

IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the Plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE N-3. NOISE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
Goal N-1: Land Use Compatibility		
Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.		
1.1	City equipment. As feasible and practical, new equipment purchased by the City will meet noise performance standards consistent with the best available noise reduction technology.	PWA/Finance Ongoing
1.2	OC Streetcar. Monitor implementation of mitigation measures outlined in the Final Supplemental Environmental Impact Report for the OC Streetcar.	PWA Ongoing
1.3	Noise evaluation. Continue to evaluate the noise impacts of new projects during the development review process; consider requirements for noise analysis conducted by an acoustical specialist for projects involving land uses where operations are likely to impact adjacent noise-sensitive land uses.	PBA 2022-2024
1.4	Agency coordination. Continue to coordinate with California Department of Transportation and OCTA to evaluate the need for sound barriers or other mitigation strategies along segments of the freeways and transit travel ways that impact existing noise-sensitive land uses.	PWA Ongoing
1.5	Noise ordinance. Update the City’s noise ordinance to provide more detail about acceptable noise standards for land uses.	PBA/PD 2022-2027
1.6	Noise mitigation in impacted areas. Evaluate options to expand noise mitigation in areas that are planned for growth but where ambient noise levels already exceed noise standards.	PBA 2022
1.7	Disclosure statements. As part of any approvals of noise-sensitive projects where reduction of exterior noise to the maximum levels specified in the City’s General Plan or noise ordinance is not reasonably feasible, require the developer to issue disclosure statements—to be identified on all real estate transfers associated with the affected property—that identifies regular exposure to noise.	PBA 2022
1.8	Site mobility. Develop standards to ensure that on-site mobility does not generate excessive noise.	PBA 2022
1.9	Adjacent jurisdictions. Continue to monitor development projects in adjacent jurisdictions and comment on projects with the potential for noise impacts in Santa Ana.	PBA Ongoing



TABLE N-3. NOISE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL N-2: Noise Generators		
Reduce the impact of known sources of noise and vibration.		
2.1	Alternative paving. Evaluate the use of alternative paving materials that can reduce traffic noise, as feasible, depending on roadway conditions and cost-efficiency.	PWA 2024
2.2	Freeways. Continue cooperation with Caltrans in the planning of noise attenuation along freeways and assist with outreach efforts to notify residents of major projects that may impact noise levels and aesthetics.	PWA Ongoing
2.3	Roadway designations. Periodically review major roadways and designated truck routes to reduce truck traffic through residential neighborhoods and near schools.	PWA Ongoing
2.4	Rail coordination. Continue to work with rail owners and operators to manage existing quiet zones, monitor safety adjacent to railroad tracks, and consider feasible alternatives that reduce noise.	PWA Ongoing
2.5	Site design and technology. Require that the parking structures, terminals, and loading docks of noise-generating land uses be designed to minimize the potential noise impacts of vehicles on-site and on adjacent land uses. Encourage and/or require feasible technological options to reduce noise to acceptable levels.	PBA Ongoing
2.6	Mitigate existing impacts. Identify existing business operations that produce exterior noise above the maximum levels specified in the City’s General Plan or noise ordinance for adjacent land uses. Reach out to those businesses to provide educational resources about best practices for noise prevention and mitigation. Assist businesses to implement mitigation strategies through permit assistance, expedited permitting, and other incentives. If the noise impact cannot be mitigated, provide site selection assistance to help businesses relocate to other areas of the city.	PBA/CDA 2023
2.7	Best practices. Conduct a study of best practices for the prevention and mitigation of noise impacts on sensitive land uses caused by existing or new business operations.	PBA/PD 2022-2024
2.8	Nuisance noise. Review all permit applications, including special use permits, for potential noise impacts. Utilize existing noise ordinances and antinuisance statutes to reduce the occurrence of nuisance noise violations.	PBA Ongoing
GOAL N-3: Airport and Land Use Environs		
Protect sensitive land uses from airport related noise impacts.		
3.1	Aircraft altitude standards. Continue working with the Federal Aviation Administration to determine appropriate altitude standards for aircraft flying over congested areas, taking into account public health and safety.	PBA Ongoing
3.2	Helicopter noise. Continue cooperation with the Fire Department and Metropolitan Water District to minimize noise conflicts associated with helicopter activity.	PBA Ongoing
3.3	Local coordination. Work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed.	PBA Ongoing

Notes:

CDA - Community Development Agency CMO - City Manager’s Office HR - Human Resources Department
PBA - Planning and Building Agency PWA - Public Works Agency PRCSA - Parks, Recreation and Community Services Agency
PD - Police Department

