

3. Project Description

As described in the previous chapters, there have been no land use changes recommended in the General Plan Update (GPU) since the original Draft PEIR was released in August 2020 or since the Planning Commission public hearing in November 2020. This chapter, *Project Description*, was included in the Recirculated Draft PEIR to provide an easy reference for the details about existing and proposed land use as well as to summarize the proposed policy and implementation actions as refined and supplemented in the proposed GPU.

3.1 PROJECT LOCATION

The City of Santa Ana is in the western central portion of Orange County, approximately 30 miles southwest of the city of Los Angeles and 10 miles northeast of the city of Newport Beach (see Figure 3-1, *Regional Location*). As shown in Figure 3-2, *Citywide Aerial*, the city is bordered by the city of Orange and unincorporated areas of Orange County to the north, the city of Tustin to the east, the cities of Irvine and Costa Mesa to the south, and the cities of Fountain Valley and Garden Grove to the west. In November 2019, the City annexed the 17th Street Island, a 24.78-acre area in the northeast portion of the city. The 17th Street Island is bounded by State Route 55 to the east, 17th Street to the south, and North Tustin Avenue to the west (see Figure 3-3, *17th Street Island and Sphere of Influence*). The city also includes a portion of the Santa Ana River Drainage Channel within its sphere of influence (SOI). The city and its SOI are defined and referred to herein as the plan area.

3.2 STATEMENT OF OBJECTIVES

The updated General Plan is based on a vision statement and core values established as part of an extensive, multiyear community outreach effort. The City has identified the following core values to guide the GPU:

- **Health.** The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.
- **Equity.** Residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and balancing competing interests in an open and democratic manner.
- **Sustainability.** Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.
- **Culture.** The Santa Ana community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

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- **Education.** Santa Ana values the creation of lifelong learners, the importance of opening up educational opportunities to all residents, and investing in educational programs that advance residents' economic well-being.

These core values were used as the basis to define more specific project objectives to aid decision makers in their review of the GPU and associated environmental impacts. The objectives include:

1. Promote infill development while respecting and protecting established neighborhoods.
2. Optimize high density residential and mixed-use development that maximizes potential use of mass transit.
3. Provide locations for new housing development that maximizes affordable housing opportunities to achieve both City and regional housing goals.
4. Facilitate new development at intensities sufficient to generate community benefits and attract economic activity.
5. Provide housing and employment opportunities at an urban level of intensity at the city's edge.
6. Introduce mixed-use urban villages and encourage experiential commercial uses that are more walkable, bike-friendly, and transit-oriented.
7. Develop opportunities for live/work, artist spaces, and small-scale manufacturing.

3.3 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means:

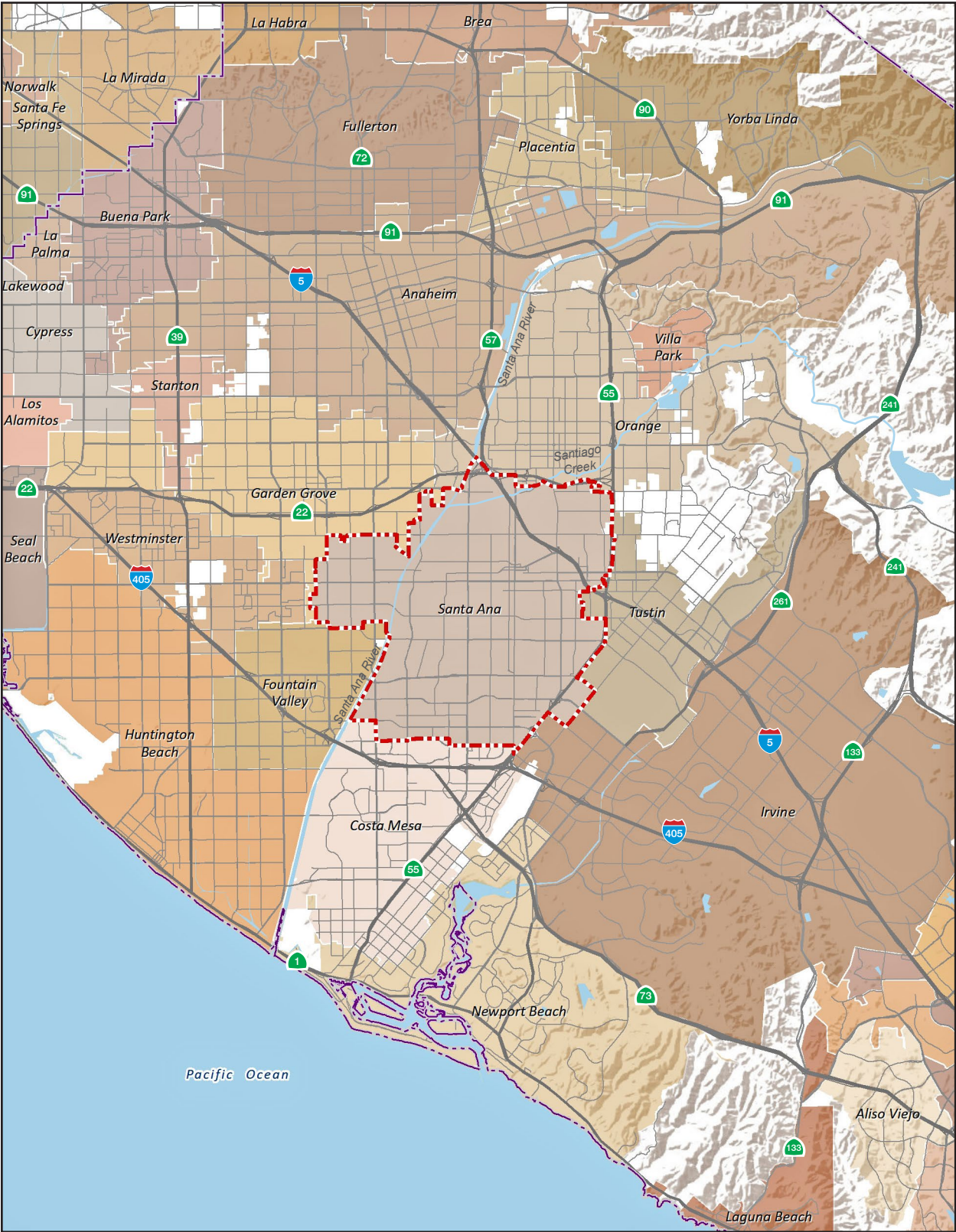
... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. Section 15378[a])

3.3.1 Current General Plan

The current General Plan for Santa Ana consists of 16 elements adopted in different years from 1982 to 2014. The current General Plan elements and their respective goals, policies, and actions are:

- **Airport Environs Element:** A long-range policy guide to safeguard the general welfare of the inhabitants of Santa Ana in the vicinity of John Wayne Airport (JWA). Additionally, it provides guidance for the purpose of ensuring navigable airspace is not impacted by future development in the city. This element was adopted February 11, 2009.

Figure 3-1 - Regional Location



--- City of Santa Ana

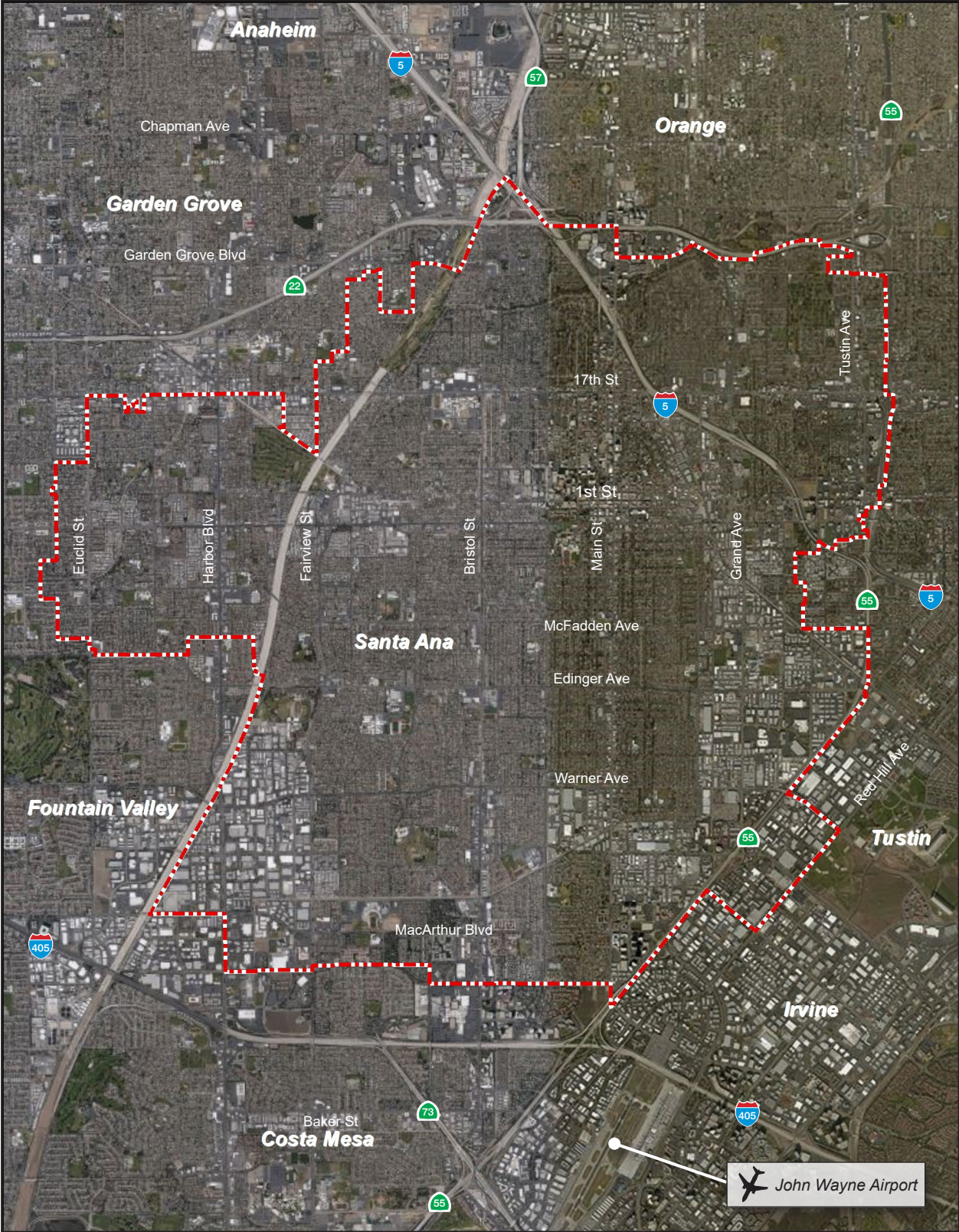


Source: ESRI, 2020

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Figure 3-2 - Citywide Aerial



--- City of Santa Ana

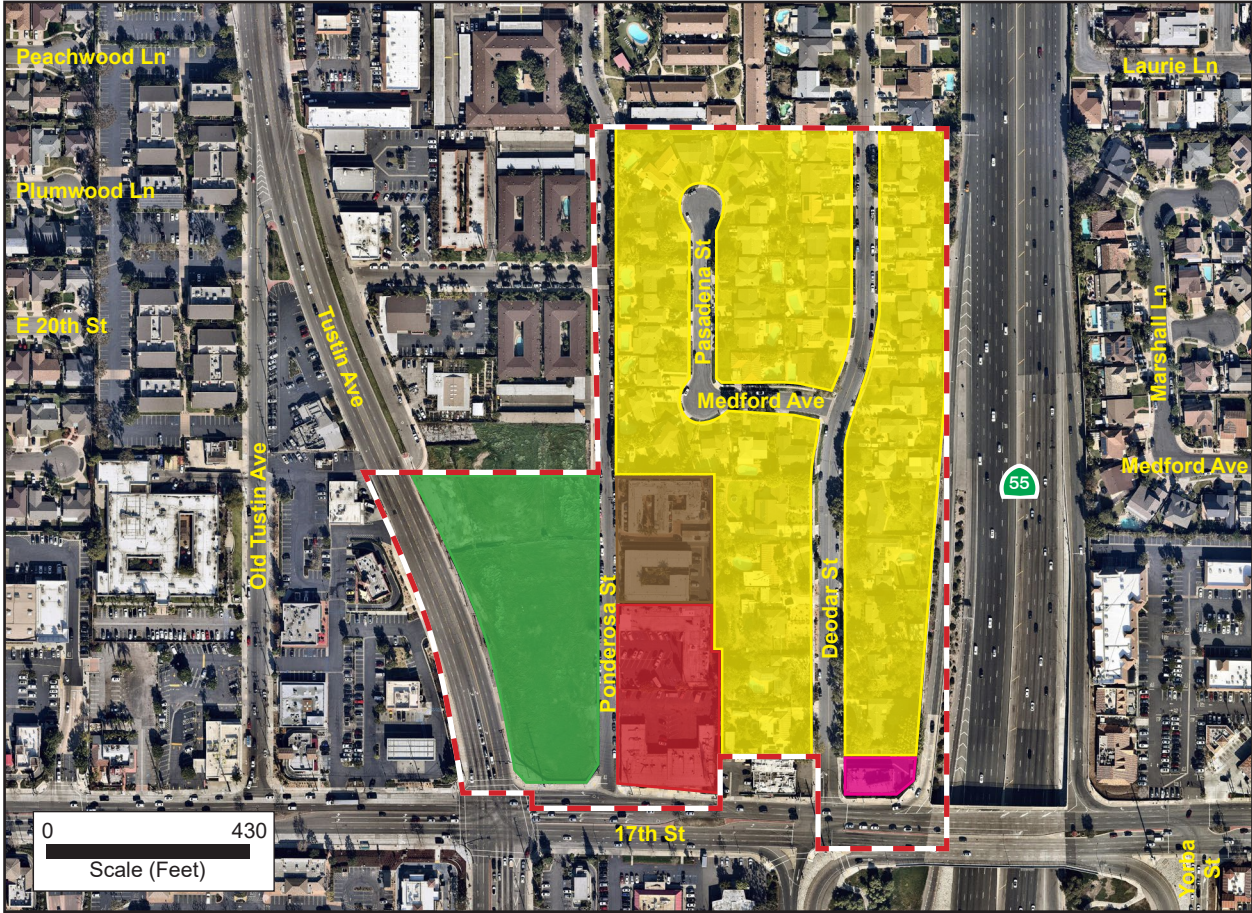


Source: ESRI, 2020

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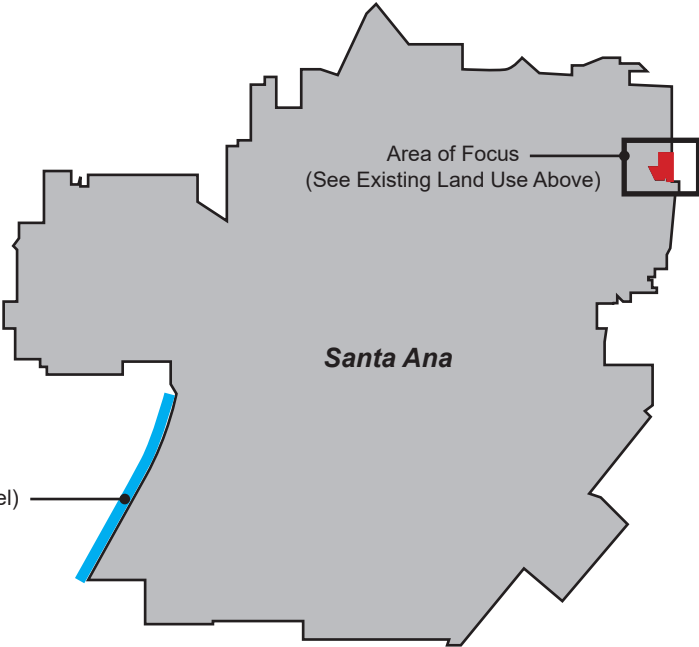
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Figure 3-3 - 17th Street Island and Sphere of Influence
17th Street Island Annexed to City November 2019



Existing Land Use (2019)

- Single-Family
- Multi-Family
- General Commerical
- Office
- Vacant



Source: OC LAFCO, 2016

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- **Circulation Element:** The City's primary guide for transportation planning. This element, adopted February 2, 1998, is concerned with accommodating the transportation needs of those living, working, and visiting in the city. Its objective is to articulate the City's vision and plans for the ongoing development and maintenance of a comprehensive transportation network.
- **Conservation Element:** The conservation element is concerned with the protection, use, and development of natural and cultural resources. It emphasizes scarce resources and those needing special attention or management, and aims to prevent their exploitation, neglect, or destruction. This element was adopted September 20, 1982.
- **Economic Development Element:** This element, adopted July 6, 1998, has five objectives to encourage and promote economic vitality citywide:
 - Implement a comprehensive economic development strategy to ensure that Santa Ana is a city with a vibrant business climate that is accessible, user friendly, and welcoming to all residents and visitors.
 - Create new opportunities for business/job growth and encourage private development through new General Plan and zoning ordinance policies.
 - Promote a solutions-based customer focus in all efforts to facilitate development and investment in the community.
 - Continue to pursue objectives that shape downtown Santa Ana into a thriving, culturally diverse, shopping, dining, and entertainment destination.
 - Leverage private investment that results in tax base expansion and job creation citywide.
- **Education Element:** This element addresses the physical planning issues related to the provision of education services, such as the location of facilities and the projection of student enrollment as it relates to the need for additional schools. This element was adopted January 19, 1988.
- **Energy Element:** The purpose of the energy element is to provide policies and programs for reducing energy consumption and increasing use of new energy sources. The energy element was adopted September 20, 1982.
- **Growth Management Element:** This element, adopted on July 1, 1991, mandates that growth and development in Santa Ana be based upon the City's ability to provide an adequate circulation system pursuant to the Revised Traffic Improvement and Growth Management Ordinance.
- **Housing Element:** California law requires that cities develop housing programs to meet their fair share of housing needs in the region (Government Code Sections 65580 et seq.). A key part of this goal is addressing the regional housing needs assessment and State law requirements to plan, facilitate, and encourage housing production commensurate with their assigned need. The City of Santa Ana has been assigned a planning goal of accommodating 3,087 housing units for the housing element planning period of 2021 to 2029 in the Southern California Association of Governments' 6th Cycle Regional Housing

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Needs Assessment. To comply with State law, Santa Ana prepares a housing element every five years with goals, policies, and programs to facilitate the development, improvement, and preservation of housing. The latest housing element was adopted in February 2014.

- **Land Use Element:** A long-range guide for land use and development in the city. It indicates the type, location, and intensity of the development and land uses permitted. The primary objective of this element is to assist in the management of future growth, to improve the city's overall physical appearance, to minimize potential land use conflicts, and to facilitate growth and development reflecting the community's vision. The land use element was adopted February 2, 1998.
- **Noise Element:** The focus of the noise element is on remedial measures to deal with existing noise problems; prevention of new noise problems through proper arrangement of noise-sensitive land uses in relationship to circulation systems; and establishment of appropriate noise emission or insulation standards for various land uses. This element was adopted September 20, 1982.
- **Open Space, Parks, and Recreation Element:** This element, adopted September 20, 1982, identifies the City's priorities for retention and treatment of this important resource of open space land.
- **Public Facilities Element:** The basic needs of society for health, education, welfare, and safety are met by a city's public facilities, utilities, and services. The types of facilities and services, and the physical and structural relationships between them, express the city's institutionalized response to the desires and needs of the citizenry. Therefore, facility, utility, and service policies in this element are points of departure for an ongoing process of facility provision and service delivery. The public facilities plan addresses education, library, medical, cultural, government, and public utilities. This element was adopted September 20, 1982.
- **Public Safety Element:** Aims to lessen risks associated with activities over which the City has some jurisdiction by eliminating avoidable risks or reducing risks to acceptable levels. These goals can be implemented through assessment of acceptable levels of risk for fire, flood, civil disorder, incidence of crime, and other natural and man-induced potential safety hazards in the city; identification of ways risk can be reduced or avoided; and establishment of policies that result in acceptable levels of risk. This element was adopted September 20, 1982.
- **Scenic Corridors Element:** Scenic corridors are linear features of the city through which people and vehicles move. They include streets, highways, and waterways, with their associated pedestrian ways and bike trails. This element, adopted September 20, 1982, identifies Santa Ana's scenic corridors and designates them for special treatment and improvements.
- **Seismic Safety Element:** Primarily a vehicle for identifying seismic hazards that must be considered in planning the location, type, and density of development throughout Santa Ana. The element, adopted September 20, 1982, identifies, and appraises seismic hazards, including susceptibility to surface ruptures, ground shaking, and ground failures. The goal is to reduce deaths, injuries, damage to property, and economic and social dislocation resulting from earthquakes and other geologic hazards.

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- Urban Design Element:** Establishes a long-range vision regarding the city’s urban form, and in coordination with other elements, orchestrates a safe, functional, and aesthetically pleasing urban environment and curtails obsolete, dysfunctional, and chaotic development. This element, adopted July 6, 1998, specifically addresses outdoor space and building form and establishes programs and measures to improve the physical setting in which community life takes place.

3.3.1.1 EXISTING LAND USE

As shown in Figure 3-4, *Existing Land Use*, the plan area comprises several existing land uses, with residential, commercial, and industrial making up the majority of land uses. Table 3-1, *Existing Land Use Statistical Summary*, provides a statistical summary of the existing land uses within the Focus Areas and the remaining land uses citywide. The City owns and/or operates 44 parks with a total acreage of approximately 340.21 ~~353~~ acres. Additionally, the Santa Ana River and Santiago Creek are part of a regional system of open space corridors promoted by Orange County. This corridor represents 116 acres of open space in the city.

The City identified five focus areas suited for new growth and development under the GPU: Grand Avenue/17th Street, 55 Freeway/Dyer Road, South Bristol Street, South Main Street, and West Santa Ana Boulevard. These five areas are along major travel corridors, the future OC Streetcar line, and/or linked to the city’s downtown area. The Focus Areas are described in Section 3.3.2.3.

Table 3-1 Existing Land Use Statistical Summary

Land Use Designation	Acres	% of Total
Grand Avenue/17th Street	171.5	100%
Auto Repair/Service	4.0	2.3
General Commercial	63.5	37.0
General Industrial	4.0	2.3
General Office	41.2	24.0
Government/Public Facility	9.3	5.4
Hotel/Motel	0.8	0.5
Mixed Use	0.2	0.1
Multi-Family Residential	22.4	13.1
Religious Institution	12.8	7.5
Single Family Residential	6.5	3.8
Special Use Facility	0.2	0.1
Transportation/ROW	1.1	0.6
Vacant	3.5	2.1
Wholesaling and Warehousing	1.8	1.1
55 Freeway/Dyer Road	354.5	100%
Auto Repair/Service	0.7	0.2
Mixed Use	18.7	5.3
General Commercial	58.2	16.4
General Industrial	80.1	22.6
General Office	50.3	14.2
Hotel/Motel	35.4	10.0
Light Industrial	103.1	29.1
Transportation/ROW	5.2	1.5
Vacant	2.8	0.8

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Table 3-1 Existing Land Use Statistical Summary

Land Use Designation	Acres	% of Total
South Bristol Street	199.9	100%
Auto Repair/Service	4.4	2.2
General Commercial	161.3	80.7
General Office	10.4	5.2
Government/Public Facility	0.2	0.1
Hotel/Motel	2.6	1.3
Improved Flood Waterway	3.9	1.9
Multi-Family Residential	16.7	8.3
Vacant	0.5	0.2
South Main Street	312.2	100%
Auto Repair/Service	9.5	3.0
General Commercial	93.8	30.0
General Industrial	12.2	3.9
General Office	9.8	3.1
Government/Public Facility	2.4	0.8
Hotel/Motel	1.0	0.3
Light Industrial	2.1	0.7
Mixed Use	3.5	1.1
Multi-Family Residential	47.1	15.1
Parking Facility	0.7	0.2
Religious Institution	5.4	1.7
School (add College)	13.6	4.4
Single Family Residential	108.6	34.8
Special Use Facility	0.3	0.1
Transportation/ROW	0.2	0.1
Utility	0.3	0.1
West Santa Ana Boulevard	481.6	100%
Auto Repair/Service	5.2	1.1
General Commercial	60.8	12.6
General Industrial	25.2	5.2
General Office	8.9	1.8
Golf Course	101.3	21.0
Government/Public Facility	18.1	3.8
Light Industrial	29.7	6.2
Live/Work	0.4	0.1
Mixed Use	0.6	0.1
Mobile Homes and Trailer Parks	16.5	3.4
Multi-Family Residential	73.2	15.2
Open Storage	4.5	0.9
Parks and Recreation	7.3	1.5
Religious Institution	5.1	1.1
School (add College)	26.7	5.5
Single Family Residential	68.0	14.1
Special Use Facility	2.4	0.5
Transportation/ROW	16.4	3.4
Vacant	2.5	0.5
Wholesaling and Warehousing	2.1	0.4
Not Specified	6.7	1.4
Balance of City	11,598.8	100%
Auto Repair/Service	38.3	0.3
Cemetery	102.2	0.9

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Table 3-1 Existing Land Use Statistical Summary

Land Use Designation	Acres	% of Total
General Commercial	577.8	5.0
General Industrial	933.3	8.0
General Office	364.1	3.1
Golf Course	115.7	1.0
Government/Public Facility	167.8	1.4
Heavy Industrial	99.5	0.9
Hospital	9.6	0.1
Hotel/Motel	12.9	0.1
Improved Flood Waterways	16.1	0.1
Light Industrial	420.0	3.6
Live/Work	3.2	0.0
Mixed Use	26.0	0.2
Mobile Homes and Trailer Parks	340.0	2.9
Multi-Family Residential	1,434.2	12.4
Museum	2.0	0.0
Open Storage	0.9	0.0
Other	0.0	0.0
Parking Facility	6.9	0.1
Parks and Recreation	338.4	2.9
Personal Storage	2.3	0.0
Religious Institution	209.7	1.8
School	779.1	6.7
Single Family Residential	4,873.7	42.0
Special Use Facility	15.2	0.1
Transportation/ROW	62.6	0.5
Vacant	213.0	1.8
Wholesaling and Warehousing	171.9	1.5
Not Specified	262.3	2.3
TOTAL	13,118.5	—

Source: Numbers aggregated and projected by PlaceWorks, 2020.

City Boundary

The majority of the city is urbanized, with residential and nonresidential development, mobility, and public facilities all contributing to Santa Ana’s existing built environment. The city’s incorporated boundaries encompass approximately 27.4 square miles. Residential land uses occupy approximately 50 percent of the land within the current city boundaries, accounting for 6,667 acres.¹ Other predominant land uses include commercial (1,798 acres)² and industrial (1,904 acres).³ Figures 3-5a and 3-5b, *City Photos*, include a photo collage of the city and photographs of different prominent features around the plan area.

¹ This number does not include Live-Work and Mixed-Use land uses.

² This land use includes Auto Repair/Storage, General Commercial, General Office, Hotel/Motel, Live/Work Mixed Use, Parking Facility, Open Storage, and Personal Storage.

³ Includes Industrial and Wholesaling and Warehousing.

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Sphere of Influence

The City annexed the 17th Street Island in November 2019 (see Figure 3-3). This area includes approximately 53 single-family detached units and 20 other dwelling units, for a total of 275 residents (OC LAFCO 2018). The island is north of East 17th Street and adjacent to the SR-55, the Costa Mesa Freeway.

The city still includes a two-mile portion of the Santa Ana River Drainage Channel in its SOI along the city’s westerly border with Fountain Valley (see Figure 3-3).

3.3.1.2 CURRENT GENERAL PLAN LAND USE DESIGNATIONS

Figure 3-6, *Current General Plan Land Use Plan*, shows the 11 land use designations of the current General Plan, and Table 3-2 gives a general description of each designation along with allowable uses.

Table 3-2 Land Use Designation Descriptions

Land Use Designation	General Character	Allowable Land Use
Low Density Residential	Designation applies to areas that are developed with lower density residential land uses. The allowable maximum development intensity is 7 units per acre.	Single family homes
Low-Medium Density Residential	Designation applies to areas developed with residential uses at permitted densities of up to 11 units per acre.	Mobile home parks, a mixture of duplexes and single-family residences, or small lot subdivisions.
Medium Density Residential	Designation applies to areas developed with residential uses at densities of up to 15 units per acre.	Multifamily development projects.
Professional and Administrative Office (PAO)	Designation applies to areas where professional and/or administrative offices are dominant, or where such development is being encouraged in this land use designation. The floor area ratio (FAR) intensity standard applicable to this land use designation ranges from 0.5 to 1.0.	The types of uses typically located in the PAO district include the following: <ul style="list-style-type: none"> Professional and administrative offices/office parks. Service activities such as copy centers, courier services, travel agencies, and restaurants when such uses are an integral component of a planned office development. Professional uses such as accountants, attorneys, doctors, engineers, and insurance brokers.
General Commercial	Applies to commercial corridors in Santa Ana, along Main Street, Seventeenth Street, Harbor Boulevard, and other major arterial roadways in the city. The intensity standard applicable to this designation is a floor area ratio of 0.5 to 1.0.	Uses typically located in this district are: <ul style="list-style-type: none"> Business and professional offices. Retail and service establishments. Recreational, cultural, and entertainment uses. Vocational schools.
District Center	Includes the major activity areas in the city. The intensity standard for the District Center ranges from 1.0 to 3.0.	District Centers in Santa Ana include the following: <ul style="list-style-type: none"> The MainPlace/City Place District Center which allows for regional shopping, office complexes, and high intensity housing and mixed-use development.

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Table 3-2 Land Use Designation Descriptions

Land Use Designation	General Character	Allowable Land Use
		<ul style="list-style-type: none"> • The Museum District which allows for office/cultural uses. • The Downtown District which serves as one of the Country's major employment and governmental operations centers complemented with a mix of residential, commercial, and services uses. • The South Coast Metro District which serves as a regional retail shopping area which includes a range of commercial services and office projects. • The MacArthur Place District Center which contains an office/hotel complex and mixed-use project • The Metro East District which includes a balance of office, residential, and service uses. • The Transit Village District which allows for employment centers, residential and service uses. • The Harbor Mixed Use Transit Corridor Specific Plan includes higher intensity housing and mixed-use development.
One Broadway Plaza District Center	Has an FAR of 2.9, which exceeds the typical District Center intensity limit.	Allows for professional office complexes and mixed-use development.
Urban Neighborhood	This land use designation applies to primarily residential areas with pedestrian oriented commercial uses, schools and small parks. An FAR of 0.5 to 3.0 is allowed.	Allows for a mix of residential uses and housing types, such as mid- to low-rise multiple family, townhouses, and single-family dwellings; with some opportunities for live work, neighborhood-serving retail and service, public spaces and use, and other amenities.
Institutional	Only public properties of approximately five acres or more are designated Institutional. The maximum applicable floor area ratio standard for this designation is 0.5.	The Institutional designation includes the Civic Center, other governmental facilities, City facilities, and public institutions such as schools, etc.
Industrial	The Industrial designation applies to areas developed with manufacturing and industrial uses. The maximum floor area ratio for this designation is 0.45.	Typical uses found in this district include: <ul style="list-style-type: none"> • Light and heavy product manufacturing and assembly. • Commercial uses which are ancillary to industrial uses in the district.
Open Space	Typical FAR is 0.2.	The Open Space designation is applied to parks, water channels, cemeteries, and other open space uses.

Source: City of Santa Ana, 1998, Land Use Element.

Notes: FAR is defined as the relationship between the total amount of usable floor area that a building has, or has been permitted to have, and the total area of the lot on which the building stands.

Table 3-3, *Current General Plan Land Use Designations and Statistics*, presents a breakdown of current General Plan land use designations and statistics in the plan area.

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Table 3-3 Current General Plan Land Use Designations and Statistics

Land Use Designation	Acres	% of Total
Grand Avenue/17th Street	171.5	100%
General Commercial	113.3	66.1
Institutional	7.7	4.5
Low Density Residential	34.5	20.1
Open Space	1.1	0.6
Professional and Administrative Office	14.8	8.6
55 Freeway/Dyer Road	354.5	100%
District Center	1.8	0.5
General Commercial	66.9	18.9
Industrial	9.2	2.6
Open Space	3.5	1.0
Professional and Administrative Office	273.2	77.1
South Bristol Street	199.9	100%
District Center	90.9	45.5
General Commercial	92.6	46.3
Medium Density Residential	13.0	6.5
Open Space	3.4	1.7
South Main Street	312.2	100%
District Center	1.7	0.5
General Commercial	124.8	40.0
Industrial	7.1	2.3
Institutional	9.6	3.1
Low Density Residential	169.1	54.2
West Santa Ana Boulevard	481.6	100%
General Commercial	26.7	5.5
Industrial	85.4	17.7
Institutional	46.2	9.6
Low Density Residential	146.9	30.5
Medium Density Residential	27.0	5.6
Open Space	133.6	27.7
Professional and Administrative Office	13.5	2.8
Urban Neighborhood	2.4	0.5
Balance of City	11,598.8	100%
District Center	124.2	1.1
General Commercial	424.2	3.7
Industrial	2,159.6	18.6
Institutional	886.7	7.6
Low Density Residential	6,173.3	53.2
Low-Medium Density Residential	429.0	3.7
Medium Density Residential	335.3	2.9
One Broadway Plaza District Center	4.1	0.1

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Table 3-3 Current General Plan Land Use Designations and Statistics

Land Use Designation	Acres	% of Total
Open Space	793.8	6.8
Professional and Administrative Office	260.4	2.2
Urban Neighborhood	4.1	0.1
Not Specified	4.1	0.1
TOTAL	13,118.5	—

Source: Figures aggregated and projected by PlaceWorks, 2020.

3.3.2 Description of the Project

In March 2014, the City Council adopted the Santa Ana Strategic Plan. The Strategic Plan was the result of an extensive community outreach process and established specific goals, objectives, and strategies to guide the City’s major efforts. One of the key strategies identified was to complete a comprehensive update of the existing General Plan. The GPU will provide long-term policy direction to guide the physical development, quality of life, economic health, and sustainability of the Santa Ana community through 2045. The General Plan update will identify areas of opportunity and provide options to enhance development potential in key areas of the city. It will also bring the city into compliance with recent State laws, reflect current conditions, and incorporate input from the general public, City staff, and other stakeholders.

The proposed GPU is organized into three sections: I, Services and Infrastructure; II, Natural Environment; and III, Built Environment. The proposed GPU addresses the eight topics required by state law as well as five optional topics. State law gives jurisdictions the discretion to incorporate optional topics and to address any of these topics in a single element or across multiple elements of the general plan. The 12 proposed elements of the GPU will replace the 16 elements of the current General Plan. The update will incorporate the current 2014–2021 housing element, and no substantive changes are anticipated. The topic of housing will be addressed as a separate effort in late 2021 in accordance with State law. The topic of environmental justice will be incorporated throughout the General Plan update, with goals and policies incorporated into multiple elements. Volume III, Appendix B-a includes all the proposed goals and policies for each of the elements in the GPU. The 12 elements of the proposed GPU are:

Mandatory Topics

- Land Use Element
- ~~Circulation~~ Mobility Element
- Housing Element
- Open Space Element
- Conservation Element
- Safety Element
- Noise Element

Optional Topics

- Public Services Element
- Urban Design Element
- Community Element
- Economic Prosperity Element
- Historic Preservation Element

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The proposed General Plan Update is comprehensive both in its geography and subject matter. It addresses the entire territory within the plan area’s boundary and the full spectrum of issues associated with management of the plan area. The GPU also includes forecasts of long-term conditions and outlines development goals and policies; exhibits and diagrams; and the objectives, principles, standards, and plan proposals throughout its various elements. The GPU can be found online at <https://www.santa-ana.org/general-plan>. The General Plan Policy Framework can be accessed at <https://www.santa-ana.org/sites/default/files/pb/generalplan/documents/GeneralPlanPolicyFrameworkMaster.DRAFT.cmo2.pdf>.

Coordination and consistency are essential between the elements of the GPU, but in particular with the land use element. The ~~circulation~~ mobility element, which identifies proposed improvements to the transportation system, may impact surrounding land uses and future development. The urban design element sets forth policies and programs to improve the city’s design and urban form. The conservation element protects and maintains the city’s natural, cultural, and other resources, with a focus on preserving aesthetics and the environmental quality of the city.

Both the land use element and the ~~circulation~~ mobility element are described in more depth below. Focus areas and specific plan/special zoning areas are also described.

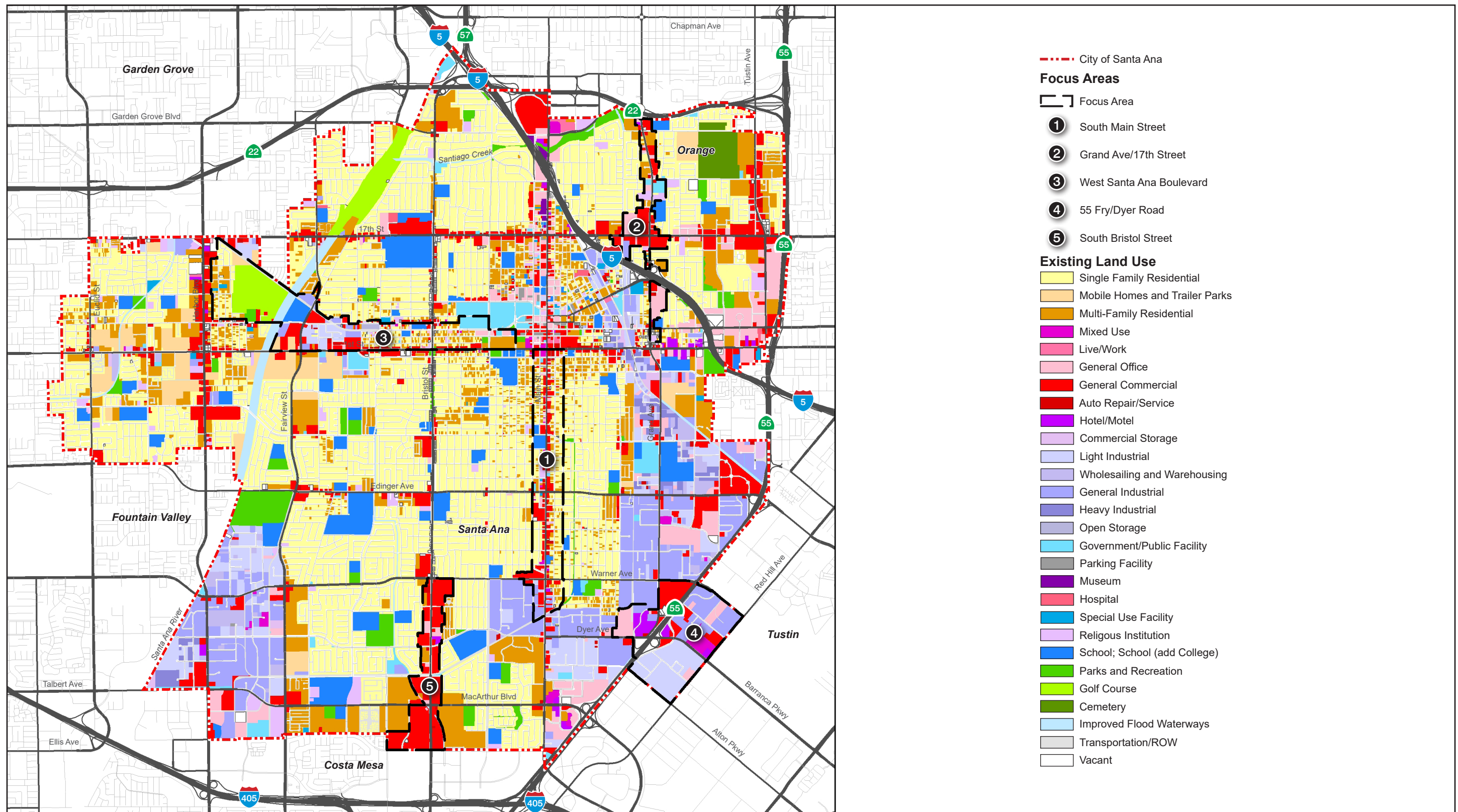
3.3.2.1 UPDATED LAND USE ELEMENT

The updated land use element will guide growth and development (e.g., infill development, redevelopment, use and revitalization/restoration) within the plan area by designating land uses, as shown on the proposed land use map (see Figure 3-7, *Proposed General Plan Land Uses*). Figure 3-7 shows the 13 proposed land use designations of the GPU, and Table 3-4 gives a general description of the land use designations that are added to the GPU and were not in the current General Plan. Land use designations define the type and nature of development that would be allowed in a given location of the plan area. The land use designations and patterns shown on Figure 3-7 are intended to provide the basis for more detailed zoning designations and development intensities, requirements, and standards established in the City’s development code.

Table 3-4 Land Use Designation Descriptions

Land Use Designation	General Character	Allowable Land Use
Corridor Residential	Typical density is 30 du/ac.	Medium urban density housing such as attached townhomes and apartments along corridors or adjacent to areas designated as General Commercial, Urban Neighborhood, or District Center
Industrial/Flex	The Industrial/Flex land use designation will promote large-scale office industrial flex spaces, multi-level corporate offices, and research and development uses. Typical FAR is 1.5.	Office/industrial flex spaces, small scale R&D, retail, live/work, and clean manufacturing.

Figure 3-4 - Existing Land Use



Source: City of Santa Ana, 2020



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Figure 3-5a - City Photographs



Photo 1. View of I-5 with the Santa Ana Mountains to the northwest.



Photo 2. View of the Santa Ana downtown area.



Photo 3. View of the Orange County Courthouse in downtown Santa Ana.



Photo 4. View of the Bowers Museum in the Museum District.



Photo 5. View of the Howe Waffle House Museum in downtown Santa Ana.



Photo 6. View of the courtyard at the Santa Ana Regional Transit Center.

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Figure 3-5b - City Photographs



Photo 7. View of single-family land uses in Grand Avenue/17th Street focus area.



Photo 8. View of bike lanes on Bristol Street Corridor.



Photo 9. View of the entrance to the Mainplace Mall.



Photo 10. View of historic home in Floral Park.



Photo 11. View of historic home in Wilshire Square.

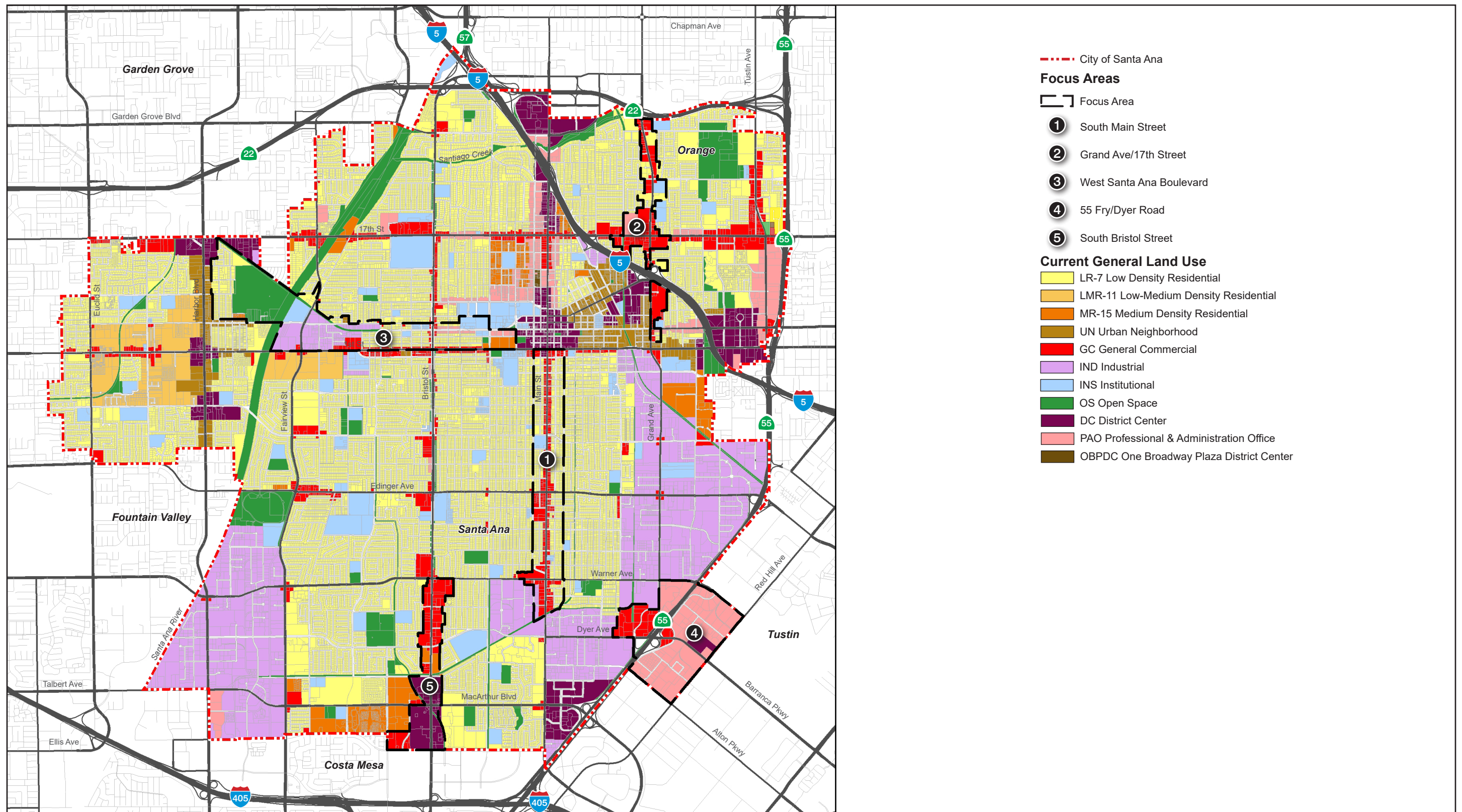


Photo 12. View of typical urban neighborhood.

3. Project Description

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Figure 3-6 - Current General Plan Land Use Plan



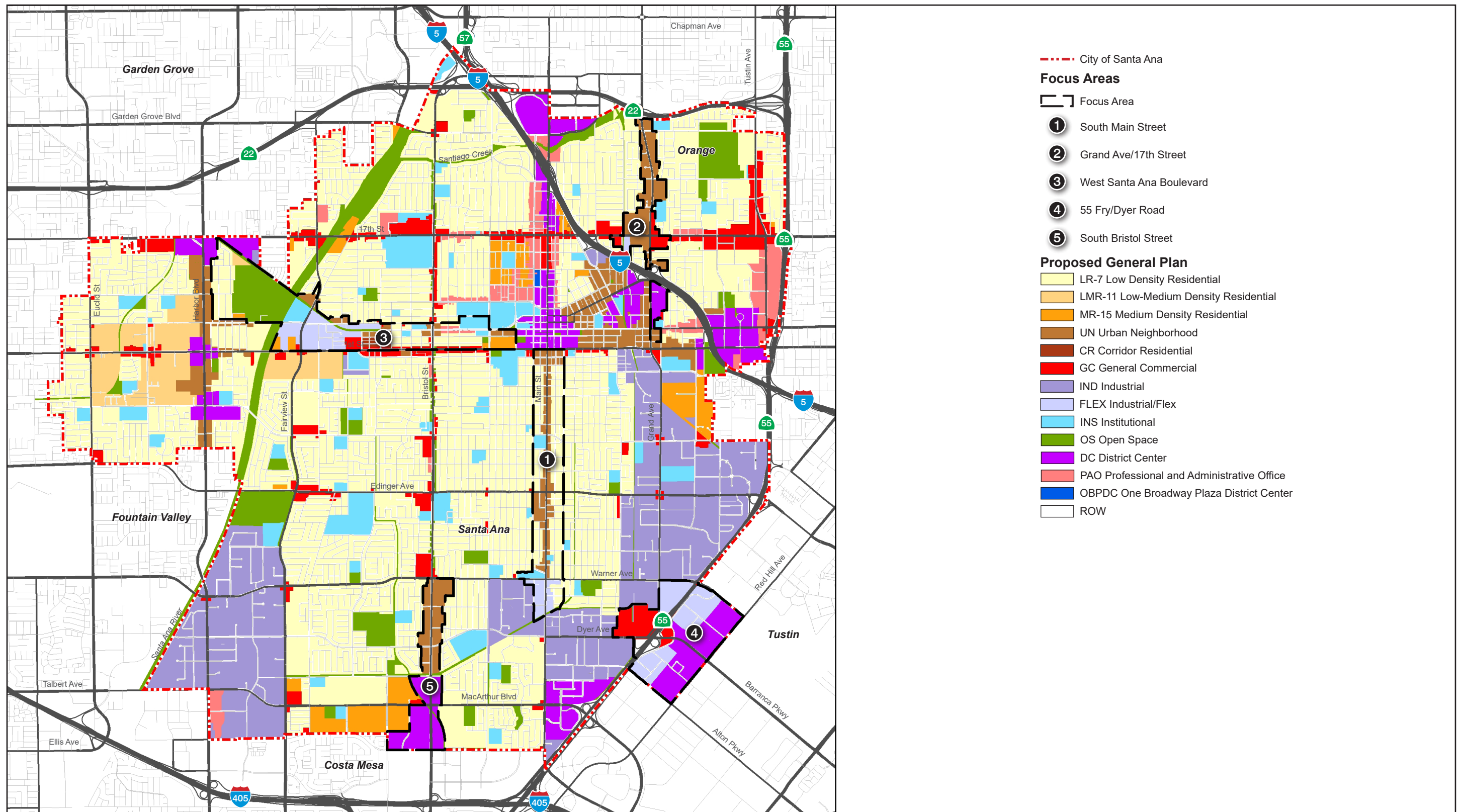
Source: City of Santa Ana, 2020



3. Project Description

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Figure 3-7 - Proposed General Plan Land Use Plan



- City of Santa Ana
- Focus Areas**
- ① South Main Street
- ② Grand Ave/17th Street
- ③ West Santa Ana Boulevard
- ④ 55 Fry/Dyer Road
- ⑤ South Bristol Street
- Proposed General Plan**
- LR-7 Low Density Residential
- LMR-11 Low-Medium Density Residential
- MR-15 Medium Density Residential
- UN Urban Neighborhood
- CR Corridor Residential
- GC General Commercial
- IND Industrial
- FLEX Industrial/Flex
- INS Institutional
- OS Open Space
- DC District Center
- PAO Professional and Administrative Office
- OBPDC One Broadway Plaza District Center
- ROW

0 1
Scale (Miles)



Source: City of Santa Ana, 2017

3. Project Description

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3. Project Description

Table 3-5, *Proposed Land Use Designations and Statistics*, outlines the proposed land use designations and summarizes the acreage and total percentage of each land use designation within the entire plan area.

Table 3-5 Proposed Land Use Designations and Statistics

Land Use Designation	Acres	% of Total
Grand Avenue/17th Street	171.5	100%
District Center	23.7	13.8
General Commercial	19.9	11.6
Industrial/Flex	7.1	4.1
Open Space	1.1	0.6
Urban Neighborhood	119.7	69.8
55 Freeway/Dyer Road	354.5	100%
District Center	158.0	44.6
General Commercial	68.0	19.2
Industrial/Flex	127.4	35.9
Open Space	1.1	0.3
South Bristol Street	199.9	100%
District Center	108.3	54.2
Open Space	6.0	3.0
Urban Neighborhood	85.7	42.9
South Main Street	312.2	100%
Industrial/Flex	29.0	9.3
Institutional	19.2	6.1
Low Density Residential	162.3	52.0 845.8
Urban Neighborhood	101.7	32.6 62.7
West Santa Ana Boulevard	481.6	100%
Corridor Residential	10.0	2.1
General Commercial	21.5	4.5
Industrial/Flex	87.9	18.3
Institutional	45.5	9.4
Low Density Residential	108.1	22.4
Low-Medium Density Residential	6.8	1.4
Medium Density Residential	27.0	5.6
Open Space	133.6	27.7
Professional and Administrative Office	6.2	1.3
Urban Neighborhood	35.0	7.3
Balance of City	11,598.8	100%
District Center	124.2	1.1
General Commercial	424.2	3.7
Industrial	2,159.6	18.6
Institutional	886.7	7.6
Low Density Residential	6,173.3	53.2
Low-Medium Density Residential	429.0	3.7
Medium Density Residential	335.3	2.9
One Broadway Plaza District Center	4.1	0.0
Open Space	793.8	6.8
Professional and Administrative Office	260.4	2.2
Urban Neighborhood	4.1	0.0
Not Specified	4.1	0.0
TOTAL	13,118.5	—

Source: Figures aggregated and projected by PlaceWorks, 2020.

3. Project Description

It is important to note that the updated land use element is a regulatory document that defines the framework for future growth and development in the plan area but does not directly result in development in and of itself. Before any project can be developed in the plan area, it must be analyzed for conformance with the General Plan Update, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

3.3.2.2 UPDATED CIRCULATION MOBILITY ELEMENT

The **circulation mobility** element update is integrally related to federal, state, and regional transportation programs as well as local plans and regulations. The City's role in transportation planning has become increasingly important, because recent legislation in the areas of growth management, congestion management, and air quality require more active local coordination to meet regional objectives. Furthermore, the **circulation mobility** element update is intended to guide future development of the city's transportation system in a manner consistent with the updated land use element.

The *Master Plan of Streets and Highways (MPSH)* (Figure 3-8) details proposed street classifications to reflect buildout of the city's roadway system. The street classifications include Freeway, Major Arterial, Primary Arterial, Secondary Arterial, Divided Collector Arterial, and Collector Arterial. As part of the implementation of complete streets principles,⁴ a series of modifications to the city's roadway network has been identified and includes both the reclassification of roadways and assignment of new MPSH roadway classifications to selected existing streets.

As illustrated on Figure 3-9, *Proposed Arterial Roadway Reclassifications*, a number of proposed roadway reclassifications, adoptions, and removals from the MPSH are as follows:

- Reclassified as Divided Collector Arterial:
 - Santa Clara Avenue ~~between Grand Avenue and SR-55 freeway~~ west of Tustin Avenue (currently Secondary Arterial)
 - Flower Street between Warner Avenue and 1st Street (currently Secondary Arterial)
 - Chestnut Avenue between Standard Avenue and eastern city limit (currently Secondary/Primary Arterial)
 - Raitt Street between Segerstrom Avenue and Santa Ana Boulevard (currently Secondary Arterial)
 - Civic Center Drive between Fairview Street and Bristol Street (currently Secondary Arterial)
 - Penn Way between I-5 on/off ramps and Washington Avenue (currently Secondary Arterial)
 - Santiago Street between ~~Washington Avenue~~ 15th Street and 6th Street (currently Secondary Arterial)
 - Standard Avenue between 6th Street and Warner Avenue (currently Secondary Arterial)
 - Santa Ana Boulevard between French Street and Santiago Street (currently Primary Arterial)
 - Santa Ana Boulevard between Raitt Street and Flower Street (currently Major Arterial)

⁴ Complete streets are transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.

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- Cambridge Street between Fairhaven Avenue and SR-22 freeway (currently ~~Secondary~~ Local Arterial)
- Hazard Avenue between Euclid Street and Harbor Boulevard (currently Secondary Arterial)
- Halladay Avenue between Warner Avenue and Dyer Road (currently Secondary Arterial)
- McFadden Avenue between Harbor Boulevard and Grand Avenue (currently Secondary Arterial)
- Broadway between 1st Street and 17th Street (currently Secondary Arterial)
- 4th Street between French Street and Grand Avenue (currently Primary/Secondary Arterial)
- Fairhaven Avenue from Grand Avenue to Tustin Avenue (currently Secondary Arterial)
- ~~Greenville Street between Edinger Avenue and Warner Avenue (currently Secondary Arterial)~~
- Reclassified as Primary Arterial:
 - Santa Ana Boulevard between Flower Street and Ross Street (currently a Major Arterial)
 - 1st Street between Bristol Street and Tustin Avenue (currently Major Arterial)
 - ~~Tustin Avenue between 4th Street and the closest southern City limit (currently Major Arterial)~~
 - ~~Cabrillo Park between 4th Street and 1st Street (currently Secondary Arterial)~~
 - ~~MacArthur Boulevard from Hyland Avenue to the western city limit (currently Major Arterial)~~
- Reclassified as Secondary Arterial
 - Memory Lane from Lawson Way to Parker Street (currently Major Arterial)
 - Broadway from 17th Street to Santa Clara Avenue (currently Local Commercial)
 - Santa Ana Boulevard between French Street and Ross Street (currently Primary Arterial)
 - Segerstrom Avenue from Harbor Boulevard to the western city limit (currently Major Arterial)
 - North Mai Street from 17th Street to Washington Avenue (currently Major Arterial)
- ~~Reclassified as Collector Arterial~~
 - ~~Civic Center Drive between French Street and Santiago Street (currently a Secondary Arterial)~~
- Add the following to the MPSH as Principal Arterial:
 - Dyer Road between 55 Freeway and Red Hill Avenue
- Add the following to the MPSH as Divided Collector Arterial:
 - Greenville Street between Segerstrom Avenue and Warner Avenue
 - Cambridge Street from Fairhaven Avenue to the northern city limit
- Add the following to the MPSH as Secondary Arterial
 - 5th Street from French Street to Ross Street
 - Lawson Way from Memory Lane to the northern city limit
 - French Street from 4th street to 5th street
 - 5th Street from Sullivan Street to Fairview Street
 - Mabury Street between 4th Street and 1st Street
 - North Main Street from Washington Avenue to 10th Street

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- Add the following to the MPSH as Primary Arterial:
 - Edinger Avenue from Newhope Street to the closest western city limit
 - Santa Ana Boulevard from Raitt Street to Westminster Avenue
 - Sunflower Avenue from Fairview Street to Harbor Blvd
- Add the following to the MPSH as Collector Streets:
 - ~~Greenville Street between Edinger Avenue and Warner Avenue~~
 - Civic Center Drive between Spurgeon Street and Santiago Street (currently Local Street)
 - Broadway from Anahurt Street to Main Street (currently Local Road)
- Remove the following from the MPSH
 - ~~Flower Street between 17th Street and its northern terminus~~
 - ~~Logan Street between Civic Center Drive and Santa Ana Boulevard~~
 - Memory Lane from the City Center Drive to SR-22
 - Wright Street from 14th Street to Fruit Street
 - 4th Street from French Street to Ross Street
 - Washington Avenue from Broadway to Main Street
 - 10th Street from Broadway to Main Street
 - Columbine Avenue from Main Street to SR-55
 - Halladay Street from Dyer Road to Alton Parkway

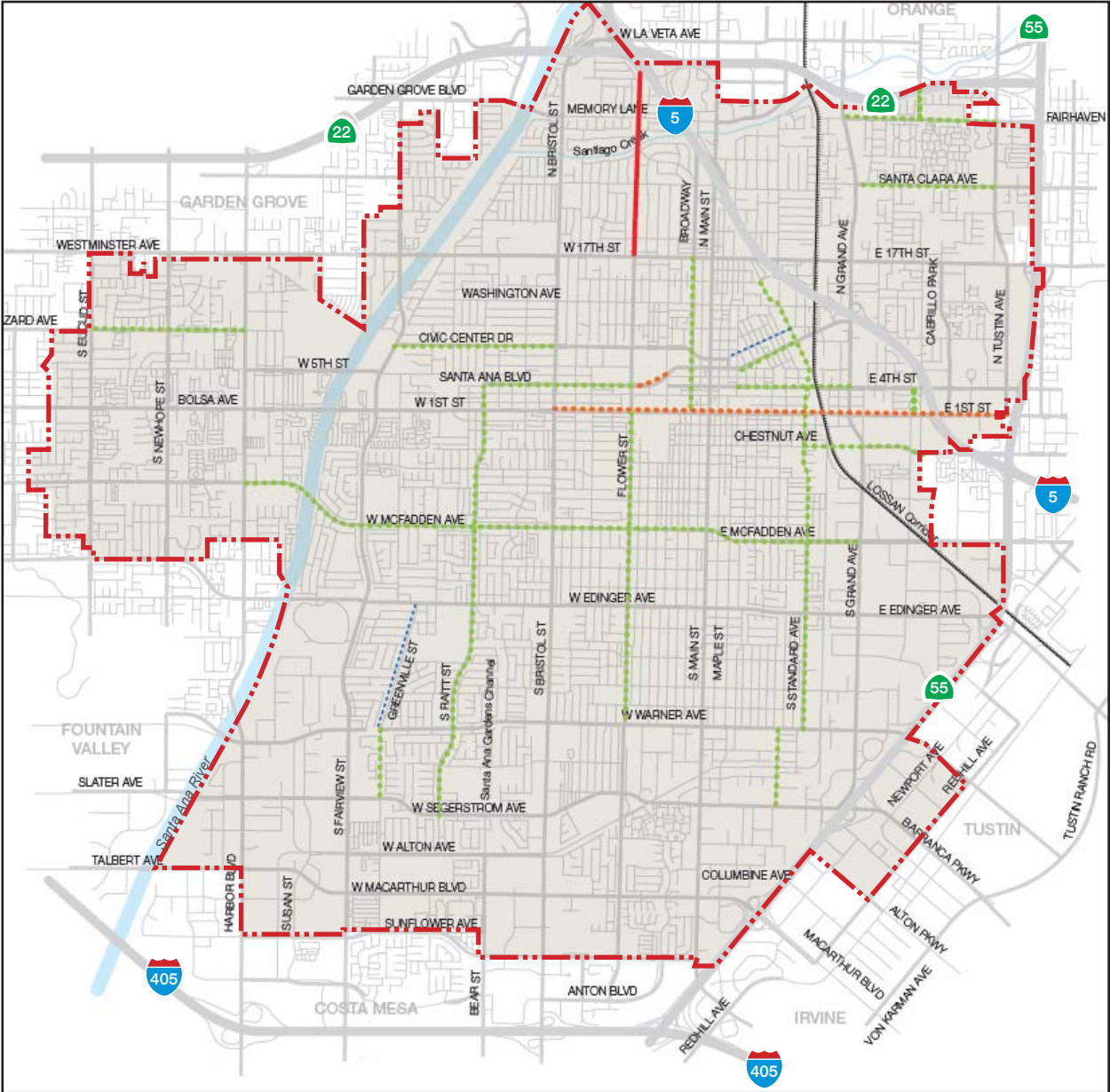
Table 3-6 Street Classifications in Santa Ana

Street Classification	Description
Freeway	Freeways are multilane, limited-access, high-volume, high-speed roadways constructed for regional and interregional vehicular travel. Access to these facilities is restricted to interchange ramps at selected roadways along their route. Freeways are under the jurisdiction of the California Department of Transportation (Caltrans).
Major Arterial	Generally consists of six travel lanes and is also divided. Typically, the right-of-way width for this type of roadway is 120 feet. A major arterial is designed to accommodate between 33,900 and 50,600 vehicle trips daily.
Primary Arterial	Generally consists of a four-lane, divided roadway. Typically, the right-of-way width is 100 feet. A primary arterial is designed to accommodate between 22,500 and 33,800 vehicle trips daily.
Secondary Arterial	Generally a four-lane, undivided roadway. The typical right-of-way width for this category of roadway is 80 feet. A secondary arterial is typically designed to accommodate between 15,000 and 22,500 vehicle trips daily.
Divided Collector Arterial	Generally a two-lane roadway with a continuous center two-way left-turn lane. The typical right-of-way width is 80 feet, for the purpose of allocating right-of-way to bicycle and pedestrian use. A divided collector arterial is designed to accommodate up to 22,000 vehicle trips per day.
Collector Street	A two-lane, undivided roadway carrying less than 10,000 vehicle trips per day. The right-of-way width for this roadway classification is 60 feet. Collector Streets are also two-lane undivided roadways with a right-of-way width of 56 feet.

3. Project Description

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Figure 3-9 - Proposed Arterial Roadway Reclassifications



- City of Santa Ana
- Freeway
- - - Primary Arterial
- - - Divided Collector Arterial
- - - Collector
- Local Street/Delete from MPSH Network



Source: IBI, 2020

3. Project Description

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3. Project Description

The ~~circulation~~ mobility element update incorporates the proposed Santa Ana-Garden Grove Fixed Guideway project, which will introduce new transit service to the city. Santa Ana is working with Garden Grove and Orange County Transit Authority to build a fixed guideway system called the OC Streetcar. Expected to begin operations in ~~2024~~ 2022, the OC Streetcar will link the Santa Ana Regional Transportation Center to a new multimodal hub at Harbor Boulevard/Westminster Avenue in Garden Grove (see Figure 3-10, *Master Plan of Transit*). OC Streetcar will serve historic downtown Santa Ana and Civic Center. Along its four-mile route, OC Streetcar will connect with 18 Orange County Transit Authority bus routes and increase transportation options along Santa Ana Boulevard, 4th Street, the Pacific Electric right-of-way, and Harbor Boulevard.

3.3.2.3 FOCUS AREAS

The five focus areas of the plan area are shown on Figure 3-11, *Focus Areas and Special Planning Areas*, and described below. Figures 3-12 through 3-16 show the existing and proposed land uses for each focus area.

South Main Street Focus Area

The South Main Street focus area introduces the opportunity for greater flexibility and a more dynamic mix of land uses and urban design along the properties fronting Main Street. The intent is to transition an auto-dominated corridor into a transit- and pedestrian-friendly corridor through infill development without disrupting the surrounding lower-density neighborhoods. The objectives of this focus area are:

- Facilitate redevelopment and property improvements along Main Street.
- Create a more active and dynamic streetscape.
- Protect established residential neighborhoods.
- Support transit, pedestrian, and nonmotorized travel.

The majority of properties fronting Main Street will be designated Urban Neighborhood, allowing for future development to include commercial uses, low- and medium-density housing, or a combination of both in a vertically mixed-use format. South of Warner Avenue, the Industrial/Flex designation will offer new options for small-scale manufacturing, live-work, and retail opportunities.

The balance of the focus area will remain designated for Low Density Residential or Institutional to reflect the existing development patterns and land uses. New buildings and spaces will be sensitive to the surrounding low-density neighborhoods while still emphasizing the creation of active and attractive urban spaces.

Grand Avenue / 17th Street Focus Area

The Grand Avenue / 17th Street focus area will foster the development of an urban mixed-use corridor connecting into the city's downtown and transit core. The intent is to create opportunities for a new mix of land uses and design to transition Grand Avenue from a series of auto-oriented shopping plazas to a series of dynamic urban spaces. The objectives of this focus area are:

- Create mixed-use corridors and urban villages.
- Promote infill development while respecting established neighborhoods.

3. Project Description

- Foster community spaces and neighborhood-serving amenities.
- Develop opportunities for live-work, artist spaces, and small-scale manufacturing.
- Maintain compatible nodes of commercial activity.

The majority of land in this focus area is planned for Urban Neighborhood or District Center land use designations, which will allow a blend of residential and commercial uses to develop simultaneously, as market conditions allow. An intense mixed-use area is envisioned adjacent to the Santa Ana Regional Transportation Center, along the east side of Grand Avenue south of I-5. This part of the focus area will support larger, more visually dynamic buildings and urban spaces that complement and benefit from the adjacent regional transit center.

North of I-5, the buildings and spaces will be sensitive to the surrounding low-density neighborhoods but will still emphasize the creation of active and attractive urban spaces. A mix of residential, retail, and office will be interspersed along the frontage of Grand Avenue, with a concentrated node of commercial and mixed-use residential uses at Grand Avenue and 17th Street. A small portion of the focus area is designated for Industrial/Flex and General Commercial to support small-scale manufacturing, live-work, and retail opportunities along 17th Street near the Regional Transportation Center.

West Santa Ana Boulevard Focus Area

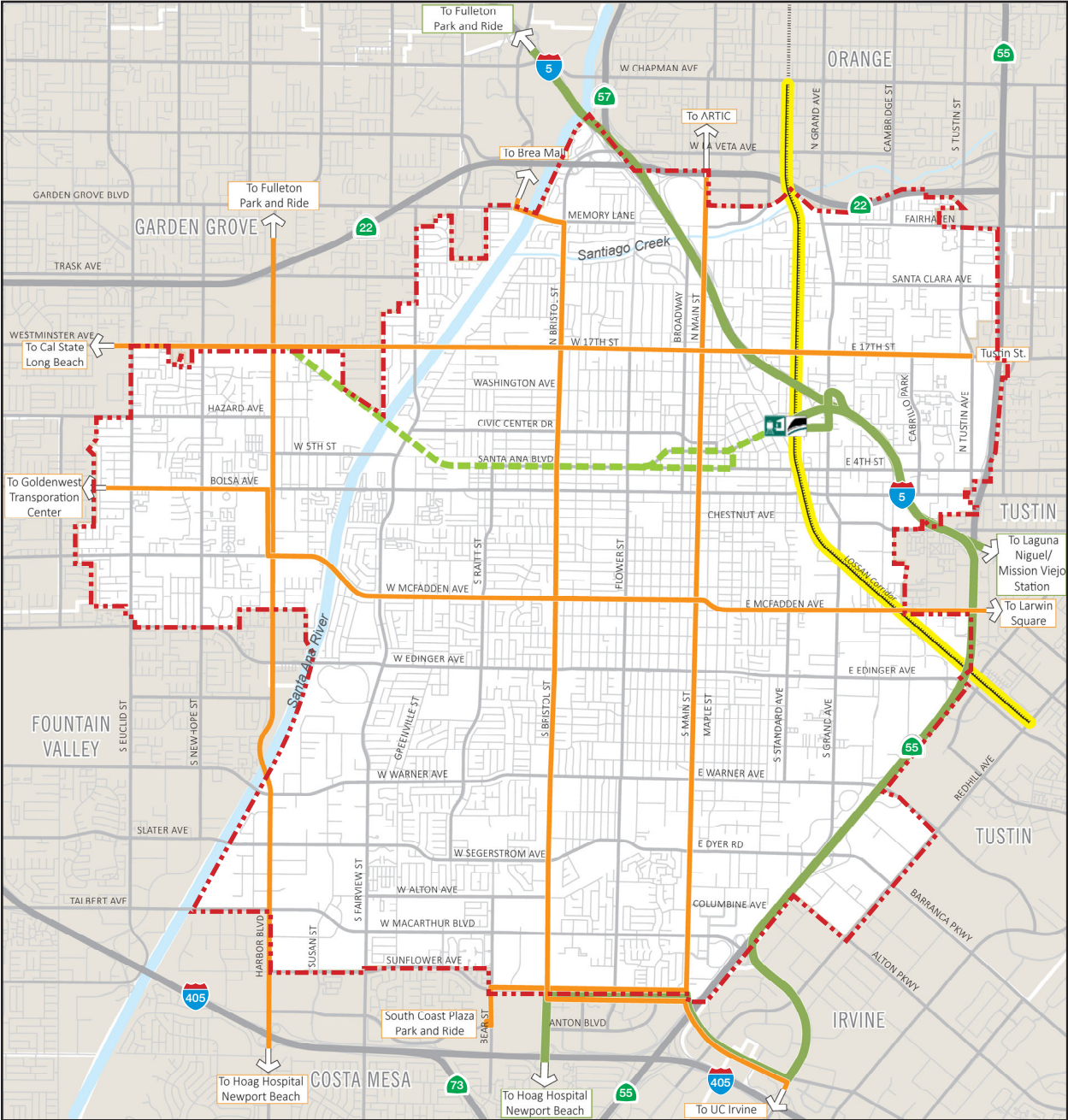
The West Santa Ana Boulevard focus area connects the Harbor Mixed Use Transit Corridor Specific Plan area and Downtown Santa Ana, and the OC Streetcar Project improvements will create the physical transit link in 2022. The intent is to transition a group of auto-oriented neighborhoods, businesses, and institutions into a series of transit-oriented neighborhoods that support and benefit from future streetcar stops. The objectives of this focus area are:

- Develop housing and mixed-use opportunities near streetcar stations.
- Promote infill development while respecting established neighborhoods.
- Buffer industrial land uses and residential neighborhoods.
- Create opportunities for clean industrial/maker-type spaces.

The Urban Neighborhood land use designation will allow for more mixed-use and transit-oriented development near future streetcar stops. Near the Raitt streetcar stop, the Corridor Residential land use designation will facilitate additional opportunities for higher density residential development. Similarly, the existing industrial portion of the focus area will be designated for Industrial/Flex to promote small-scale manufacturing, live-work, and retail opportunities.

Both the Urban Neighborhood and Corridor Residential designations will serve as transitions between the low-density residential neighborhoods and the areas planned for industrial uses or streetcar stops. Much of the focus area will remain planned for low-density residential, general commercial, open space, and key institutional uses. New buildings and spaces will be sensitive to the surrounding low-density neighborhoods but will still incorporate building and street designs consistent with transit-oriented urban form and active and attractive urban spaces.

Figure 3-10 - Master Plan of Transit



- - - - - City of Santa Ana
- OCTA Transit Opportunity Corridor
- OCTA Freeway Transit Opportunity Corridor
- - - - - Future Alignment of OC Street Car
- Metrolink and Amtrak Commuter Rail
- Santa Ana Regional Transportation Center
- Metrolink Station

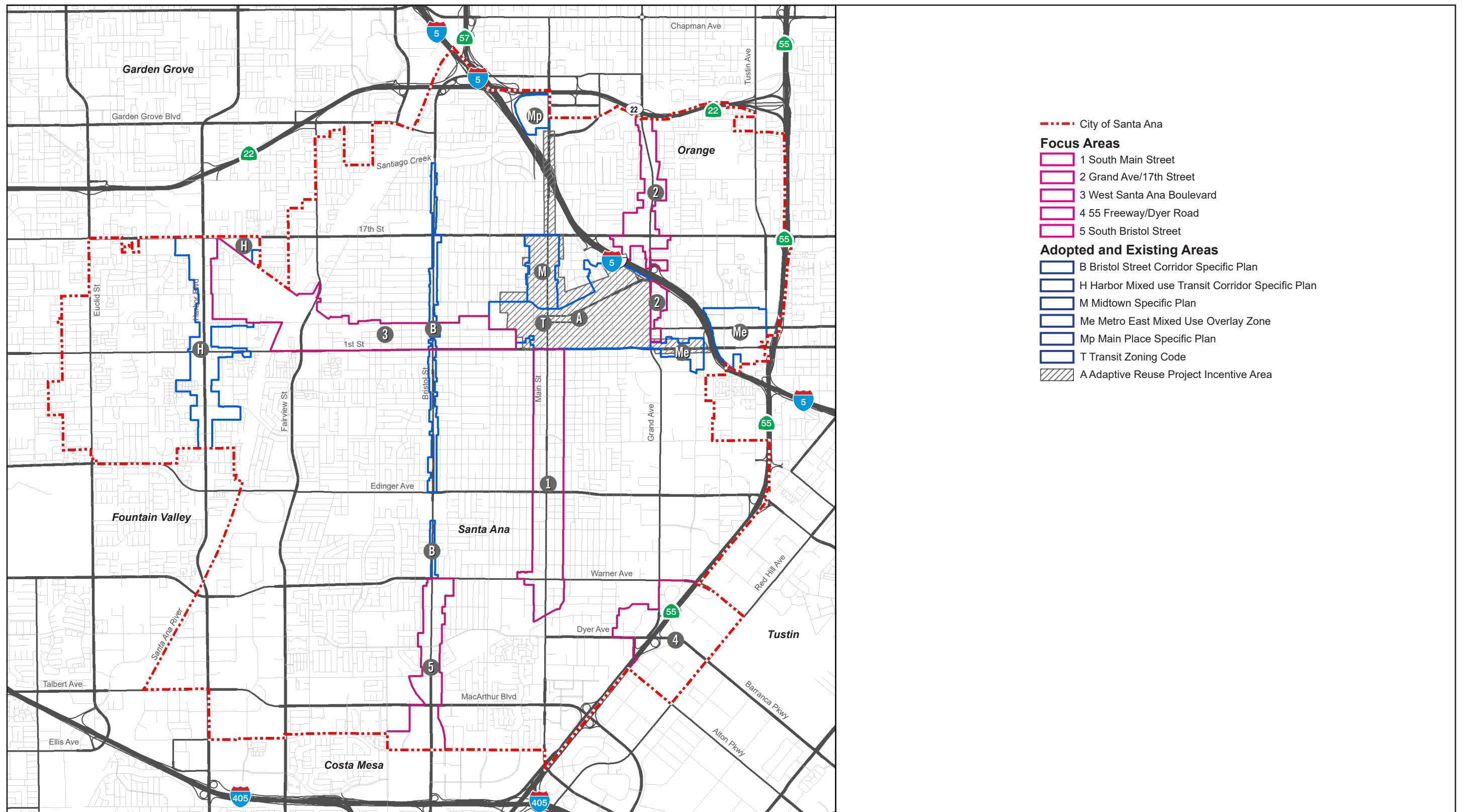


Source: City of Santa Ana, 2019

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Figure 3-11 - Focus Areas and Special Planning Areas



- City of Santa Ana
- Focus Areas**
- 1 South Main Street
- 2 Grand Ave/17th Street
- 3 West Santa Ana Boulevard
- 4 55 Freeway/Dyer Road
- 5 South Bristol Street
- Adopted and Existing Areas**
- B Bristol Street Corridor Specific Plan
- H Harbor Mixed use Transit Corridor Specific Plan
- M Midtown Specific Plan
- Me Metro East Mixed Use Overlay Zone
- Mp Main Place Specific Plan
- T Transit Zoning Code
- ▨ Adaptive Reuse Project Incentive Area

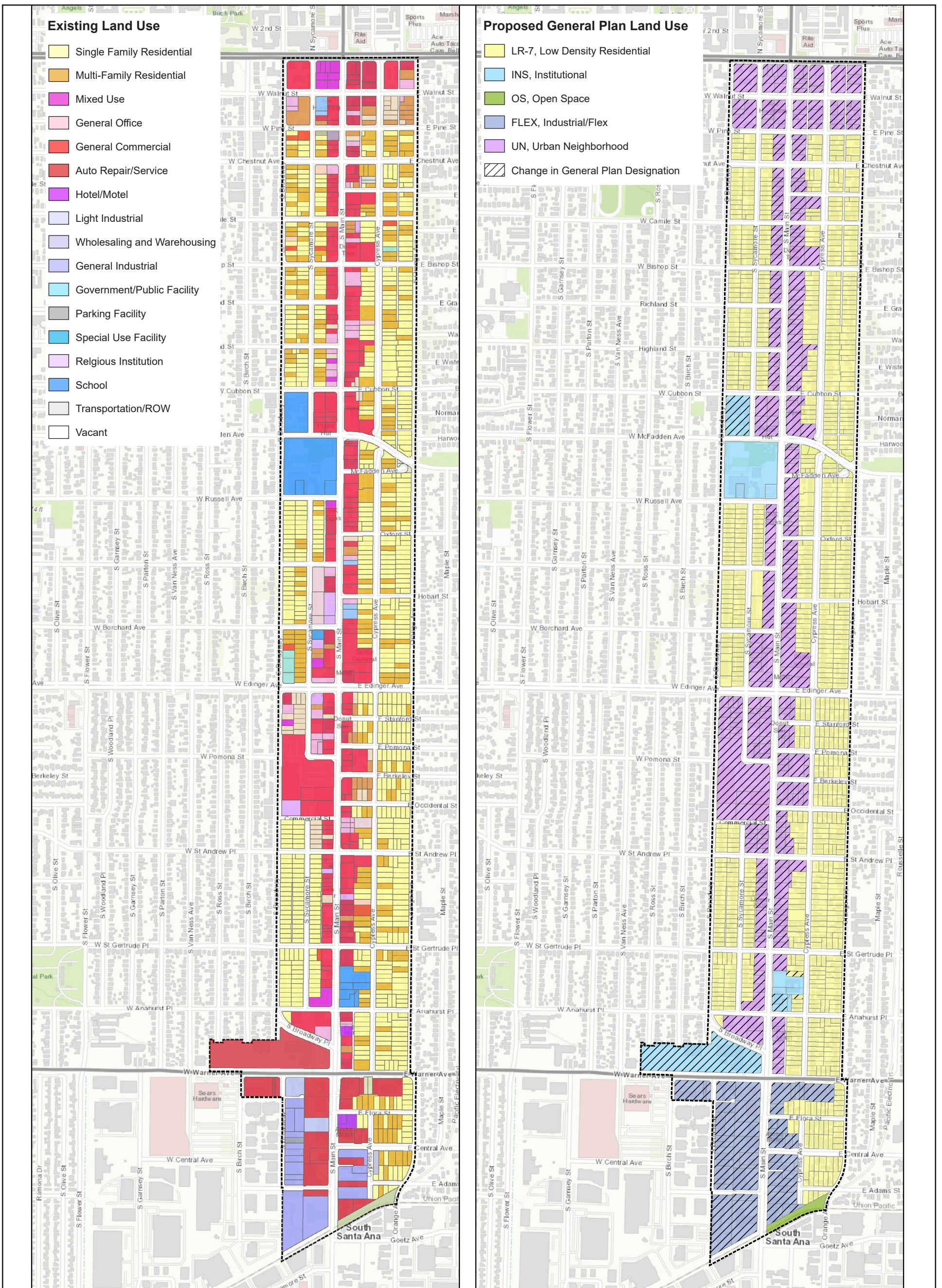
Source: City of Santa Ana, 2019



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Figure 3-12 - South Main Street Focus Area Existing vs. Proposed Land Use



Source: PlaceWorks, 2020

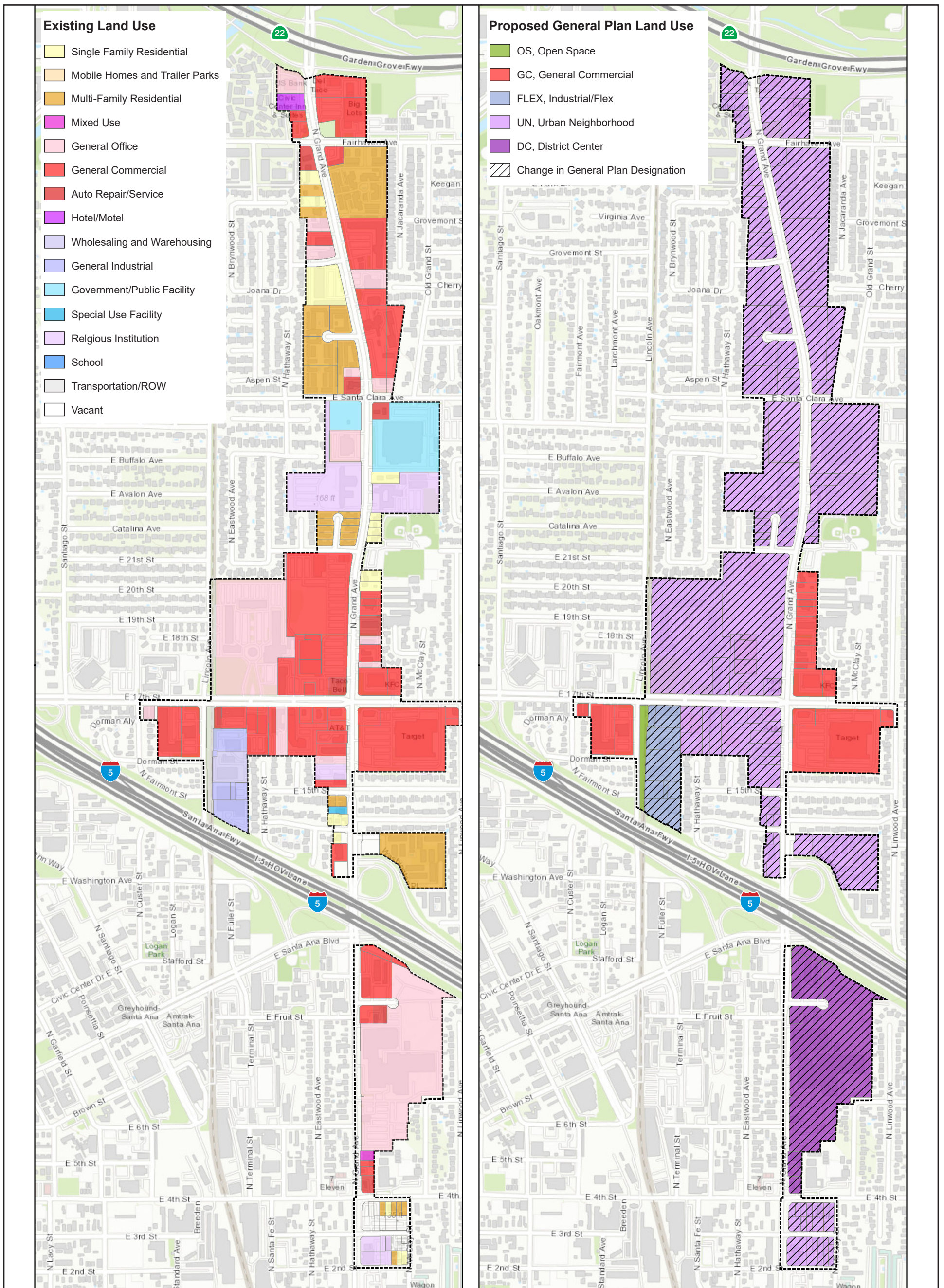
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Scale (Feet)



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Figure 3-13 - Grand Avenue/17th Street Focus Area Existing vs. Proposed Land Use



Source: PlaceWorks, 2020

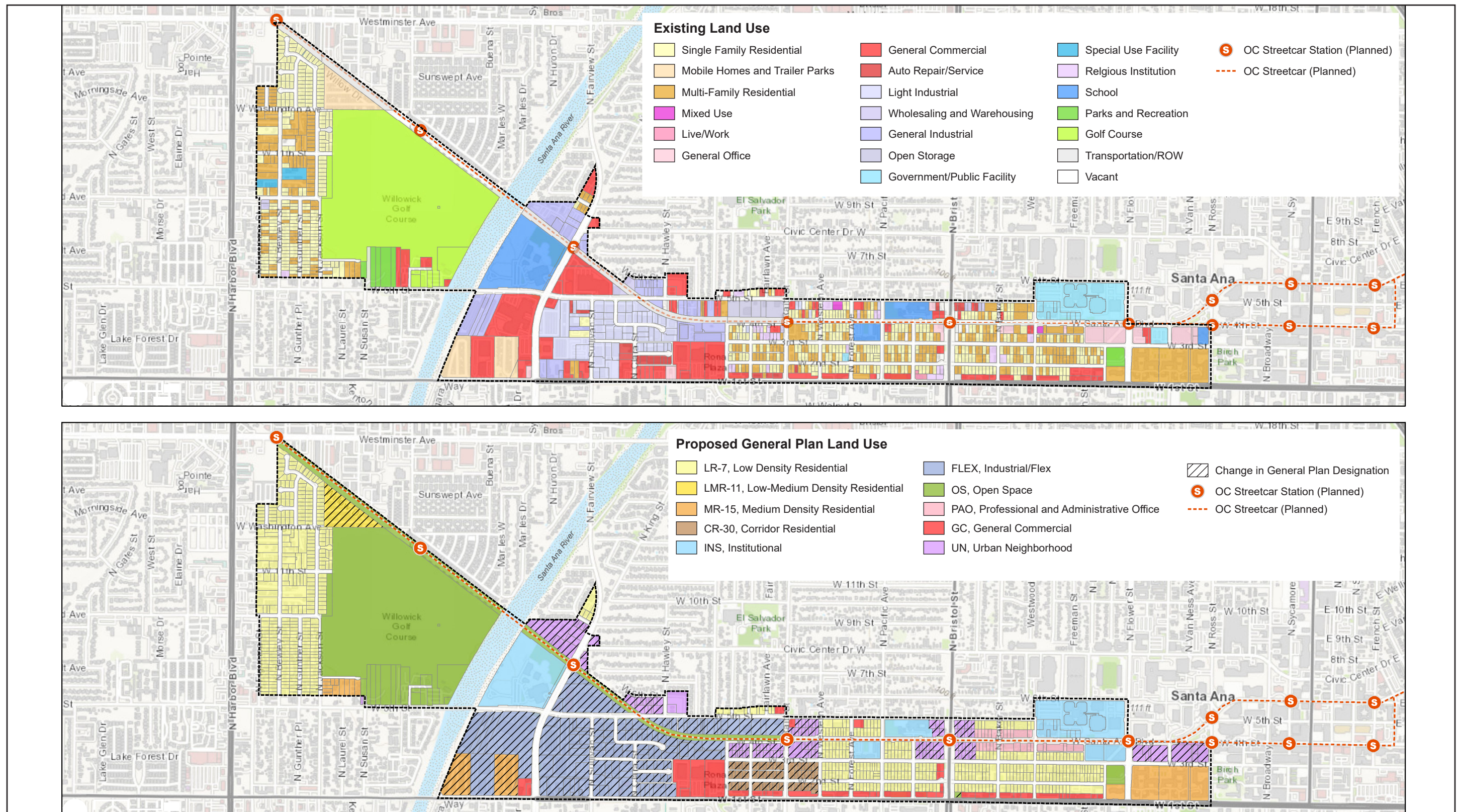
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Scale (Feet)



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Figure 3-14 - West Santa Ana Boulevard Focus Area Existing vs. Proposed Land Use



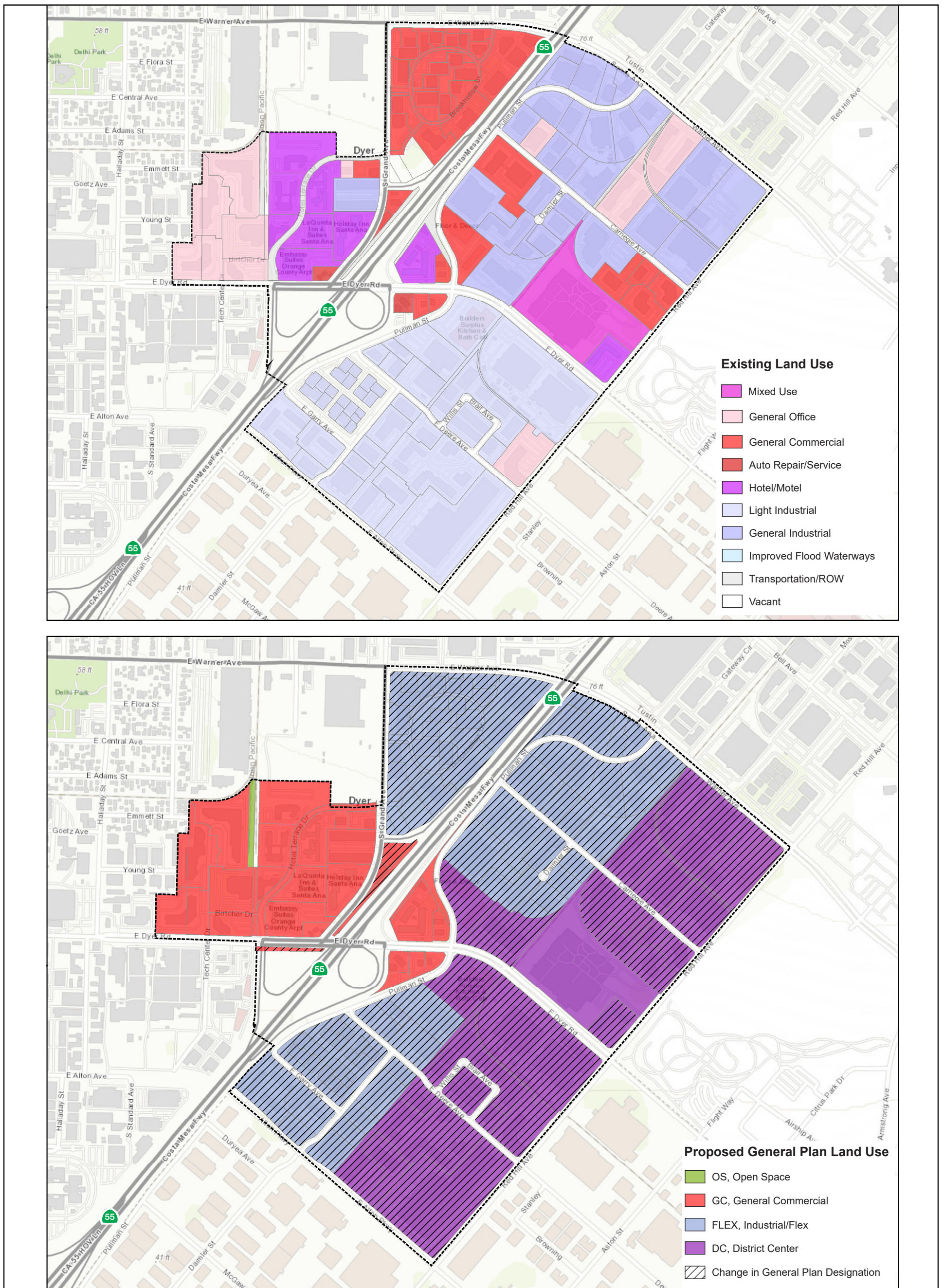
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Scale (Feet)



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Figure 3-15 - 55 Freeway/Dyer Road Focus Area Existing vs. Proposed Land Use



Source: PlaceWorks, 2020

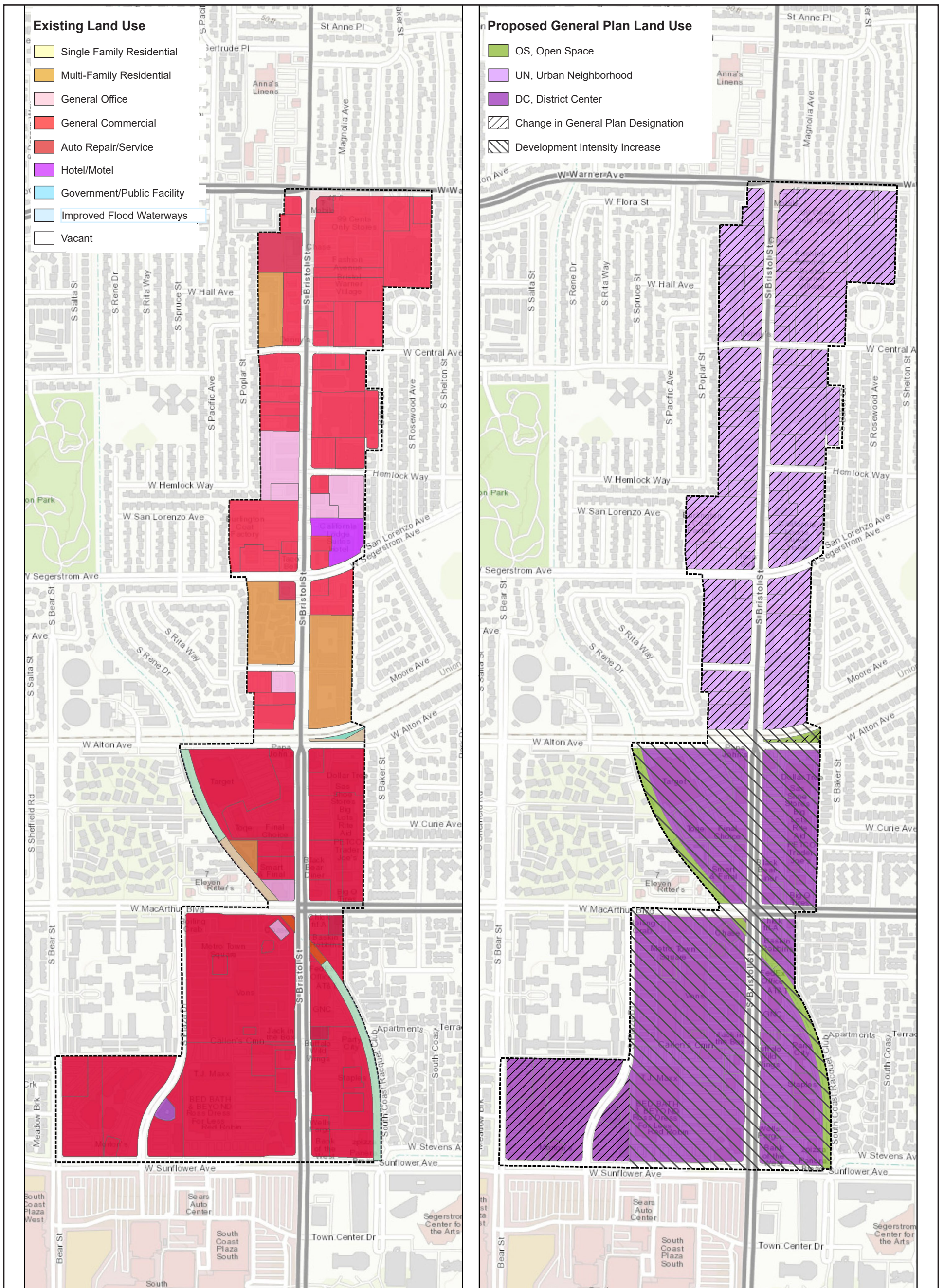
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Scale (Feet)



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Figure 3-16 - South Bristol Street Focus Area Existing vs. Proposed Land Use



Source: PlaceWorks, 2020

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3. Project Description

55 Freeway / Dyer Road Focus Area

The 55 Freeway / Dyer Road focus area will transition from almost exclusively professional office to support a range of commercial, industrial/flex, and mixed-use development. The intent is to create opportunities for a truly urban lifestyle with easy access to Downtown Santa Ana, multiple transit options, and the new investments and amenities in adjacent communities. The objectives of this focus area are:

- Provide housing opportunities at an urban level of intensity at the city's edge.
- Enhance opportunities for corporate offices.
- Attract economic activity into the city from surrounding communities.
- Protect industrial and office employment base.
- Maintain hotel and commercial uses.

The overall scale and experience of the focus area along the freeway and city boundary will reflect an urban intensity and design, with inspiring building forms and public spaces. At the southeastern edge, the District Center land use designation will facilitate large residential mixed-use developments in structures that incorporate high-density housing, hotels, and complementary expansions of commercial uses. Adjacent to SR-55, the Industrial/Flex land use designation will promote large-scale office-industrial flex spaces, multilevel corporate offices, and research and development uses.

The node surrounding the freeway interchange will remain as currently planned for General Commercial uses, with new improvements introducing development and spaces that complement the existing examples and elements.

South Bristol Street Focus Area

The South Bristol Street focus area is Santa Ana's southern gateway and part of the South Coast Metro area. Between Sunflower and Alton Avenues, the District Center land use designation will create opportunities to transform auto-oriented shopping plazas to walkable, bike-friendly, and transit-friendly urban villages that incorporate a mix of high-intensity office and residential living with experiential commercial uses. The objectives of this focus area are:

- Capitalize on the success of the South Coast Metro area.
- Introduce mixed-use urban villages and encourage experiential commercial uses that are more walkable, bike friendly, and transit oriented.
- Provide for mixed-use opportunities while protecting adjacent, established, low-density neighborhoods.

Between MacArthur Boulevard and Alton Avenue, the form and intensity will scale down but remain distinctly urban in nature. The redevelopment of the auto-oriented commercial plazas will result in the construction of landmark buildings and structures set in and around spaces accessible to future occupants and the general public. The corridor north of Alton Avenue is planned with the Urban Neighborhood land use designation, allowing for commercial and residential projects, frequently in a mixed-use format, to develop in accordance

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with market fluctuations. The buildings and spaces in this part of the focus area will be sensitive to the surrounding low-density neighborhoods but will still emphasize the creation of active and attractive urban spaces.

3.3.2.4 SPECIFIC PLAN/SPECIAL ZONING

There are seven planning areas that represent specific plans and other special zoning areas that were previously adopted: Adaptive Reuse Project Incentive Area (2014), Bristol Street Corridor Specific Plan (1991/2018), Harbor Mixed Use Transit Corridor Specific Plan (2014), MainPlace Specific Plan (2019), Metro East Mixed-Use Overlay Zone (2007/2018), Midtown Specific Plan (1996), and Transit Zoning Code Specific Development (2010). The most recent adoption/amendment date for each document is noted in parentheses. The special planning areas are shown in Figure 3-11.

Adaptive Reuse Project Incentive Area

The Adaptive Reuse Ordinance, Section 41-1651 of the Santa Ana Municipal Code, provides alternative building and fire standards for the conversion of eligible buildings, or portions thereof, from nonresidential uses to dwelling units, guest rooms or joint living, and work quarters. Eligible structures are buildings within the Adaptive Reuse project incentive area that were constructed in accordance with building and zoning codes in effect prior to July 1, 1974, or which have been determined to be a historically significant. The Project Incentive Area includes properties in the Midtown Specific Plan area; the Transit Zoning Code area; the Metro East Mixed-Use Overlay Zone; the North Main Street Corridor on both sides of Main Street, from 17th Street to the northernmost MainPlace Drive; and the East 1st Street Corridor on both sides of 1st Street from Grand Avenue to Elk Lane. Residential uses are allowed in the Project Incentive Area irrespective of the underlying zoning as part of an approved Adaptive Reuse Project (Santa Ana 2014a).

Bristol Street Corridor Specific Plan

The Bristol Street Corridor Specific Plan was adopted in May 1991 and amended in March 2018. The plan provides the framework for development of a 3.9-mile section of the Bristol Street corridor in central Santa Ana. The planning area extends along both sides of Bristol Street between Warner Avenue and Memory Lane. Property within the planning area corresponds to parcels identified by the former redevelopment agency as being subject to eminent domain procedures as a result of right-of-way acquisition requirements of the Bristol Street Widening Project. The specific plan primarily aims to reduce and prevent blight conditions, promote new and continuing private-sector investment, expand the community's supply of housing, and redevelop areas that are stagnant or underutilized (Santa Ana 2018a).

Harbor Mixed Use Transit Corridor Specific Plan

The Harbor Mixed Use Transit Corridor Specific Plan covers the 2.5-mile segment of Harbor Boulevard on the west side of Santa Ana. The approximately 305-acre planning area includes parcels adjacent to Harbor Boulevard between Westminster Avenue and Lilac Avenue as well as parcels along Westminster Avenue, 1st Street, and 5th Street. The Harbor Mixed Use Transit Corridor Specific Plan creates the zoning necessary to take advantage of the regional and local transit investments made along and around Harbor Boulevard. The

3. Project Description

plan expands development options to include residential alongside or integrated into a mix of nonresidential uses (Santa Ana 2014b).

MainPlace Specific Plan

The purpose of the MainPlace Specific Plan is to transform MainPlace mall into a family-oriented retail, entertainment, and dining destination. The plan creates a mixed-use urban village with a revitalized mall at its central core. The Specific Plan area is on the north edge of Santa Ana, between Main Street on the east and SR-22 and I-5 to the north and west. The property is identified in the current General Plan land use element as District Center. The District Center designation includes the major activity areas of the city, designed to serve as anchors to the city's commercial corridors and to accommodate major development activity. No General Plan amendment is required for the specific plan, and the MainPlace Specific Plan is the zoning for the property and defines the allowable uses within its boundaries (Kimley Horn 2019).

Metro East Mixed-Use Overlay Zone

The Metro East Mixed Use (MEMU) Overlay Zone consists of an original MEMU Overlay Zone and an expansion component. The original MEMU Overlay Zone is largely developed with commercial and office uses and comprises approximately 200 acres immediately east of the I-5 and immediately west of SR-55. It is bounded by I-5 on the west and south, Tustin Avenue on the east, and East Sixth Street on the north. The MEMU expansion area added 33.52 acres or approximately 48 parcels to the original MEMU Overlay Zone area. The additional project area extends west primarily along First Street and is generally bounded by the I-5 to the east, Grand Avenue to the west, East Chestnut Avenue to the south, and Fourth Street to the north.

The overall objectives of the MEMU Overlay Zone are to encourage a more active commercial and residential community, provide an expanded economic base, maximize property sales tax revenues, improve the jobs/housing balance in the city, and provide for a range of housing options identified in the 2014 housing element (Santa Ana 2018b).

Midtown Specific Plan

The Midtown Specific Plan area is generally bounded by 17th Street to the north, Civic Center Drive to the south, North Ross Street to the west, and North Spurgeon Street to the east. The Midtown area is readily accessible from the Santa Ana Freeway (I-5). Midtown is envisioned as an integrated district of civic, business, cultural, and retail activity with a small residential component (Santa Ana 1996).

Transit Zoning Code Specific Development

The City adopted a Transit Zoning Code to provide zoning for the integration of new infill development into existing neighborhoods; to allow for the reuse of existing structures; to provide for a range of housing options, including affordable housing; and to provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure. The code encompasses an area in the central urban core of Santa Ana that comprises over 100 blocks and 450 acres. The area is west of I-5 and bounded by First Street

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on the south, Flower Street on the west, Grand Avenue on the east, and Civic Center Drive on the north (Santa Ana 2010).

3.3.2.5 GENERAL PLAN BUILDOUT SCENARIO

In general, many areas currently designated for General Commercial and Professional Office will expand opportunities for residential development by a proposed change in General Plan land use designation to Urban Neighborhood or District Center. Industrial Flex will be introduced in each of the five focus areas and replace Industrial land use designations that currently exist to allow for cleaner industrial and commercial uses with live-work opportunities.

Furthermore, state law allows a graduated density bonus for the inclusion of affordable housing units. For an increasing amount of affordable units (by percentage), a project is allowed an increasing ability to exceed the permitted density (up to a cap of 35 percent). Recent updates to state housing law (Assembly Bill 1763, effective January 1, 2020) enable projects that are 100 percent affordable (either 100 percent lower income or 80 percent lower and 20 percent limited moderate) to obtain a density bonus of 80 percent, or no limit if within one-half mile of a major transit stop. However, not every proposed project pursuant to the GPU would include affordable units, and not every project that includes affordable units would need a density bonus. Proposed projects pursuant to the GPU are not required to build at densities that exceed maximum limits; the law only requires that jurisdictions grant the density bonus if requested. The buildout methodology for the GPU was based on past development trends, current development trends, and a forecast market analysis. These trends accounted for any units approved (density bonus or otherwise) to determine the appropriate density and amount of development to assume.

Additionally, the optimal density of affordable units is at or below the density levels assumed for forecasting buildout. Generally, projects beyond 50 to 70 units per acre require Type I construction (steel and concrete structure), which is dramatically more expensive than Type V construction (wood structure). Accordingly, affordable projects are rarely greater than 70 units per acre except for very small parcels. The average densities used to calculate projected buildout at 2045 are 50 to 90 units per acre in the three most intense focus areas—55 Freeway/Dyer Road, Grand Avenue/17th Street, and South Bristol Street. For the remaining two focus areas, a residential assumption at 30 units per acre was used over a broad area to account for development at or above the maximum density of 30 units per acre. The maximum is 20 units per acre for projects proposed exclusively residential in the South Main Focus Area. The maximum is 30 units per acre for a relatively small part of the West Santa Ana Boulevard Focus Area. The City's buildout projections are therefore considered to include and account for the application of density bonus provisions of state law to future projects.

Furthermore, the potential for development in specific plan and special zoning areas (see Section 3.3.2.1) is based on the forecast buildout at the time of the respective zoning document's adoption, minus the amount of new development built between the adoption date and 2019.

Growth outside of the focus areas and special planning areas is expected to be incremental and limited. Some growth was projected for the professional office surrounding the Orange County Global Medical Center and along Broadway north of the Midtown Specific Plan. Some growth was also projected for the commercial and retail area south of the West Santa Ana Boulevard focus area. Finally, some additional residential development

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is expected on a small portion (5 percent) of single-family and multifamily lots through the construction of second units.

Table 3-7 shows existing and buildout population numbers, and Table 3-8 provides a statistical summary of existing conditions and buildout numbers for housing units, nonresidential square footage, and jobs. For the focus areas, the forecast buildout is based on development at approximately 80 percent of the maximum allowed development for each respective land use designation, as detailed in Appendix B-b, *Santa Ana Buildout Methodology*. Figure 3-7 displays the draft General Plan Land Use Map, and Figure 3-11 illustrates the boundaries of the five focus areas and special planning areas. Table 3-9 shows the breakdown of single-family and multifamily housing units for existing conditions and buildout of the GPU.

Table 3-7 General Plan Update Existing and Buildout Population

Planning Area	Existing Population	Buildout Population	Percentage Growth
FOCUS AREAS	36,777	77,650	111
55 Freeway/Dyer Road	9,034	31,050	244
Grand Avenue/17th Street	2,079	7,129	243
South Bristol Street	8,390	19,176	129
South Main Street	6,970	7,643	10
West Santa Ana Boulevard	10,304	12,652	23
ALL OTHER AREAS OF THE CITY	297,997	353,979	19
CITYWIDE TOTAL¹	334,774	431,629	29

Source: Figures aggregated and projected by PlaceWorks, 2020. Methodology included in Appendix B-b, *Santa Ana Buildout Methodology*, of this updated Draft PEIR.

¹ Total population includes all individuals living in households, institutional group quarters, and noninstitutional group quarters.

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Table 3-8 Existing Conditions, Potential Growth, and Buildout Conditions: Housing Units, Nonresidential Square Footage, and Jobs

PLANNING AREA	EXISTING ¹			GROWTH ²			BUILDOUT		
	Housing Units	Bldg. Sq. Ft. ³	Jobs	Housing Units	Bldg. Sq. Ft. ³	Jobs	Housing Units	Bldg. Sq. Ft. ³	Jobs
FOCUS AREAS	6,380	13,421,155	28,428	17,575	2,263,130	6,616	23,955	15,684,285	35,044
55 Freeway/Dyer Road	1,221	5,666,453	8,898	8,731	475,830	4,404	9,952	6,142,283	13,302
Grand Avenue/17th Street	561	1,400,741	3,568	1,722	-696,847	-1,946	2,283	703,894	1,622
South Bristol Street	220	1,577,511	3,337	5,272	3,505,130	7,855	5,492	5,082,641	11,192
South Main Street	1,720	1,685,978	3,455	588	-739,316	-1,304	2,308	946,662	2,151
West Santa Ana Boulevard	2,658	3,090,472	9,170	1,262	-281,667	-2,393	3,920	2,808,805	6,777
SPECIFIC PLAN / SPECIAL ZONING	4,685	13,924,891	38,548	15,839	3,033,554	1,154	20,524	16,958,445	39,702
Adaptive Reuse Project Incentive Area ⁴	260	976,935	3,043	1,000	0	-476	1,260	976,935	2,567
Bristol Street Corridor Specific Plan	136	140,348	294	-1	2,791	-12	135	143,139	282
Harbor Mixed Use Transit Corridor Specific Plan	1,324	1,767,937	3,286	3,298	200,045	-1,708	4,622	1,967,982	1,578
MainPlace Specific Plan	0	1,108,080	2,216	1,900	1,318,843	3,164	1,900	2,426,923	5,380
Metro East Mixed-Use Overlay Zone	844	2,516,056	7,524	4,707	2,169,891	4,734	5,551	4,685,947	12,258
Midtown Specific Plan	607	1,885,065	4,824	0	-66,812	-209	607	1,818,253	4,615
Transit Zoning Code	1,514	5,530,470	17,361	4,935	-591,204	-4,339	6,449	4,939,266	13,022
ALL OTHER AREAS OF THE CITY⁵	67,727	39,772,550	92,004	2,847	552,536	3,666	70,574	40,325,086	95,670
CITYWIDE TOTAL	78,792	67,118,596	158,980	36,261	5,849,220	11,436	115,053	72,967,816	170,416

Source: Figures aggregated and projected by PlaceWorks, 2020. Methodology included in Appendix B-b, *Santa Ana Buildout Methodology*.

¹ Existing represents conditions as of December 2019 as derived from the City of Santa Ana Planning Information Network and projects already under construction per the January 2020 monthly development project report.
² The potential growth for new development in specific plan / special zoning areas is based on the forecast buildout at the time of the respective zoning document's adoption, minus the amount of new development built between its adoption date and 2019.
³ Only includes nonresidential building square footage.
⁴ The figures shown on the row for the Adaptive Reuse Project Incentive Area represent parcels that are exclusively in the Adaptive Reuse Project Incentive Area boundary. Figures for parcels that are within the boundaries of both the Adaptive Reuse Project Incentive Area and a specific plan, other special zoning, or focus area boundary are accounted for in the respective specific plan, other special zoning, or focus area.
⁵ The City has included an assumption for growth on a small portion (5 percent) of residential parcels through the construction of second units, which is distributed throughout the city and is not concentrated in a subset of neighborhoods. Additional growth includes known projects in the pipeline; an increase of 10 percent in building square footage and employment for the professional office surrounding the Orange County Global Medical Center and along Broadway north of the Midtown Specific Plan; and the commercial and retail along 1st Street south of the West Santa Ana Boulevard focus area.

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Table 3-9 Existing and Buildout Dwelling Unit Breakdown

	Existing Dwelling Units	GPU Buildout Dwelling Units	Change
Single Family Units	56,782	56,192	(590)
Multifamily Units ¹	22,010	58,861	36,581
TOTAL UNIT	78,792	115,053	36,261

Source: Figures aggregated and projected by PlaceWorks, 2020.

¹Multifamily homes include townhomes, garden apartments, and mixed use units.

3.3.1 Changes to the General Plan Update

The General Plan Update includes revisions to policies and implementation actions that were made after the original Draft PEIR was publicly released on August 3, 2020. No land use changes or changes to the focus areas as defined in the original Draft PEIR are proposed. The comprehensive list of the updated policies and implementation actions is provided in Appendix B-a. The appendix shows the policies and implementation actions in tracked changes to facilitate comparison to the original Draft PEIR. The following text summarizes changes to GPU policies and implementation actions. Note that no substantial changes were made to the Public Services, Economic Prosperity, Noise, Safety, and Historic Preservation elements.

Community Element

Revisions to policies include greater emphasis on recreational programming and address hazardous soil contamination. The GPU also includes a new policy for establishing a City Public Health Department. Revisions to implementation actions include addressing park-deficient areas and emphasizing low birth weight of infants as a health metric. A new implementation action was added to address environmental soil screening measures for lead contamination. Revisions to both policies and implementation actions extend the focus beyond environmental justice areas to other underserved areas in the city.

Mobility Element

Revisions to implementation actions include greater emphasis on parks, safe routes to school, and transit.

Conservation Element

Revisions to policies include an emphasis on scenic preservation and improving air quality in environmental justice areas. A new policy was added to promote public investment in parks to address air quality and climate impacts. Revisions to implementation actions include a greater emphasis on addressing areas with the highest pollution burden.

Open Space Element

Revisions include a greater emphasis on public health, inclusivity, park maintenance and sustainability, as well as an integrated system of parks and recreation. New policies related to public health include providing recreation variety, addressing air quality, and supporting community and individual well-being and mental health.

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New policies related to a more integrated park system ensure ~~park distribution~~ access to public or private parks, recreation facilities, or trails in the City of Santa Ana within a 10-minute walk or biking distance from residences and a mix of park and open space types. A new policy related to inclusivity includes equitable distribution of parks and open space with a focus on park deficient areas. Revisions to policies also include a greater emphasis on safe routes to schools, trail connectivity, maintenance resources, asset management, landscaping, and protection of natural, cultural, and historic resources. New implementation actions include convening an interagency forum and an annual open space summit, as well as implementing an asset management, green infrastructure, and urban forestry plan. A new implementation actions also relates to using the Park Master Plan as guidance to identify and acquire property within the City for park and open space use which will focus on bringing the park and recreation system to 2 acres of land per 1000 residents with a plan to keep pace with future urban growth.

Land Use Element

Revisions to policies and implementation actions were made to emphasize soil contamination issues and securing funding for soil testing and remediation. New implementation actions were added to promote studying health effects of fireworks, environmental pollution, and community health effects from construction improvements. Clarifications regarding calculating the density and intensity of mixed-use projects were added, and the overall vision for the Industrial-Flex land use designation was refined. Minor typographical errors were also corrected.

Urban Design Element

A new policy was added to ensure that focus intersections⁵ incorporate consistent architectural designs, enhanced landscaping, and coordinated signage. New implementation actions include promoting energy efficient practices through LEED projects, identifying streetscape improvements, creating public realm plans, and funding a maintenance district for public realm improvements.

3.4 INTENDED USES OF THE EIR

This is a Program EIR (PEIR) that examines the potential environmental impacts of the proposed General Plan update. This PEIR also addresses various actions by the City and others to adopt and implement the General Plan Update. It is the intent of the PEIR to enable the City of Santa Ana, other responsible agencies, and interested parties to evaluate the environmental impacts of the GPU, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project and related uses of the PEIR are:

⁵ Focus intersections create focal points at major intersections to enhance community identity and open space.

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Lead Agency	Action
City of Santa Ana Council	<ul style="list-style-type: none"> • Adoption of the Santa Ana General Plan Update • Certification of PEIR • Adoption of Findings of Fact and Statement of Overriding Considerations (if required) • Adoption of the Mitigation Monitoring Program • Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement the Santa Ana General Plan Update

3.5 REFERENCES

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