

Subdivision Guidelines: Blocks and Street Guidelines

A. Purpose

1. This chapter establishes guidelines for maintaining and adding to Santa Ana's walkable block and street network. The procedure for subdividing land is intended to provide for the urban infrastructure of small and walkable blocks, and an interconnected and human-scaled network of streets punctuated by open space of varying types. In addition, this chapter allows for the three-dimensional parcelization of buildings in response to ownership patterns. The following guidelines apply to all property within the boundaries of the SD.

B. Guidelines

1. **Applicability.** These guidelines apply to all subdivisions of land, whether to legally divide or consolidate lots, or to create 'design lots' and are subject to the review and approval of the City of Santa Ana.

2. **Pedestrian-Oriented Building Design.** Existing and new blocks within the boundaries of the SD must facilitate pedestrian-oriented building design. All development must be designed in compliance with the following guidelines, in addition to all other applicable provisions of this code, the Citywide design guidelines and the SAMC.

- a. Buildings shall be designed on lots consistent with the requirements for building types in Sec 41-2020 through 2039 of this code;
- b. Buildings shall be designed to have fronts and backs, with front facades containing primary building entrances and facing streets and/or open space;
- c. Buildings may be subdivided vertically in response to ownership patterns. The diagram below, shows that buildings may be subdivided vertically in any number of configurations provided that the applicable requirements of condominium parcelization are met to the satisfaction of the City of Santa Ana.

3. **Design objectives.** Each site subject to these requirements shall be designed to be divided into smaller blocks with:

- Internal streets, where appropriate to connect with off-site streets and/or to create a series of smaller, walkable blocks;
- Service alleys (public or private) within the new blocks;
- Parcels within the block(s) for the purpose of facilitating pedestrian-oriented building design;
- Buildings, as allowed, corresponding to parcels with their entrances on bordering streets.

4. **Subdivision requirements.** Each site subject to these requirements shall be designed in compliance with the following standards, and to achieve the objectives identified above.

Block Requirements. The requirements in Table 6A apply to any new block or to the modification of existing blocks in the area regulated by the Code.

Blocks of various designs and functions are allowed as identified in the diagram at right and per the corresponding standards in Table 6A.

5. **Streets / Rights-of-Way**
All blocks shall be designed per the allowable street types, in substantial compliance with and as identified on Figure 7-1, Street Network Concepts. All streets shall be accessible to the public.

6. **Lots.**
All buildings shall be designed to an individual lot as required in Table BT-1. Note: As it relates to this section of the Code, the lot is for design purposes and may be made permanent through the regular process for parcel or tract maps. Lot width and depth shall be determined as set forth in Section 41-2020.

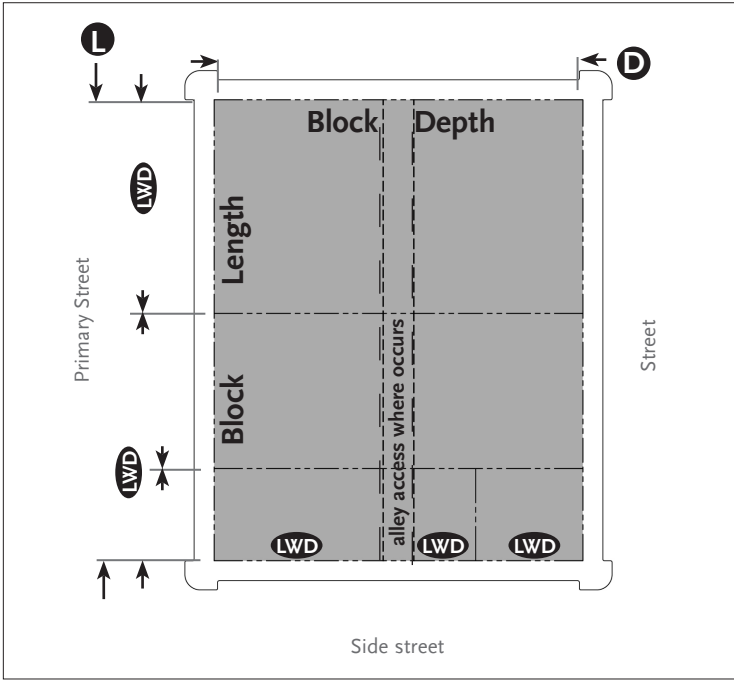
7. **Access requirements.** After the initial subdivision of a site into blocks and streets, it may become necessary to adjust alley or other right-of-way access. In this case, the following shall apply as identified below and in Table 6A.1:

- a. **Realignment of right(s) of way.**
Existing or approved rights-of-way may be realigned subject to City of Santa Ana approval such that the resulting block and private property meet the requirements of this section and the applicable building type requirements (Sections 41-2020 through 2039).
- b. **Existing Alley-Access.**
In all cases, blocks with alleys shall maintain such access. Existing or approved alley-access may be modified subject to City of Santa Ana approval through realignment, (shift, deflection, etc.) provided the realigned alley results in a minimum 100 feet of net developable lot depth on both sides of the realigned alley.

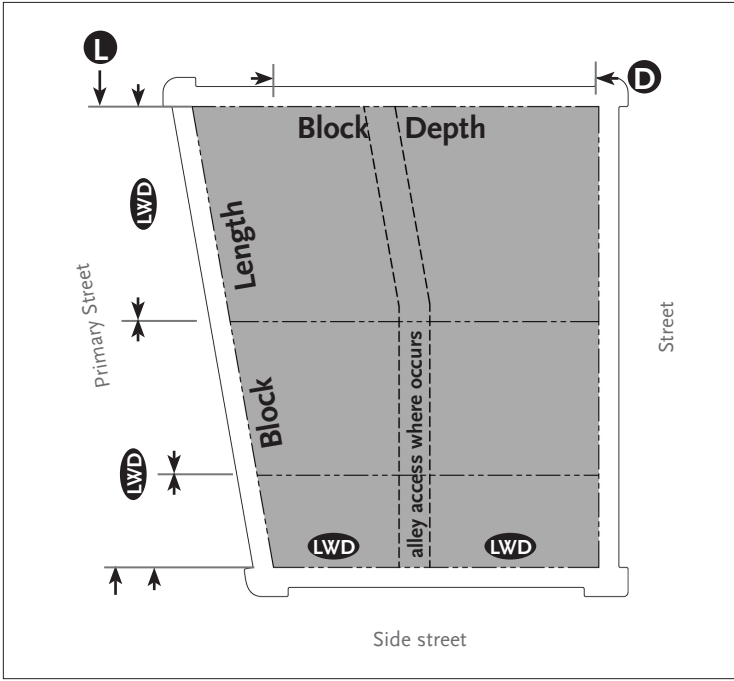
Table 6A: Block Requirements				
Block Type [1]	L Block Length		D Block Depth	
	Min	Max	Min	Max
Orthogonal: Square or Rectangular	150	400	150	500
LWD Lot Width/Depth [2]	As specified per building type in Table 4A			
Trapezoidal: Irregular	Min	Max	Min	Max
	100	500 Avg. for 2 longest sides	100	500 Avg. for 2 longest sides
LWD Lot Width/Depth [2]	As specified per building type in Table 4A			

[1] All blocks to comply with Santa Ana requirements for intersection spacing

[2] The lot is primarily for design purposes and may be made permanent through the regular process for lot line adjustments, or parcel and/or tract maps.



Orthogonal Block Requirements Diagram



Trapezoidal Block Requirements Diagram

Table 6A.1: Alley Access Options		
Existing alley access	Realignment - Deflected Alley	Realignment - Shifted Alley

Table 6B: Illustrative Sequence - Applying subdivision standards to achieve pedestrian-scaled buildings

This series of diagrams identifies the sequence of creating and maintaining walkable and multi-modal blocks to be developed in a variety of ways per the provisions of this code. This information illustrates the intent of the subdivision standards combined with the building type standards Sec 41-2020 through 2039 and provides direction on how to generate new blocks with lots that receive pedestrian-scaled buildings.

	Illustrative Diagram	Illustrative Example
<div><div>A</div><div>Step 1: Existing Site</div><div><p>Sites that are not already in compliance with Figure 7.1 (Street Network Plan) shall be subdivided further to create additional blocks per the requirements of Subdivision Guideline) and Street Network Concepts. For sites already in compliance with Figure 7.1 or as adjusted per Section 7.1B, the requirements to introduce streets and alleys do not apply.</p></div></div>		
<div><div>B</div><div>Step 2: Introduce Streets</div><div><p>1. Sites being subdivided into additional blocks shall introduce streets from the conceptual street types in the Street Network Concepts and comply with the applicable block-size requirements. Adjustments to the conceptual street network are allowed per the provisions of section 7.1B.</p><p>2. The Regulating plan must be adjusted to account for new public r.o.w</p></div></div>		
<div><div>C</div><div>Step 3: Introduce Alleys</div><div><p>Vehicular access to blocks and their individual lots is allowed primarily by alley or side street with certain zones allowing primary street vehicular access. The intent is to maintain the integrity and continuity of the streetscape without interruptions such as drive-way access. Therefore, unless the lot(s) is encouraged to take access from the street per the Urban Standards For the Zone, or if the lot(s) takes access via a side street, the introduction of rear service thoroughfares such as alleys is required.</p></div></div>		
<div><div>D</div><div>Step 4: Introduce Lots</div><div><p>1. Based on the type(s) of blocks created and the street(s) that they front, lots are introduced on each block to correspond with the selected building type(s) from Section Sec 41-2020 through 2039 . These lots are for the purpose of design and reflect the minimum area needed to effectively design corresponding pedestrian-oriented buildings. The permanence of the lot lines is not required by these standards.</p><p>2. A Building Type is identified for each lot.</p><p>3. Review applicable Building Type requirements to design buildings.</p></div></div>		
<div><div>E</div><div>Step 5: Introduce Projects</div><div><p>Each lot is designed to receive a building per the allowable building types in Sections 41-2020 through 2039 and is arranged to suit the particular organization of buildings desired for each particular block. The allowable building types then are combined with the allowable frontage types to generate a particular neighborhood form and character consistent with the purpose of the Code.</p></div></div>		

This Page:
This series of diagrams identifies the sequence of creating walkable and multi-modal blocks to be developed in a variety of ways per the provisions of this code. This section also provides direction on how to break down large parcels to receive appropriately scaled buildings.