view</b> 20:3		

## **Public Hearing Meeting No. 3**

### **Response PH3-1 – Unknown Speaker**

Under Streetcar Alternative 2 and IOS-2, the Streetcar would travel eastbound along 5<sup>th</sup> Street from Ross Street to Minter Street. The cross sections and alignment along 5<sup>th</sup> Street are shown in Appendix O beginning on page 60 (drawing number TR-19 through TR-22) of the EA/DEIR. The streetcar would operate in the right most lane until east of Bush Street where a dedicated right turn lane would generally occur before intersections until Minter Street. No changes would occur to the existing left one or two lanes along 5<sup>th</sup> Street. Along this segment, the streetcar would operate in mixed traffic. This could include vehicles and/or bicycles, as there is no existing bike lane and travel speeds would be substantially lower. Businesses along 5<sup>th</sup> Street may be temporarily disrupted during construction. See Response PH1-2(1) related to effects to businesses during construction. Access to existing businesses would be maintained and accessibility to businesses along 5<sup>th</sup> would be increased with the addition of three stations under Alternative 2 or IOS-2.

### **Response PH3-2 – Unknown Speaker**

See Responses 8-5(5) and PH1-7 related to completion of an EJ analysis and an equity analysis.

The loss of property value is not an environmental consideration under CEQA unless it leads to the physical deterioration of buildings. Regarding equity in properties, there is no supporting evidence or documentation to establish, as fact that the implementation of a streetcar system causes property values to decrease to the extent that blight or physical degradation of buildings would occur. Speculation about fluctuations in property values as a result of transit improvements is not within the scope of the EA/DEIR.

### **Response PH3-3 – Wan Cha**

A cultural resources report was prepared for the project in compliance with Section 106 of the National Historic Preservation act and is included as Appendix K of the EA/DEIR. This report analyzed the potential for the proposed project to adversely affect historic, archaeological or paleontological resources. The Section 106 determination found that no adverse effects to historic, archaeological or paleontological resources would occur from the proposed project.

Proposed construction activities generally would require conventional earthwork equipment (e.g., cranes, tractors, and trucks). Drill rigs and similar vibration-generating equipment may also be used for various construction activities. In addition, as discussed on page 3-208 of the EA/DEIR, pile-driving activities would be limited to the elevated crossing over Westminster Avenue and where the alignment crosses the Santa Ana River channel. The distances between the construction equipment and properties would typically be sufficient to avoid effects to the properties, including historic buildings, as a result of vibration or other activity that could affect these buildings' structural integrity. However, six historic structures have been identified as potential locations of vibration impacts.

As discussed on page 3-219 of the EA/DEIR, the proposed project includes a Noise and Vibration Control Plan to reduce the effects of construction vibration to historic structures. Relevant components of the Plan include:

- Where pile-driving operations are required, vibratory pile driving or pre-drilled pile insertion techniques shall be used whenever possible, rather than impact pile driving;
- Pile driving activity shall be prohibited during nighttime hours;
- Residences located within 560 feet of pile driving activity shall be sent advanced notice of the construction schedule; and
- The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts. Specifically, contractors shall use smaller and lower impact construction technologies where residential and historic structures are located within 26 feet of the construction site.

### **Response PH3-4 – Wan Cha**

The alternatives identified for evaluation in the EA/DEIR were based on public comments, as well as technical analyses, as detailed in the Alternative Analysis Report (under separate cover and available by request or on the City's website at <http://santaanatransitvision.com>). The alternatives analysis process included a comprehensive review of potential technology and alignment options. A wide range of public transit options were defined and investigated as candidate technologies. The initial alignment options were based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area's regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and Bus Rapid Transit services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

As discussed in the EA/DEIR, Streetcar Alternative 1, traveling along 4<sup>th</sup> Street, was identified as the route having the highest daily ridership after a comprehensive alternatives analysis.

### **Response PH3-5 – Adolpho Lopez**

The EA/DEIR focused on assessing a streetcar system. The Study Area is generally bounded by Harbor Boulevard to the west, 17<sup>th</sup> Street to the north, Grand Avenue to the east, and 1<sup>st</sup> Street to the south. The goals and objectives of the project, described in Table 1-1 on page 1-14 of the EA/DEIR, are focused on transportation improvements. The development of a promenade in the Downtown area is outside the scope of this project. Regarding encouraging pedestrians to visit Downtown and 4<sup>th</sup> Street, and as stated on page ES-15 of the EA/DEIR, it is estimated that Streetcar Alternative 1 would attract between 3,770 and 8,400 riders per day in horizon year 2035. Six stations would be located in the Downtown commercial area of the City. These stations would provide easy access for streetcar riders to visit Downtown businesses.

### **Response PH3-6 – Saul O’Campo**

Regarding safety, concrete barriers with fencing would be placed around the perimeter of construction areas to restrict access and eliminate the threat to safety and security of anyone not directly involved in construction activity. Construction activity would occur in front of Spurgeon Intermediate School, Romero Cruz Elementary School, George Washington Carver Elementary School, and James Garfield Elementary School. Construction zones near schools require additional considerations to ensure the safety of students and staff and promote vehicle awareness. The City of Santa Ana would coordinate with the Santa Ana Unified School District and Santa Ana Police Department to develop and implement a construction traffic safety plan, as identified in Mitigation Measure **SAF1** on page 3-196 of the EA/DEIR, at schools adjacent to the alignment. Precautionary safety features would, as a minimum, include signs, barriers, and crossing and traffic signals to create a safe environment for parents and students during pick-up/drop-off times, as well as the education plan to increase the construction and safety awareness for students and parents.

The construction zone would typically be limited between two- and four-block segments. North-south traffic could experience detours or inconveniences from lane reductions, nighttime or weekend closures, and detours. In addition, daytime construction activity in major intersections would occur in increments to avoid complete intersection closure. Accordingly, impacts to direct routes to and from institutional uses would be temporary and occur for a relatively short period. Therefore, the City would not provide transportation for students around the construction zone.

### **Response PH3-7 – Raul Yanez**

See Response PH3-1 related to construction vibration and historic properties. PH1-2(1) related to a general discussion of construction activities.

### **Response PH3-8 – Madeleine Spencer**

See Response PH1-1 related to community outreach and distribution of notices.

### **Response PH3-9 – Unknown Speaker**

Section 3.10 in Table 3.10-6 on page 3-127 of the EA/DEIR includes a detailed parking analysis which includes a discussion of parking loss outside the Downtown area. The alignment outside the Downtown area, west of Flower Street to Raitt Street would be the same for all of the build alternatives. No parking loss would occur west of Raitt Street or to the east of the Downtown area. As shown in the following table, 53 percent of street parking would be removed along Santa Ana Boulevard between Raitt and Flower Streets.

<b>STREET PARKING SPACES</b>			
<b>Scenario and Segment</b>	<b>Existing Spaces</b>	<b>Spaces</b>	
		<b>Lost</b>	<b>Remaining</b>
<b>Streetcar Alternatives 1, 2 and IOS-1, and IOS-2</b>			
Santa Ana Boulevard between Raitt and Flower Streets	143	73	70

*Source: City of Santa Ana, Santa Ana and Garden Grove Fixed Guideway Project Traffic Impact Assessment Report, February 2012.*

The loss of parking on Santa Ana Boulevard between Raitt and Flower Streets would affect residential land uses. The City of Santa Ana requires every residential property along this segment of Santa Ana Boulevard to have on-site parking capacity consistent with City zoning and occupancy entitlements. There is adequate although potentially less convenient parking to accommodate residential parking needs along this segment of Santa Ana Boulevard. Therefore, the build alternatives would not result in adverse effects related to residential land uses and the loss of on-street parking spaces.

### **Response PH3-10 – Unknown Speaker**

As stated on page ES-4 of the EA/DEIR, Santa Ana and Garden Grove's overall vision for the Study Area includes a transit system that integrates seamlessly with the community, provides connections to regional Metrolink and Amtrak commuter rail services at the SARTC, and is compatible with the established urban character. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The project's objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR. The alternatives considered as part of the project are based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area's regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and BRT services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

One of the factors in the development of the alternative alignments was ridership and what routes would serve areas with the highest demand. As discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis. It is estimated that the Locally Preferred Alternative would attract between 3,770 and 8,400 riders per day in the 2035 horizon year. At the low end, this represents approximately 22 percent more riders than the TSM Alternative (3,085); at the high end, it represents approximately 172 percent more riders than with the TSM Alternative. Streetcar Alternative 2 would attract between 3,020 and 6,425 riders. At the low end, this would be approximately equivalent to the TSM Alternative; at the high end, it represents approximately 108 percent more riders than with the TSM Alternative. IOS-1 would attract between 2,012 and 4,490 riders, and IOS-2 would attract between 1,540 and 3,280 riders which is approximately 47 percent fewer riders than the full alignment alternatives.

### **Response PH3-11 – Isabella Lopez**

In accordance with CEQA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder's Office in compliance with Sections 21080.4 and 21092 of the California Public Resources Code; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from

County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk's Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

**Response PH3-12 – Unknown Speaker**

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. The decision was based on a combination of environmental impacts, community input, cost, ridership, and economic development considerations brought to light through the EA/DEIR, Alternative Analysis, and public review process.

**Response PH3-13 – Unknown Speaker**

See Responses 8-5(5) and PH1-7 related to an EJ analysis and an equity analysis.

The extensive public outreach as described in Response PH1-1 will continue as the project moves forward. Future public outreach, would include, but not be limited to, informing the community aware of construction activities, and providing education programs to familiarize local residents and business owners with the new streetcar system.

**Response PH3-14 – Unknown Speaker**

See Response PH1-2(4) related to safety.

**Response PH3-15 – Unknown Speaker**

The streetcar fares have not been determined at this time. A financing plan will be developed by OCTA prior to revenue operation of the Locally Preferred Alternative.

**Response PH3-16 – Unknown Speaker**

Information regarding possible funding sources have been identified but not approved. The source of funding is not required for consideration in the environmental review process in accordance with CEQA and NEPA regulations. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

**Response PH3-17 – Unknown Speaker**

Streetcar stations will include shelters, benches, and trash receptacles. Detailed design information is not available at this stage in the planning process.

**Response PH3-18 – Unknown Speaker**

As stated on page ES-4 of the EA/DEIR, Santa Ana and Garden Grove's overall vision for the Study Area includes a transit system that integrates seamlessly with the community, provides

connections to regional Metrolink and Amtrak commuter rail services at the SARTC, and is compatible with the established urban character. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The project's objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR.

In addition, and as stated on page ES-5 of the EA/DEIR, the City of Santa Ana would benefit from increased connectivity to the regional transportation network. The eastern terminus of the alignment is the SARTC, which is the busiest multi-modal transportation hub in Orange County and will connect the streetcar to Metrolink, Amtrak, and bus lines from the surrounding region. The western terminus is the Harbor Boulevard/Westminster Avenue intersection, where connections to local and intra-county buses operated by OCTA are available.

### **Response PH3-19 – Unknown Speaker**

See Response PH3-17. The specifications related to boarding procedures have not been identified at this time. The proposed streetcar system will comply with the Americans with Disabilities Act (ADA) requirements to accommodate disabled patrons.

### **Response PH3-20 – Unknown Speaker**

Solar power has not been considered as part of the proposed project, although the proposed project does not preclude the future integration of solar power.

### **Response PH3-21 – Madaleine Spencer**

The source of funding is not required for consideration in the environmental review process in accordance with CEQA and NEPA regulations. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

### **Response PH3-22 – Unknown Speaker**

Acquisitions requiring displacement would comply with the Uniform Act. Acquisitions related to the build alternatives are shown in Table 3.3-5 on page 3-23 of the EA/DEIR. Streetcar Alternative 1 would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.

## Chapter 3.0 Corrections and Additions

As required by CEQA Guidelines Section 15088, this chapter provides corrections or clarifications of certain statements in the EA/DEIR. None of the corrections and additions constitutes significant new information or substantial project changes as defined by CEQA Guidelines Section 15088.5 and would not result in new significant impacts or an increase in the severity of any impact already identified in the EA/DEIR. New information is not significant unless the EIR is changing in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. Corrections and additions to the EA/DEIR are provided in underline or ~~strikeout~~ text as needed to indicate an addition or deletion, respectively.

### Table of Comments

- The title of Table 3.3.-5 on page V of the EA/DEIR is hereby revised as Acquisitions Related to Build Alternatives.

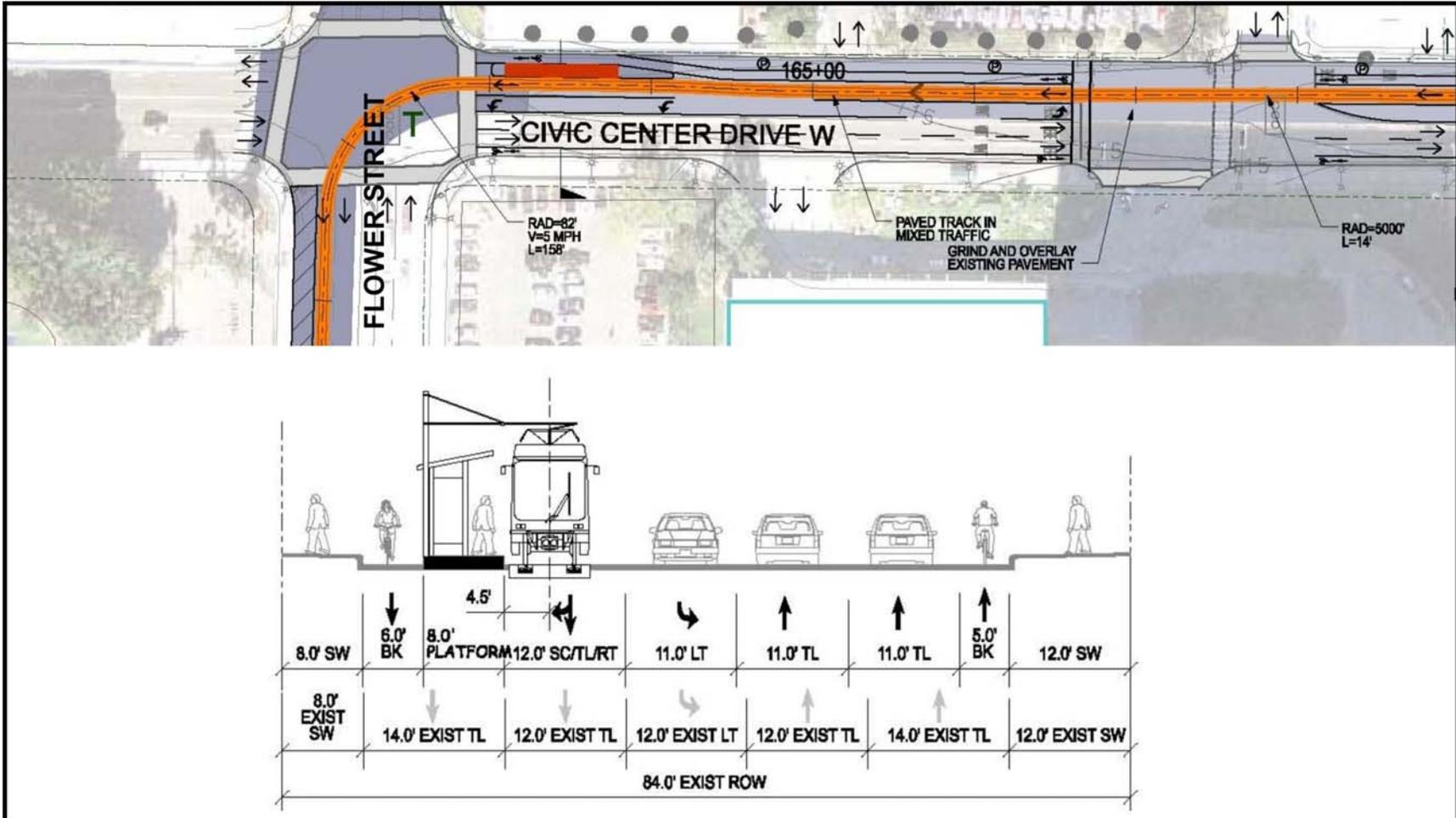
### Executive Summary

- The following sentence is added for clarification to the end of the second to last paragraph on page ES-7 of the EA/DEIR:

The acquisition is shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and would involve a full take (18,719 square feet) of the property at the northeast corner of Main Street and Civic Center Drive (Burger King) and a partial take (730 square feet) of the property at the northeast corner of Broadway and Civic Center Drive (St. Joseph's workshop).

### Chapter 2.0 Project Description

- **Figure 2-5** on page 2-12 of the EA/DEIR is hereby revised to show Flower Street as the cross street to Civic Center Drive West:



## Section 3.3 Land Acquisition and Displacement

- The title of **Table 3.3-5** on page 3-23 of the EA/DEIR is hereby revised as Acquisitions Related to Build Alternatives.

## Section 3.4 Section 4(f) Resources

- Table 3.4-1** (Resource #15) on page 3-3 of the EA/DEIR, is hereby revised to show the corrected address for the Dr. Howe-Waffle House as 120 Civic Center Drive West:

<b>TABLE 3.4-1: SECTION 4(F) RESOURCES</b>				
<b>Resource Name</b>	<b>Location</b>	<b>Build Alts</b>	<b>Criteria/Distance</b>	<b>Section 4(f) Applicability</b>
1. Quonset Huts (Cultural Report Map Reference 2) /a/	1424 N. Susan Street	1,2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
2. Willowick Golf Course /b/	South of PE ROW	1,2	Publically owned adjacent. Fees charged for use.	Park and/or Recreation Area
3. Old Pacific Electric Santa Ana River Bridge (Cultural Report Map Reference 3) /a/	On PE ROW	1,2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
4. Santa Ana River Trail and Bikeway/b/	Crosses PE ROW	1,2	Publically owned.	Park and/or Recreation Area
5. Spurgeon Joint Use Recreational Area	207 W. 5 <sup>th</sup> Street	1,2	Publically owned adjacent.	Recreation Area
6. Friendship Park	Myrtle and Shelley Streets	1,2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
7. El Salvador Park	10 <sup>th</sup> and Raitt Streets	1,2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
8. Angels Community Park	3 <sup>rd</sup> and Flower Streets	1,2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
9. Sasscer Park /b/	4 <sup>th</sup> and Parton Streets	1	Publically owned adjacent.	Park and/or Recreation Area
10. Birch Park	3 <sup>rd</sup> and Ross Streets	1	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
11. Neal Machander Tennis Center	First and Flower Streets	1	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
12. Orange County's Original Courthouse /a/	211 W. Santa Ana Boulevard	1	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
13. Young Men's Christian Association (YMCA) – Santa Ana-Tustin Chapter /a/	203 and 205 W. Civic Center Drive <u>West</u>	2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
14. First Presbyterian Church (Cultural Report Map Reference 34) /a/	600 N. Main Street	1	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
15. Howe-Waffle House and Carriage House /a/	<del>702 Bush Street and 105 E. 17<sup>th</sup> Street</del> 120 Civic Center West	2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
16. First United Methodist Church (Cultural Report Map Reference 64) /a/	624 French Street	2	National Register-Eligible. Adjacent to project.	Historic or Archaeological Site
17. French Park	10 <sup>th</sup> and French Streets	2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area
18. Folk Victorian-Style Duplex Cottage (Cultural Report Map Reference 58) /a/	507 N. Minter Street	1	National Register-Eligible. Adjacent to Project.	Historic or Archaeological Site
19. Chepa's Park	Stafford and Custer Streets	2	Publically owned. Beyond 500 feet.	Park and/or Recreation Area

/a/ Coordination with "Official with Jurisdiction" occurs with the State Historic Preservation Officer (SHPO) as part of the National Historic Preservation Act Section 106 Process  
 /b/ Coordination with "Official with Jurisdiction" occurs directly with the owner/manager of the resource  
 Source: URS Corporation, Map and Field Review, July 2011.

## Section 3.5 Community Effects and Environmental Justice

- The fourth sentence in the fifth paragraph on page 3-42 of the EA/DEIR is hereby moved as the third sentence in the first paragraph on page 3-44 and revised as follows:

On page 3-42:

**French Park.** The French Park neighborhood, also known as the French Park Historic District, is a 20-square-block historical neighborhood, bounded by Washington Avenue on the north, Civic Center Drive on the south, Poinsettia Street on the east, and Bush Street on the west. It includes a mix of residential, commercial and industrial land uses. The neighborhood includes homes built between the late 1890s and 1920s, ranging in various architectural styles, including Craftsman, Colonial Revival, Victorian and Neo-Classical, Craftsman Bungalow, Spanish Colonial, and Spanish Eclectic Revival. ~~The historic Dr. Howe-Waffle House is located in French Park.~~ Historic French Park was officially listed on the National Register of Historic Places in 1999. The only community asset within Historic French Park that falls within the Study Area is French Park, at 901 French Street.

On page 3-44:

**Downtown Santa Ana.** The Downtown Santa Ana neighborhood is bounded by Civic Center Drive on the north, First Street on the south, Main Street on the east, and Flower Street on the west. It includes commercial land uses, with some residential, institutional and parkland uses. The historic Dr. Howe-Waffle House is located in Downtown Santa Ana. Community assets within Downtown Santa Ana that fall within the Study Area include the following:

## Section 3.7 Cultural Resources

- **Table 3.7-1** on page 3-95 of the EA/DEIR is hereby revised to correct the address for Dr. Howe-Waffle House (Map Ref. No. 33) to 120 Civic Center Drive West.

**TABLE 3.7-1: CULTURAL RESOURCES WITHIN THE APE**

Map Ref. No.	Address	Resource Name / Historic Relevance	SHPO Status Code	NRHP-Eligible/Criteria	Other Identifier
21	222 W. 4 <sup>th</sup> St.	Cenesis Bridal Shop (Moore Building) – Mission Revival	1D, 5S1	Yes, A	C-NR 84000438, SARHP 182
22	220 W. 4 <sup>th</sup> St.	Hispano-American Jewelers (Ed Waites Saloon & Billiard Hall) - one-part commercial block building	6Z	No	NC-NR 84000438
23	214, 216, and 218 W. 4 <sup>th</sup> St.	Bridal Shop (Riverine Block) - two-part commercial block building	1D, 5S1	Yes, A	C-NR 84000438, SARHP 152
24	202, 204, 206, 208 210, and 212 W. 4 <sup>th</sup> St.	W.H. Spurgeon Building - 20 <sup>th</sup> Century two-part commercial block building	1D, 1S, 1CS, 5S1	Yes, A	C-NR 84000438, SARHP 20; NRIS 79000516; CPHI 487
25	301-309 W. 4 <sup>th</sup> St.	Starbucks (Phillips Block) - two-part commercial block building	1D, 5S1	Yes, A	C-NR 84000438, SARHP 11
26	221 and 223 W. 4 <sup>th</sup> St.	Teresa’s Jewelers (Been Block/Fashion Saloon) - two-part commercial block building	1D, 5S1	Yes, A	C-NR 84000438, NC-NR 84000438, SARHP 153
27	219 W. 4 <sup>th</sup> St.	Cassandra’s Bridal (Crabtree Saloon) – Vernacular commercial building	5S1	No	NC-NR84000438, SARHP 144
28	213, 215, and 217 W. 4 <sup>th</sup> St.	Elia’s Bridal, Epocca, and Joshua’s Designs - 20 <sup>th</sup> Century one-part commercial block building	1D, 5S1	Yes, A	C-NR 84000438, SARHP 160
29	209 and 211 W. 4 <sup>th</sup> St.	Fiesta Juice (Semi-Tropic #2) – Victorian commercial building	1D, 5S1	Yes, A	C-NR 84000438, SARHP 198
30	407, 409, and 411 N. Broadway	Las Brisas Restaurant (Beem Building, J.J. Wilson’s Shoeshine Parlor) – Spanish Colonial Revival	1D, 5S1	Yes, A	C-NR 84000438, SARHP 175
31	203 and 205 W. Civic Center Drive West	YMCA – Community Center/Social Hall	1S, 5S1	Yes, A	NRIS 93000237, SARHP 6
32	211 W. Santa Ana Blvd.	Old Orange County Courthouse – Richardsonian Romanesque	1D, 1S, 1CL, 5S1	Yes, A	C-NR 84000438, NRIS 77000321, CHL 837, SARHP 1
33	120 E. Civic Center Drive West	Dr. Howe-Waffle House – Queen Anne	1D, 1S, 1CS, 5S1	Yes, A	C-NR 84000438, NRIS 77000320, CHPI P341, SARHP 2
34	600 N. Main St.	First Presbyterian Church – Gothic Revival	3S	Yes, C	N/A
35	618-624 Main St.	World Travel (Dr. Wehrly Medical) - 20 <sup>th</sup> Century two-part commercial block building	1D	Yes, A	C-NR 84000438
36	120 W. 4 <sup>th</sup> St.	Don Roberto Jewelers - 20 <sup>th</sup> Century two-part commercial block building	6Z	No	NC-NR 84000438

## Section 3.16 Construction

- The second sentence in the second to last paragraph on page 3-202 of the EA/DEIR is revised as follows:

Access to businesses would be maintained during operating hours and signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. In addition, signs would be posted alerting nearby businesses of temporary closures and/or detours.

- The last two sentences in the first paragraph on page 3-202 are revised as follows:  
~~These Construction effects, including, but not limited to noise, air quality, visual, traffic, and temporary easements~~ would be short-term, of temporary duration and not adverse. Therefore, Streetcar Alternatives 1 and 2 construction activities would not result in disproportionate adverse effects related to communities ~~community cohesion~~ and character environmental justice.

## Chapter 4.0 Mitigation Monitoring and Reporting Program

PRC Section 21081.6 and Section 15097 of the CEQA Guidelines require adoption of a Mitigation Monitoring and Reporting Program (MMRP) for all projects for which an EIR has been prepared. This requirement was originally mandated by Assembly Bill (AB) 3180, which was enacted on January 1, 1989, to ensure the implementation of all mitigation measures adopted through the CEQA process. Specifically, PRC Section 21081.6 states that "...the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and that the program]...shall be designed to ensure compliance during project implementation."

AB 3180 provided general guidelines for implementing monitoring and reporting programs, which are enumerated in more detail in Section 15097 of the CEQA Guidelines. However, specific reporting and/or monitoring requirements to be enforced during project implementation shall be defined prior to final approval of the proposed project by the decision-maker. In response to established CEQA requirements, the proposed MMRP shall be submitted to the City of Santa Ana (lead agency) for consideration prior to completion of the environmental review process to enable the decision-makers appropriate response to the proposed project. Although the lead agency may delegate reporting or monitoring responsibilities to other agencies or entities, it "...remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

The MMRP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the EA/DEIR and REA/FEIR. The MMRP will be in place through all phases of the proposed project, including design (pre-construction), construction, and operation (post-construction both prior to and post-occupancy). The City of Santa Ana shall be responsible for administering the MMRP activities or delegating them to staff, other City departments (e.g., Department of Building and Safety and Department of Public Works), consultants, or contractors. The City of Santa Ana will also ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected. The designated environmental monitor (e.g., City building inspector, project contractor, or certified professionals depending on the provision specified below) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems.

Each mitigation measure is categorized by environmental topic and corresponding number, with identification of:

- The enforcement agency
- The monitoring agency
- The monitoring phase (i.e., the phase during which the measure should be monitored);
- The monitoring frequency
- The action indicating compliance with the mitigation measure

All agencies and departments are in the City of Santa Ana, unless otherwise noted.

## **Land Use and Zoning**

No mitigation measures related to land use and zoning are required.

## **Land Acquisition and Displacement**

No mitigation measures related to land acquisition and displacement are required.

## **Visual Quality**

No mitigation measures related to visual quality are required.

## **Cultural Resources**

**CR1** A qualified principal investigator who meets the Secretary of the Interior's professional qualification standards for an archeologist shall be responsible for managing Native American archaeological resources and human remains. The qualified principal investigator shall appoint an archaeological monitor to be present for ground-disturbing activities that could encounter undisturbed soils. If the qualified principal investigator determines that Native American archaeological resources and human remains are likely present, then both an archeological monitor and a Native American monitor identified by the principal investigator shall be present. The Native American monitor shall be a Native American identified by the applicable tribe and/or the Native American Heritage Commission. The timing and duration of the monitoring shall be determined by the principal investigator based on the sensitivity of exposed sediments.

Prior to initiation of earth-disturbing activities that could encounter undisturbed soils; the archaeological monitor shall conduct a brief awareness training session for all construction workers and supervisory personnel. The training shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the project vicinity, and that the session take place on-site immediately prior to the start of ground-disturbing activities.

If archaeological resources or human remains are encountered during construction, all work shall cease in the area of potential affect until the find can be addressed. The Orange County Coroner's Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary. A fifty-foot buffer, or more if deemed appropriate by the principal investigator, shall be established and work outside the buffer may resume.

Areas that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate non-disturbance to the City of Santa Ana through the appropriate construction plans, as-built drawings, or geotechnical studies prior to any earth-disturbing activities. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 form and filed with the SCCIC.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Principal Investigator and Archaeological or Native American Monitor/SHPO
Monitoring Phase:	Construction
Monitoring Frequency:	Ground breaking activities involving undisturbed soil
Compliance Action:	Field Inspection/Monitoring and Maintenance of Log to Demonstrate Compliance

## Geology, Soils, and Seismicity

No mitigation measures related to geology, soils, and seismicity are required.

## Hazardous Materials

**HAZ1** A Phase I Environmental Site Assessment shall be prepared for the following site should O&M Facility Site A be adopted as part of the proposed project:

- Madison Materials located at 1035 East 4<sup>th</sup> Street

A Phase I Environmental Site Assessment shall be prepared for the following sites should O&M Facility Site B be adopted as part of the proposed project:

- All Car Auto Parts located at 2002 West 5<sup>th</sup> Street
- SA Recycling located at 2006 West 5<sup>th</sup> Street
- American Auto Wrecking located at 1908 West 5<sup>th</sup> Street

A Phase I Environmental Site Assessment shall be prepared for the following sites should O&M Facility Site A be adopted as part of the proposed project:

The assessment shall be prepared by a Registered Environmental Assessor. The assessment shall be prepared in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. If hazardous materials are identified in the Phase I Environmental Site Assessment, a Phase II Environmental Site Assessment would be completed to identify the extent of contamination and the procedures for remediation. The Phase II Environmental Site Assessment shall be approved by the California Department of Toxic Substances Control.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Registered Environmental Assessor/Department of Toxic Substances Control
Monitoring Phase:	Pre-Construction
Monitoring Frequency:	Once, prior to construction
Compliance Action:	Site Investigation and Submittal of the Phase I and Phase II Environmental Site Assessments

## Traffic and Parking

No mitigation measures related to traffic and parking are required.

## Noise and Vibration

**N1** The City of Santa Ana shall request a horn-sounding exemption from the California Public Utilities Commission for the crossing at 5th and Fairview Streets. The exemption shall provide justification and demonstrate that safety would not be compromised. In lieu of the warning horn, supplemental safety measures (e.g., four-quad gates, roadway median barriers on grade crossing approaches, and pedestrian gates) would be implemented. If a horn sounding exemption is approved and established, warning horns would not be sounded except under an emergency situation.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	City of Santa Ana/California Public Utilities Commission
Monitoring Phase:	Design
Monitoring Frequency:	During design and prior to operation
Compliance Action:	Agency request submission/Field Inspection

**N2** When practical, the contractor shall design special trackwork elements, such as turn-outs, switches, and cross-over to be located at least 600 feet away from sensitive receptors. If this cannot be achieved, then special switch devices, such as spring frogs or movable point frogs shall be utilized. A frog device is used where two rails cross. The frog is designed to ensure the wheel crosses the gap in the rail without “dropping” into the gap.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana
Monitoring Phase:	Design
Monitoring Frequency:	Prior to Approval of Final Plans and Specifications
Compliance Action:	Field Verification of Installation of Trackwork

**N3** The contractor shall construct a noise barrier at the land uses identified as Noise Sensitive Areas 9 and 10. For receptors in Noise Sensitive Area 9, the noise barrier shall be at least 10 feet high and extend for 400 feet along the northern property edge of the proposed operations and maintenance facility. For receptors in Noise Sensitive Area 10, the noise barrier shall be at least 8 feet high and extend for 225 feet along the southern boundary of the PE ROW adjacent to 4<sup>th</sup> Street. The design of the noise barriers shall be identified on project plans prior to issuance of building permits.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana Planning and Building Department
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to permitting and prior to operation
Compliance Action:	Design Review and Field Verification

## Air Quality

No mitigation measures related to air quality are required.

## Hydrology

No mitigation measures related to hydrology are required.

## Safety and Security

**SAF1** Under Streetcar Alternatives 1 and 2 and the IOS Alternatives, the City of Santa Ana shall coordinate with the Santa Ana Unified School District and Santa Ana Police Department regarding safety at schools adjacent to the alignment. The collaborative effort between the City and interested parties shall develop and teach rail safety measures to students and parents. Other precautionary safety features shall include signs, gated crossing, and crossing and traffic signals to create a safe environment for parents and students during pick-up/drop-off times.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	City of Santa Ana/Santa Ana Police Department
Monitoring Phase:	Design and Pre-Operation
Monitoring Frequency:	On-going during Construction and Testing
Compliance Action:	Development of Safety Education Program and Instruction and Field Verification

**SAF2** The contractor shall install surveillance cameras along the pedestrian walking paths within the PE ROW and at pedestrian gates to adjacent neighborhoods. Police security personnel shall be responsible for surveillance camera monitoring.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana and Santa Ana Police Department
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to Operation
Compliance Action:	Field Verification

**SAF3** The contractor shall install emergency call boxes along the pedestrian walking paths within the PE ROW.

Enforcement Agency:	City of Santa Ana
Implementation/Monitoring Agency:	Contractor/City of Santa Ana
Monitoring Phase:	Design and Pre-operation
Monitoring Frequency:	Prior to operation
Compliance Action:	Field Verification

**SAF4** The contractor shall design the lighting plan for the pedestrian walking paths within the PE ROW to eliminate shadows or dimly lit areas to the greatest extent feasible.

Enforcement Agency: City of Santa Ana  
Implementation/Monitoring Agency: Contractor/City of Santa Ana  
Monitoring Phase: Design  
Monitoring Frequency: Once prior to design approval  
Compliance Action: Design Review and Field Verification

**SAF5** Within the PE ROW, the contractor shall fence the track area, and appropriate signage and audible and visual warning devices shall be installed at gate openings.

Enforcement Agency: City of Santa Ana  
Implementation/Monitoring Agency: Contractor/City of Santa Ana  
Monitoring Phase: Design and Pre-operation  
Monitoring Frequency: Prior to Operation  
Compliance Action: Field Verification

**SAF6** If Mitigation Measures **SAF2** through **SAF4** are considered infeasible, then the Willowick Station shall not be made operational by the contractor until an appropriate public access point from the PE ROW is created as part of the Willowick Golf Course redevelopment.

Enforcement Agency: City of Santa Ana  
Implementation/Monitoring Agency: Contractor/City of Santa Ana and Santa Ana Police Department  
Monitoring Phase: Pre-operation  
Monitoring Frequency: Prior to Operation  
Compliance Action: Field Verification

## Construction (Air Quality)

**AQ1** During the construction phase, the contractor shall use Tier 4 or higher off-road construction equipment with higher air pollutant emissions standards.

Enforcement Agency: City of Santa Ana  
Implementation/Monitoring Agency: Contractor/SCAQMD  
Monitoring Phase: Construction  
Monitoring Frequency: Monthly  
Compliance Action: Field Verification and Maintenance of Log to Demonstrate Compliance

## Cumulative

No mitigation measures related to cumulative impacts are required.