

5. Environmental Analysis

5.10 LAND USE AND PLANNING

This section of the updated Draft Program Environmental Impact Report (PEIR) evaluates the potential impacts to land use in the City of Santa Ana and its sphere of influence (plan area) from implementation of the Santa Ana General Plan update (GPU). This section is based on the proposed land use plan, described in detail in Chapter 3, *Project Description*, and shown on Figure 3-7, *Proposed General Plan Land Use Plan*. Compatibility of the proposed land use changes with the existing land uses in the surrounding area is discussed in this section. The GPU is also evaluated for consistency with the Southern California Association of Governments' 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy and the Airport Environs Land Use Plan for John Wayne Airport.

Land use impacts can be either direct or indirect. Direct impacts result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other topical sections of this updated Draft PEIR.

5.10.1 Environmental Setting

State, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the GPU are summarized below.

State

State Planning Law and California Complete Streets Act

State planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for the physical development of the city and any land outside its boundaries (sphere of influence) that in the planning agency's judgment bears relation to its planning. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address eight topics (land use, circulation, housing, conservation, open space, noise, safety, and environmental justice), but allows some discretion on the arrangement and content of the elements. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues in the community that the general plan should address, including hazards and flooding.

On September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law and became effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

The GPU's consistency with state planning law and the California Complete Streets Act is provided in the analysis for Impact 5.10-1.

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Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

The proposed GPU is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines, because it is an update to the Santa Ana General Plan, for which an EIR was prepared. Therefore, this section addresses the project's consistency with the applicable regional planning guidelines and policies.

Orange County Council of Governments

The Orange County Council of Governments (COG) represents 35 cities, including Santa Ana. Orange County COG fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process, and supplies technical services to its member governments.

Regional Transportation Plan/Sustainable Communities Strategy

On May 7, 2020, SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal includes over 4,000 transportation projects—ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support vital goods movement industry, and utilize resources more efficiently (SCAG

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2020). The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.10-1, *2020–2045 RTP/SCS Consistency Analysis*.

Orange County Congestion Management Program

In June 1990, Proposition 111 was passed, which made additional funding available for transportation projects through a nine-cent increase in the state gas tax and mandated that each county with 50,000 or more residents develop a congestion management program (CMP). As Orange County's designated Congestion Management Agency, Orange County Transportation Authority (OCTA) is responsible for the conformance monitoring and biennial updating of Orange County's CMP.

Although the passage of AB 2419 (statutes of 1996) provided an opportunity to opt out of the CMP process, OCTA's Board of Directors elected to continue with it because the data help to satisfy federal congestion management plan requirements, and similar efforts were required as part of the Measure M Growth Management Program.

To maintain eligibility for transportation funding, local agencies must submit the following checklists to OCTA by June 30 of every odd year (2011, 2013, etc.) to demonstrate compliance:

- Consistency with Level of Service (LOS) standards.¹
- Adoption of capital improvement programs.
- Adoption and implementation of a program to analyze the impacts of land use decisions, including an estimate of the costs associated with mitigating those impacts.
- Adoption and implementation of deficiency plans when highway and roadway LOS standards are not maintained. (OCTA 2020)

Airport Environs Land Use Plan for John Wayne Airport

In 1975, the Airport Land Use Commission (ALUC) of Orange County adopted an Airport Environs Land Use Plan (AELUP, amended April 17, 2008) that included John Wayne Airport (JWA), Fullerton Municipal Airport, and the Joint Forces Training Base Los Alamitos. The AELUP is a land use compatibility plan that is intended to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. The AELUP identifies standards for development in the airport's planning area based on noise contours, accident potential zones, and building heights. An ALUC is an agency authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity. ALUCs are not implementing agencies in the manner of local governments, nor do they issue permits for a project such as those required by local

¹ LOS is a general measure of traffic operating conditions where a letter grade is assigned, from LOS A (no congestion) to F (high levels of congestion). LOS E represents "at capacity" operations. LOS qualitatively measures the operating conditions in a traffic system and how drivers and passengers perceive these conditions.

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governments. However, pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan amendments and zone changes that occur in the ALUC planning areas for consistency review by ALUC. If the ALUC deems such an amendment or change inconsistent with the AELUP, a local government may override the ALUC decision by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670(a)(2) of the Public Utilities Code:

...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses.

As shown in Figure 5.8-1, *John Wayne Airport Safety Compatibility Zones*, the southeastern portion of Santa Ana is within Zone 6 (Traffic Pattern Zone) of JWA. This zone generally has a low likelihood of accident occurrence and allows residential use and most nonresidential uses. This zone prohibits outdoor stadiums and similar uses with high noise intensities. Development of children's schools, large day care centers, hospitals, and nursing homes should be avoided in this zone. Additionally, areas within the southeastern portion fall within the 60 dBA CNEL aircraft operation noise contours for JWA (see Figure 5.12-6), and a larger area of the southeastern portion of the city is in the Federal Aviation Regulation Part 77 Obstruction Notification Area of JWA (see Figure 5.8-2, *Height Restrictions per Federal Air Regulations Part 77*).

Local

Current General Plan and Land Use Designations

The current General Plan for the City of Santa Ana consists of 16 elements adopted in separate years between 1982 and 2009. The adopted elements are: airport environs, circulation, conservation, economic development, education, energy, growth management, housing, land use, noise, open space, parks and recreation, public facilities, public safety, scenic corridors, seismic safety, and urban design. Figure 3-6, *Current General Plan Land Use Plan*, shows the land use designations of the current General Plan, and Table 3-2 breaks down current General Plan land use designations in the plan area. As shown on Figure 3-6 and in Table 3-2, 11 land use designations currently regulate development in the city, and the two that cover the most area are Low Density Residential and Industrial.

City of Santa Ana Specific Plans and Overlay Zone

The following areas currently fall under the jurisdiction of specific plans enforced by the City (see Section 3.3.2.4, *Specific Plan/Special Zoning*, and Figure 3-11, *Focus Areas and Special Planning Areas*, in Chapter 3, *Project Description*):

- MainPlace (SP-4)
- Harbor Mixed Use Transit Corridor (SP-2)
- Bristol Street Corridor (SP-1)
- Midtown (SP-3)

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Each specific plan acts as a regulatory document that the City uses as a development guide within that area. The specific plans include detailed development standards and design guidelines.

The City has also adopted the Metro East Mixed-Use overlay zone. An overlay zone is generally defined as a zone or district created for the purpose of conserving natural resources or promoting certain types of development. It is imposed over existing zoning districts and contains provisions in addition to those of the underlying zoning district. The City has also adopted an Adaptive Reuse Project Incentive Area which is an area that is eligible for alternative building standards irrespective of the underlying zoning. In addition, the City has adopted a Transit Zoning Code within a specific development. A specific development is a planning tool that allows for zoning and development standards to be tailored to the unique conditions of a particular site or area. The overlay area, project incentive area, and the Transit Zoning Code are detailed in Chapter 3, *Project Description*, Section 3.3.2.1.

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 and comprises over 100 blocks and 450 acres. More specifically, it is in the area west of I-5, north of First Street, between Grand Avenue and Flower Street, and south of Civic Center Drive (Santa Ana 2010).

City of Santa Ana Zoning

The zoning code (Chapter 41 of the municipal code) identifies land use categories, development standards, and other general provisions that ensure consistency between the General Plan and proposed development projects. Chapter 41, Article III regulates the location, height, bulk, and size of buildings and structures, and the size of yards and other open spaces for each of the zoning districts.

The zoning designations of the areas within the city's boundaries (see Figure 5.10-1, *Zoning Map*) are defined by the city's zoning map. The zoning map contains various zoning designation, including residential, commercial, industrial, professional, open space, and the specific plan areas mentioned above (Santa Ana 2017). Chapter 41 (Zoning) of the City of Santa Ana Municipal Code provides the basis for current zoning, which is intended to carry out the policies of the current General Plan.

Specific Development

Per Chapter 41, Article III, Division 26 of the municipal code, specific developments (SD) provide classification and development of land as comprehensive special district plans. The SD district is authorized and established for the purpose of protecting and promoting the public health, safety, and general welfare of the city and its residents by:

- 1) Protecting and enhancing the value of properties by encouraging the use of good design principles and concepts, as related to the division of property, site planning and individual

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- improvements with full recognition of the significance and effect they have on the proper planning and development of adjacent and nearby properties.
- 2) Encouraging, securing and maintaining the orderly and harmonious appearance, attractiveness and aesthetic development of structures and grounds in order that the most appropriate use and value thereof be determined and protected.
 - 3) Providing a method whereby specific development plans are to be based on the general plan as well as other regulations, programs, and legislation as may in the judgment of the city be required for the systematic execution of the general plan.
 - 4) Recognizing the interdependence of land values and aesthetics and providing a method to implement this interdependence in order to maintain the values of surrounding properties and improvements and encouraging excellence of property development, compatible with the general plan for, and character of, the city, with due regard for the public and private interests involved.
 - 5) Ensuring that the public benefits derived from expenditures of public funds for improvements and beautification of streets and public facilities shall be protected by exercise of reasonable controls over the character and design of private buildings, structures and open spaces.

Any use or development of property within an SD district shall be in compliance with the ordinance adopting the specific development plan for such property. The City of Santa Ana currently has 95 SD districts.

5.10.1.2 EXISTING CONDITIONS

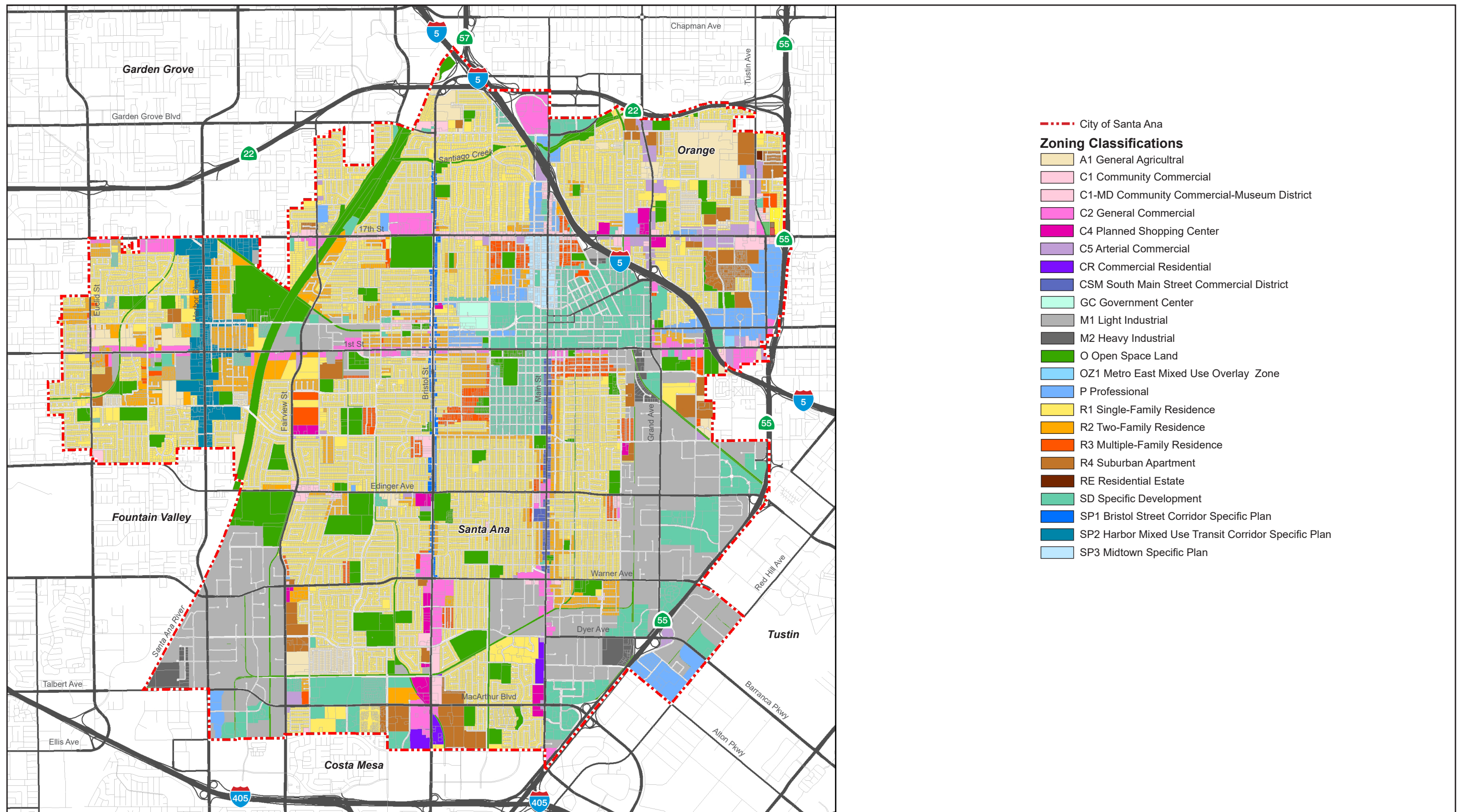
Santa Ana is in the western central part of Orange County, approximately 30 miles southwest of Los Angeles and 10 miles northeast of Newport Beach (see Figure 3-1, *Regional Location*). As shown in Figure 3-2, *Citywide Aerial*, the city is bordered by the city of Orange and unincorporated areas of Orange County to the north, Tustin to the east, Irvine and Costa Mesa to the south, and Fountain Valley and Garden Grove to the west. At the local level, the plan area is generally bounded by State Route 22 on the north and east, and Interstate 405 on the south (see Figure 3-2, *Citywide Aerial*). The Santa Ana River bisects the city from the northeast to the southwest.

The sphere of influence (SOI) of the city consists of a two-mile portion of the Santa Ana River Drainage Channel along the city's westerly border with Fountain Valley (see Figure 3-3, *17th Street Island and Sphere of Influence*).

Existing Land Use

The plan area encompasses approximately 27.5 square miles. As shown in Figure 3-4, *Existing Land Uses*, the plan area has a number of existing land uses, with low density residential, commercial, and industrial making up the majority. Commercial and industrial uses are primarily found along State Route 55, which is a major corridor, and in the southwest corner of the city. Table 3-1, *Existing Land Use Designations and Statistics*, provides a statistical summary of the existing land uses in the plan area.

Figure 5.10-1 - Zoning Map



Source: City of Santa Ana, 2017



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Santa Ana has a several distinct neighborhoods, each distinguished by its history, architecture, housing types, and amenities. More than 60 neighborhood associations have been formed to address neighborhood issues (see Figure 5.4-2, *Neighborhoods Map*). As is common with many communities in Orange County, approximately 70 percent of all residential areas in the city are single-family residential neighborhoods. Many of these neighborhoods are established and well maintained, and several neighborhoods contain state and local historic resources.

Santa Ana has many neighborhoods made up of multiple-family residences—a mixture of single family, townhomes, and apartments—and a combination of industrial and residential uses. The diversity of these neighborhoods is great, and each neighborhood varies widely in condition. The diverse urban and suburban fabric of many of these neighborhoods has been woven over time and reflects the complexity of land use policies implemented over the long history of Santa Ana. The City has undertaken extensive efforts to stabilize residential neighborhoods through appropriate land use direction and housing programs.

To protect and stabilize residential neighborhoods, support the City's economic base, and provide housing for the local workforce, Santa Ana is developing new residential neighborhoods in District Centers close to employment centers. These District Centers include the Metro East Mixed Use Overlay Zone, MacArthur Place, Downtown Santa Ana, City Place, South Coast Metro and similar locations.

Many of the city's land use characteristics are directly related to its historic position as one of Orange County's earliest pioneer settlements. Since Santa Ana was founded in the 19th century, its primary settlement period occurred before the automobile age. Unlike many of its Orange County neighbors, the city's land use patterns mirror both its pre-automobile history as well as its more recent growth. Key land use characteristics include:

- Santa Ana is surrounded by incorporated cities. As a result, its sphere of influence is primarily restricted to its own jurisdictional boundaries. Since the city has very limited vacant land available for development, most new development involves recycling and redevelopment in areas previously improved. The city's central location and its status as a county governmental and employment center are likely to result in continued development pressure.
- The city is the second-largest Orange County city in terms of size, consisting of 27.5 square miles (Santa Ana 2019). Of this total, 50 percent is devoted to residential development, 14 percent to commercial uses, 15 percent to industrial, and 10 percent to public and institutional uses. The city's overall distribution of land use and development reflects its maturity as a commercial, employment, and governmental center.
- Historically, over 6,000 acres of land in Santa Ana was included in one merged redevelopment project area. Further, an 11,790-acre area was designated a California Enterprise Zone, but that designation expired December 13, 2013. The Enterprise Zone provided businesses with tax incentives to promote business development and growth and to create jobs.
- The City of Santa Ana has adopted a number of specific plans to provide greater direction and consistently high-quality development standards for projects in these areas. These specific plans were established for areas of the city that would benefit from a comprehensive development scheme.

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- Santa Ana is served by five freeways: the Santa Ana Freeway (I-5), the Garden Grove Freeway (SR-22), the Costa Mesa Freeway (SR-55), the San Diego Freeway (I-405), and the Orange Freeway (SR-57). Planned freeway enhancements and other regional transit improvements further enhance accessibility to the city. Its central location in relation to the regional transportation network contributes to its continued growth and economic vitality.
- Transit in the city consists of OCTA bus service, Southern California Regional Rail commuter and passenger rail service, and Amtrak passenger rail. Due to its central location, grid pattern, and high ridership potential, Santa Ana's role as a transit hub continues to increase. Furthermore, Santa Ana is working with Garden Grove and OCTA to build a fixed guideway system called the OC Streetcar. Expected to begin operations in 2020, the OC Streetcar will link the Santa Ana Regional Transportation Center to a new multimodal hub at Harbor Boulevard/Westminster Avenue in Garden Grove. The rail and streetcar system continue to inform land use decision and development patterns.

Surrounding Land Uses

The plan area is surrounded by developed urban areas, as shown in Figure 3-2, *Citywide Aerial*. It is bordered by residential, institutional (schools), and commercial uses to the north; residential, institutional (schools), industrial, and commercial uses to the east; residential and commercial uses to the south; and residential, commercial, and open space uses to the west.

Prominent development surrounding the city includes the John Wayne Airport to the southeast and Disneyland Park to the northwest. The Tustin Legacy and Irvine Business Complex are both along the southeast boundary of the city. Tustin Legacy is a 1,600-acre planned community in Tustin that includes parks, a commercial retail center, and various densities of housing, with a total of 4,600 units and over nine million square feet of commercial and institutional development. The Irvine Business Complex is approximately 2,800 acres and includes 17,000 dwelling units and 49 million square feet of nonresidential uses. Furthermore, South Coast Plaza, a regional shopping mall in Costa Mesa, is to the south of the city. The shopping center has about 2.8 million square feet of gross leasable area and over 270 stores, making it one of the largest shopping centers in the United States.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

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5.10.3 Regulatory Requirements and General Plan Policies

5.10.3.1 REGULATORY REQUIREMENTS

- RR LU-1 Development associated with the General Plan Update would be designed and constructed in accordance with the applicable provisions of Chapter 41 (Zoning) of the City of Santa Ana Municipal Code. Development within specific plan areas, overlay areas, and specific development districts would implement zoning and development standards that are applicable within these subareas in addition to those in the underlying zoning district.
- RR LU-2 Eligible buildings in the Project Incentive Area specified in the Adaptive Reuse Ordinance would implement the provisions specified by the ordinance. Residential uses shall be allowed in the Project Incentive Area irrespective of the underlying zoning as part of an approved Adaptive Reuse Project.
- RR HAZ-7 Development will be designed and constructed in accordance with the airport environs land use plan (AELUP) for John Wayne Airport. Building height restrictions, as specified in the AELUP, would apply in the city.

5.10.3.2 GENERAL PLAN UPDATE POLICIES

Economic Prosperity Element

See Volume III, Appendix B-a for full list.

~~Circulation~~ Mobility Element

- **Policies 1.1 through 5.98.** Refer to Volume III, Appendix B-a for full list.

Safety Element

- **Policy 1.2 Climate Change.** Evaluate the need to expand the capacity of flood control facilities to minimize flood hazards to people, property, and the environment based on changing weather conditions associated with climate change.
- **Policy 1.3 Storm Drain Infrastructure.** Update the Drainage Master Plan to prioritize improvements to existing system deficiencies, and plan for infrastructure needs that support the General Plan land use vision.
- **Policy 1.4 Critical Infrastructure.** Design, construct, and retrofit critical public facilities and utilities located in flood-prone areas to maintain their structural and operational integrity during floods.
- **Policy 1.5 Flood Awareness.** Promote education of flooding hazards and bring awareness to resources and programs that assist property owners, residents, and businesses to protect their homes and property from flood damage.

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- **Policy 1.6 Alternative Flood Control Methods.** Explore and encourage natural flood control infrastructure and techniques that create new open areas to capture storm water, recharge aquifers, prevent flooding, and that expand recreation opportunities.
- **Policy 4.1 Structures Above 200 Feet.** For development projects that include structures higher than 200 feet above existing grade, the City shall inform the Airport Land Use Commission (ALUC) and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the Federal Aviation Administration.
- **Policy 4.2 Federal Aviation Regulation Part 77.** Do not approve buildings and structures that would penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces unless found consistent by the Airport Land Use Commission (ALUC). Additionally, in accordance with FAR Part 77, required applicants proposing buildings or structures that penetrate the 100:1 Notification Surface to file a Form 7460-1 Notice of Proposed Construction or Alteration with FAA and provide a copy of the FAA determination to the City and the ALUC for Orange County.
- **Policy 4.3 Light, Glare, and Other Interference.** Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAA regulations and the John Wayne Airport Environs Land Use Plan.
- **Policy 4.4 Heliport/Helistop Approval and Requirements.** Any proposals for heliports/helipads within the City shall be submitted through the City to the Airport Land Use Commission (ALUC) for a consistency determination. Approve the development of a heliport or helistop only if it complies with the Airport Environs Land Use Plan for heliports. Ensure that each applicant seeking a conditional use permit or similar approval for the construction or operation of a heliport or helistop complies fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by the FAA, by Orange County Airport Land Use Commission, and by Caltrans/Division of Aeronautics. This requirement shall be in addition to all other City development requirements.
- **Policy 4.5 Referral to ALUC.** Prior to the amendment of the City's general plan or a specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the Airport Land Use Commission (ALUC), and pursuant to Public Utilities Code Section 21676, the City shall first refer the proposed action to the ALUC.
- **Policy 4.6 Deed Disclosure Notice.** Provide notice of airport in the vicinity where residential development is being proposed within the 60 dBA CNEL noise contours for the John Wayne Airport.

Urban Design Element

- **Policy 1.5 Attractive Public Spaces.** Encourage community interaction through the development and enhancement of plazas, open space, people places, and pedestrian connections with the public realm.
- **Policy 1.6 Active Transportation Infrastructure.** Support the creation of citywide public street and site amenities that accommodate and promote an active transportation-friendly environment.

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- **Policy 2.6 Preserve Neighborhood Character.** Preserve the character and uniqueness of existing districts and neighborhoods.
- **Policy 2.7 Building and Strengthening Identity.** Collaborate with community stakeholders to strengthen and foster development of community and neighborhood identity and district character through complementary architecture, unique streetscapes, and programming.
- **Policy 3.3 Foster Community Building.** Promote a safe environment that facilitates social interaction and improves active transportation along corridors.
- **Policy 5.4 Intersections for all Travel Modes.** Strengthen active transportation connections and amenities at focal intersections to promote a pleasant and safe experience for non-motorized forms of travel.

Community Element

- **Policy 1.3 Equitable Programs.** Encourage recreational and cultural programs and activities of local interest that are inclusive and affordable to all.
- **Policy 1.5 Equitable Recreational Spaces.** Promote the development and use of municipal buildings, indoor facilities, sports fields, and outdoor spaces for recreation that serve residents throughout the City, with priority given to areas that are underserved and/or within environmental justice area boundaries.
- **Policy 3.1 Supporting Health Services.** Collaborate with and provide support to organizations engaged in improving public health and wellness, expanding access to affordable quality health care, and providing medical services for all segments of the community. Encourage greater emphasis on expanding or improving health services to underserved areas and populations.
- **Policy 3.2 Healthy Neighborhoods.** Continue to support the creation of healthy neighborhoods by addressing public safety, mitigating land use conflicts, hazardous soil contamination, incompatible uses, and maintaining building code standards.
- **Policy 3.3 Healthy Residential Programs.** Invest in programs and public improvements that educate residents about opportunities to increase their physical activity and improve their health.
- **Policy 3.4 Safe Mobility.** Promote the overall safety of multi-modal streets by developing local and regional programs that educate and inform motorists of non-motorized roadway users.
- **Policy 3.5 Community Spaces.** Encourage positive community interactions and neighborhood pride to create secure communities and promote safe public spaces.
- **Policy 3.6 Healthy Options.** Promote access to affordable, fresh, and healthy food options citywide through efforts such as community gardens, culinary classes, and neighborhood farmers markets.

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- **Policy 3.7 Active Lifestyles.** Support programs that ~~create safe routes to schools and other destinations~~ to promote sports, fitness, walking, biking and active lifestyles.

Conservation Element

- **Policy 1.1 Regional Planning Efforts.** Coordinate air quality planning efforts with local and regional agencies to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution.
- **Policy 1.2 Climate Action Plan.** Consistency with emission reduction goals highlighted in the Climate Action Plan shall be considered in all major decisions on land use and investments in public infrastructure.
- **Policy 1.3 Education. Policy 1.3 Education.** Promote efforts to educate businesses and the general public about air quality standards, ~~reducing the urban heat island effect~~, health effects ~~from poor air quality and extreme heat~~, and best practices they can make to improve air quality and reduce greenhouse gas emissions.
- **Policy 1.4 Development Standards.** Support new development that meets or exceeds standards for energy-efficient building design and site planning.
- **Policy 1.5 Sensitive Receptor Decisions.** Consider potential impacts of stationary and non-stationary emission sources on existing and proposed sensitive uses and opportunities to minimize health and safety risks. ~~Develop and adopt new regulations on the siting of facilities that might significantly increase pollution near sensitive receptors within environmental justice area boundaries. Mitigate or apply special considerations and regulations on the siting of facilities that might significantly increase pollution near sensitive receptors within environmental justice area boundaries.~~
- **Policy 1.6 New and Infill Residential Development.** Promote development that is mixed-use, pedestrian-friendly, transit oriented, and clustered around activity centers.
- **Policy 1.7 Housing and Employment Opportunities.** Improve the City's jobs/housing balance ratio by supporting development that provides housing and employment opportunities to enable people to live and work in Santa Ana.
- **Policy 1.8 Promote Alternative Transportation.** Promote use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies.
- **Policy 1.9 Public Investment Alternative Transportation Infrastructure.** Continue to invest in infrastructure projects that support public transportation and alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.

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- **Policy 1.10 Transportation Management.** Continue to support and invest in improvements to the City's Transportation Management System, including projects or programs that improve traffic flow and reduce traffic congestion.
- **Policy 1.11 Public Investment in Low- or Zero Emission Vehicles.** Continue to invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and to transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.
- **Policy 1.12 Sustainable Infrastructure.** Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.
- **Policy 1.13 City Contract Practices.** Support businesses and contractors that use reduced-emissions equipment for city construction projects and contracts for services, as well as businesses that practice sustainable operations.
- **Policy 1.14 Transportation Demand Management.** Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques.
- **Policy 2.1 Native Wildlife Habitat Protection.** Protect and enhance natural vegetation in parks and open spaces for wildlife habitat, erosion control, and to serve as noise and scenic buffers.
- **Policy 2.2 Biodiversity Preservation.** Collaborate with State and County agencies to promote biodiversity and protect sensitive biological resources.
- **Policy 2.3 Resource Management.** Efficiently manage soil and mineral resource operations to eliminate significant nuisances, hazards, or adverse environmental effects on neighboring land uses.
- **Policy 2.4 Scenic Linkages Preservation.** Ensure that development, open space and travelways surrounding key destinations, historic sites, recreational areas, and open space ~~preserve~~ **protects visual corridors, community aesthetics, and create scenic linkages preservation.**
- **Policy 3.3 Development Patterns.** Promote energy efficient-development patterns by clustering mixed use developments and compatible uses adjacent to public transportation.
- **Policy 3.11 Energy-Efficient Transportation Infrastructure.** Continue to support public and private infrastructure for public transportation such as bus routes, rail lines, and the OC Streetcar.

Open Space Element

- **Policy 1.4 Park Distribution Connectivity.** ~~Establish and enhance options for residents to access existing and new park facilities through safe walking, bicycling, and transit routes.~~ Ensure the City residents have access to public or private parks, recreation facilities, or trails in the City of Santa Ana, within a 10- minute

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walking and biking distance of home. Prioritize provision, programs, and partnerships in park deficient and environmental justice areas.

- **Policy 1.7 Trail Connectivity.** Collaborate with other City agencies, partners, and regional entities to provide, and connect regional and local trails, travelways, and access corridors to support recreation, active transportation, and park and program access. Consider greenways along the OC Streetcar route, flood control channels, and other underutilized sites.
- **Policy 1.9 New Development Amenities.** Ensure all new development ~~provides open space and~~ effectively integrates parks, open space, and pedestrian and multi-modal travelways to promote a quality living environment. For new development within park deficient and environmental justice areas, prioritize the creation and dedication of new public parkland over the collection of impacts fees.
- ~~Policy 3.2 Linking Development.~~ Promote alternative modes of transportation and active lifestyles through pedestrian and bicycle linkages to bicycle and pedestrian linkages and amenities throughout new and existing development, greenway corridors, and open spaces. ~~to promote use of alternative modes of transportation and active lifestyles.~~
- ~~Policy 3.4 Greenway Corridors.~~ Coordinate with government and private sector to explore opportunities to incorporate pedestrian, multi-modal, and landscape amenities along the OC Streetcar route, flood control channels, and other underutilized sites.
- **Policy 3.8 Naturalizing the Santa Ana River.** Explore opportunities to reintroduce natural habitat along the Santa Ana River to provide natural habitat and educational and recreational opportunities.

Public Services Element

- **Policy 1.1 Maintenance and Design.** Provide and maintain public facilities that reinforce community identity through high quality design.
- **Policy 1.2 Equitable Distribution.** Ensure public services and facilities reflect changing population needs and are equitably distributed ~~and accessible, with priority assigned to improving areas that are underserved and/or within environmental justice area boundaries.~~
- **Policy 1.10 Fair Share.** Require that new development pays its fair share of providing improvements to existing or creation of new public facilities and their associated costs and services.

Land Use Element

- **Policy 1.1 Compatible Uses.** Foster compatibility between land uses to enhance livability and promote healthy lifestyles.
- **Policy 1.2 Homeownership Opportunities.** Support innovative development policies to expand homeownership opportunities at all income levels.

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- **Policy 1.3 Equitable Creation and Distribution of Open Space.** Promote the creation of new open space and community serving amenities in park deficient areas that keeps pace with the increase in multi-unit housing development, with priority given to those that are also within environmental justice area boundaries.
- **Policy 1.5 Diverse Housing Types.** Incentivize quality infill residential development that provides a diversity of housing types and accommodates all income levels and age groups.
- **Policy 1.6 Transit Oriented Development.** Encourage residential mixed-use development, within the City's District Centers and Urban Neighborhoods, and adjacent to high quality transit.
- **Policy 1.7 Active Transportation Infrastructure.** Invest in active transportation connectivity between activity centers and residential neighborhoods to encourage healthy lifestyles.
- **Policy 1.9 Public Facilities and Infrastructure.** Evaluate individual new development proposals to determine if the proposals are consistent with the General Plan, and to ensure that they do not compound existing public facility and service deficiencies.
- **Policy 2.5 Benefits of Mixed Use.** Encourage infill mixed-use development at all ranges of affordability to reduce vehicle miles travelled, improve jobs/housing balance, and promote social interaction.
- **Policy 2.10 Smart Growth.** Focus high density residential in mixed-use villages, designated planning focus areas, Downtown Santa Ana, and along major travel corridors.
- **Policy 3.1 Community Benefits.** Support new development which provides a net community benefit and contributes to neighborhood character and identity.
- **Policy 3.2 Empower Community.** Facilitate community engagement and dialogue in policy decisions and outcomes affecting land use and development with supplemental opportunities for proposed planning activities within environmental justice area boundaries.
- **Policy 3.3 Enforcement of Standards.** Maintain a robust and proactive code enforcement program that partners with community stakeholders and is responsive to community needs.
- **Policy 3.4 Compatible Development.** Ensure that the scale and massing of new development is compatible and harmonious with the surrounding built environment.
- **Policy 3.6 Focused Development.** Facilitate the transformation of the transit corridors through focusing medium and high-density pedestrian-oriented mixed-use development at key intersections.
- **Policy 4.2 Public Realm.** Maintain and improve the public realm through quality architecture, street trees, landscaping, and other pedestrian-friendly amenities.
- **Policy 4.5 VMT Reduction.** Concentrate development along high-quality transit corridors to reduce vehicle miles traveled (VMT) and transportation related carbon emissions.

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- **Policy 4.6 Healthy Living Conditions.** Support diverse and innovative housing types that improve living conditions and promote a healthy environment.
- **Policy 4.7 Diverse Communities.** Promote mixed-income developments with mixed housing types to create inclusive communities and economically diverse neighborhoods.

Noise Element

- **Policy 3.1. Residential Development.** Residential development within the John Wayne Airport (JWA) 65 dB(A) CNEL Noise Contour or greater is not supported.
- **Policy 3.2. Flight Paths.** Advocate that future flight path selection be directed away from existing noise sensitive land uses.
- **Policy 3.3. Residential Mitigation.** Require all residential land uses in 60 dB(A) CNEL or 65 dB(A) CNEL Noise Contours to be sufficiently mitigated so as not to exceed an interior standard of 45 dB(A) CNEL.

Housing Element

- **Policy 2.3 Rental Housing.** Encourage the construction of rental housing for Santa Ana's residents and workforce, including a commitment to very low, low, and moderate-income residents and moderate income Santa Ana workers.
- **Policy 2.4 Diverse Housing Types.** Facilitate diverse types, prices, and sizes of housing, including single-family homes, apartments, townhomes, mixed/multiuse housing, transit-oriented housing, multigenerational housing, and live-work opportunities.
- **Policy 2.6 Affordable Component.** Pursuant to the Housing Opportunity Ordinance, require eligible rental and ownership housing projects to include at least 15 percent of the housing units as affordable for lower and moderate-income households.
- **Policy 2.8 Housing Authority-Owned Sites.** Maximize affordable housing on Authority-owned properties that is of high quality, sustainable, and available to various income levels.

5.10.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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Impact 5.10-1: Implementation of the General Plan Update would not divide an established community. [Threshold LU-1]

As shown in Figure 3-4, *Existing Land Use*, the plan area comprises a number of existing land uses, with residential, commercial, and industrial making up the majority of land uses. The General Plan Update is intended to guide growth and development (e.g., infill development, redevelopment, and revitalization/restoration) in the plan area through the year 2045 and beyond. The changes in existing land use designations (see Figure 3-6, *Current General Plan Land Use Plan*) that would occur with implementation of the proposed land use plan (see Figure 3-7, *Proposed General Plan Land Use Plan*) would not result in the physical division of an established community.

In general, many areas currently designated General Commercial and Professional Office are expanding opportunities for residential development through a proposed change to the Urban Neighborhood² or District Center³ General Plan land use designations. Industrial Flex⁴ would be introduced where Industrial land use designations currently exist in each of the five focus areas to allow for cleaner industrial and commercial uses with live-work opportunities.

The largest change in residential uses would occur in the 55 Freeway/Dyer Road focus area. Existing land use designations in this focus area include industrial, institutional, general commercial, general office, mixed use, and hotels. As shown in Figure 3-7, the focus area will include District Center (DC), Industrial/Flex (FLEX), and General Commercial (GC) land use designations. The GPU will add 8,731 dwelling units at buildout compared to existing conditions. The proposed land use changes would not divide an established community given that there is a minimal amount of residential uses in this focus area. The land use changes would actually help create a more unified community and help to establish more attractive neighborhoods as future development occurs.

Changes to residential uses would also occur in the South Bristol focus area. Existing land uses include commercial and multifamily uses. GPU land use designations for this focus area include DC and Urban Neighborhood (UN) and would add 5,272 dwelling units at GPU buildout compared to existing conditions. The DC and UN designations would replace current commercial uses and therefore would not divide an established community. Additionally, the change from multifamily residential to UN would still permit residential land uses, although at different density levels than are currently permitted.

For the Grand Avenue/17th Street focus area, existing uses primarily include commercial land uses with very little multifamily and professional office uses. The GPU land use designations include UN and DC. Buildout of the GPU would add 1,722 dwelling units compared to existing conditions. The DC and UN designations would replace current commercial and general office uses and therefore would not divide an established

² Land types allowed in areas designated as Urban Neighborhood include low density urban neighborhoods with a mix of single and multi-family housing; mixed-use residential with ground floor retail, services, and restaurants; cultural uses; and public and open spaces.

³ District Centers are to be developed with an urban character that includes a mixture of high-rise office, commercial, and residential uses which provide shopping, business, cultural, education, recreation, entertainment, and housing opportunities.

⁴ The Industrial Flex land use designation allows for office/industrial flex spaces, small-scale research and development, and clean manufacturing.

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community. The change from multifamily residential to UN and DC land use designations would still permit residential land uses, although at different density levels than are currently permitted.

West Santa Ana Boulevard focus area consists of single-family homes along with open space, and industrial, institutional, commercial, and multifamily residential uses. The GPU would change some commercial and industrial uses into FLEX land use designations, and some industrial uses into UN. Buildout of the GPU would add 1,262 dwelling units compared to existing conditions. All existing residential uses within this focus area would remain residential, although at different density levels than are currently permitted.

In the South Main Street focus area, existing uses include single-family residential uses along with multifamily residential, commercial, institutional, industrial, and office uses. The GPU includes UN land use designations on either side of Main Street down to Warner Avenue and a FLEX land use designation south of Warner Avenue. The rest of the focus area is primarily designated low-density residential and institutional. These uses would fill in behind the UN land use to the east and west boundaries of the focus area. Low-density residential land uses are located and includes the area. Buildout of the GPU would add 588 dwelling units compared to existing conditions. The GPU would not change any residential uses to nonresidential uses and would therefore not divide an established community.

Furthermore, the GPU evolved to concentrate development in new areas to take advantage of mass transit and provide mixed-use opportunities, and the **circulation mobility** element doesn't introduce any new roadways that would bisect existing communities or neighborhoods. Also, the reclassifications of numerous roadways (see Figure 3.9, *Proposed Arterial Roadway Reclassifications*) to create complete streets with sidewalk and bike path improvements would serve to make existing neighborhoods more cohesive.

Additionally, GPU policies encourage the preservation or enhancement of the existing residential communities through infill development, open space opportunities, and development of compatible uses that would enhance the existing character of Santa Ana. Goal 3 of the land use element aims to preserve and improve the character and integrity of existing neighborhoods and districts. Additionally, Policies 1.1 and 2.10 of the land use element would reduce the conflict between contrasting land uses and enhance neighborhoods by responsibly integrating new development into existing communities. Neighborhood identity and preservation is further encouraged through policies 2.6 and 2.7 of the conservation element. Therefore, implementation of the pertinent policies of the GPU would help ensure the development of cohesive communities while maintaining the features that make each neighborhood unique, and impacts to established communities would be less than significant.

Level of Significance Before Mitigation: With the implementation of Urban Design Policies 2.6 and 2.7 and Land Use Policies 1.1, 2.10, 3.1, 3.2, 3.3, 3.4, and 3.6, Impact 5.10-1 would be less than significant.

Impact 5.10-2: The General Plan Update would be consistent with the Airport Environs Land Use Plan for the John Wayne Airport. [Threshold LU-2]

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent and nearby lands to ensure the safety of the residential and business communities of Santa Ana. As shown in Figure 3-2, *Citywide Aerial*, the John Wayne Airport is just outside the plan area's southeastern boundary. A small portion of the southeastern boundary is within JWA's safety compatibility Zone 6, and within

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the 60 dBA CNEL aircraft operation noise contours (see Figure 5.8-1, *John Wayne Airport Safety Compatibility Zones*, and Figure 5.12-6, *John Wayne Airport Noise Contours*). Furthermore, a larger area of the southeastern portion of the city is in the Federal Aviation Regulation (FAR) Part 77 Obstruction Notification Area of JWA (see Figure 5.8-2, *Height Restrictions per Federal Air Regulations Part 77*).

Airport safety hazards include hazards posed to aircrafts and hazards posed by aircraft to people and property on the ground. With proper land use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. Table 5.8-1 shows the allowable land uses for each of the airport safety compatibility zones. Zone 6 allows residential use and most nonresidential uses. This zone prohibits outdoor stadiums and similar uses with high noise intensities. As shown in Figure 3-6, *Current General Plan Land Use Plans*, the areas nearest to the airport consist of a mix of industrial, DC, and low-density residential land use designations. Under the proposed General Plan Update, the land use designations of these areas would remain the same. Additionally, these areas are already developed with a mix of residential, commercial, office, and industrial uses, as shown in Figure 3-4, *Existing Land Uses*. New or more intense development in these areas is not anticipated, as the areas are already developed; the majority of development under the GPU is anticipated in the focus areas. Furthermore, the process for filing a project for a consistency determination with the ALUC is specified in Section 4.7 of the AELUP. If the ALUC determines that a submittal is inconsistent with the AELUP, the ALUC shall promptly notify the affected local agency. The local agency may modify the project to be consistent with the AELUP and resubmit the project to the ALUC for a determination of consistency, or choose to overrule the ALUC by following the procedure in Public Utilities Code Sections 21676 and 21676.5. This procedure requires the local agency to hold a public hearing on the matter by its governing body (e.g., Board of Supervisors, City Council), make specific findings that the proposed overruling is consistent with the purposes stated in Public Utilities Code Section 21670, and overrule the ALUC by at least a two-thirds vote of the governing body of the local agency. Thus, impacts are considered less than significant.

Additionally, elevations in the part of Santa Ana under the Airspace Protection Surface range from 35 feet above mean sea level at the southeast edge of the plan area to 60 feet above mean sea level along the northeast edge of the Airspace Protection Surface. Maximum allowable heights of structures under the Airspace Protection Surface would vary by location. Existing heights of structures in Santa Ana are far below the maximum allowable heights under the Airspace Protection Surface. As set forth in Public Utilities Code Sections 21676 and 21676.5 and as discussed in the California Airport Land Use Planning Handbook, a key responsibility of an airport land use commission is to review particular types of local actions for compliance with the criteria and policies set forth in a commission's adopted compatibility plan. Section 3.0 of the AELUP sets the policies and criteria by which a local action can be reviewed, and a determination of consistency can be made with the AELUP by the ALUC. Projects approved under the proposed GPU would be required to comply with FAA airspace protection regulations using the AELUP consistency determination process. Thus, impacts are considered less than significant.

No helicopters are allowed to land or take off and no heliport or helistop is allowed in residential districts. Heliports are only allowed outside of residential zoning districts with a conditional use permit pursuant to Section 41-621 of the Santa Ana Municipal Code. In addition, any proposed heliports shall undergo review from ALUC, obtain an Airspace Analysis from the FAA as specified in Section 2.1.5 of the AELUP, and

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confirm consistency with the AELUP prior to construction as specified in Section 4.7 of the AELUP. Therefore, heliport impacts are also less than significant.

Furthermore, as shown in Figure 5.12-6, noise-sensitive land uses could be developed in areas that exceed the 60 dBA CNEL noise, and all residential uses in this area should be protected with additional sound insulation than provided by typical building construction. Noise Element Policies 3.1, 3.2, and 3.3 would require new development within the airport’s noise contours to be mitigated to acceptable interior noise levels.

Refer to Sections 5.8, *Hazards and Hazardous Materials*, and 5.12, *Noise*, for further analysis on the proposed project’s consistency and potential impacts on the ALUCP for JWA.

Level of Significance Before Mitigation: With the implementation of RR HAZ-7, RR LU-4, and Noise Policies 3.1, 3.2, and 3.3, Impact 5.10-3 would be less than significant.

Impact 5.10-3: Implementation of the General Plan Update would be consistent with the goals of the Southern California Association of Governments’ RTP/SCS. [Threshold LU-2]

The SCAG RTP/SCS guides how and where people and goods will travel by identifying both existing and needed transportation facilities, and it sets policies for a wide variety of transportation options and projects for the Southern California region’s transportation system. Table 5.10-1 provides an assessment of the GPU’s consistency with the RTP/SCS goals. Relevant policies from General Plan Update elements are provided; refer to Appendix B-a for a list of all proposed GPU policies. The analysis in the table concludes that the GPU would be consistent with the RTP/SCS goals.

Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness	Consistent: The General Plan Update promotes economic growth and diversity within the city. The Economic Prosperity Element of the General Plan Update includes policies related to improving Santa Ana’s economy and its role within the region.	<ul style="list-style-type: none"> • Policies 1.1 through 1.10 foster a dynamic local economy that provides and creates employment opportunities for all residents in the city. • Policies 2.1 through 2.11 maintain and enhance the diversity and regional significance of the city’s economic base. • Policies 3.1 through 3.11 promote a business-friendly environment where businesses thrive and build on Santa Ana’s strengths and opportunities. • Policies 4.1 through 4.6 promote strategies that create an economic development mindset integrated throughout city hall.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods	Consistent: The circulation-mobility element contains policies that provide guidance on improving connectivity for people and goods. The transportation networks in the city would be designed, developed, and maintained to meet the local and regional transportation needs and to maximize efficient mobility and accessibility. Various regional and local plans and programs	<ul style="list-style-type: none"> • Policies 1.1 through 1.11 foster a comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people and enhances commerce. • Policies 2.1 through 2.9 promote an integrated system of travelways that connect the city to the region, employment centers, and key destinations.

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Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
	<p>would be used to guide development and maintenance of transportation networks in the city, including but not limited to:</p> <ul style="list-style-type: none"> • Santa Ana Vehicle Miles Traveled Analysis Guidelines • OCTA Master Plan of Arterial Highways and Congestion Management Program • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG’s 2020 – 2045 RTP/SCS <p>Moreover, according to California Government Code, the City is required to coordinate its circulation-mobility element with regional transportation plans, including the RTP/SCS. The proposed circulation-mobility element is designed to be a comprehensive guide to transportation management strategies that address the capacity of long-term infrastructure. Refer to Section 5.17, <i>Transportation</i>, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.</p> <p>Furthermore, the circulation-mobility element establishes policies that address improving travel safety such as emergency access, first/last mile connectivity, and bike and pedestrian safety. All modes of public and commercial transit throughout the city would be required to follow safety standards set forth by state, regional, and local regulatory documents. Roadways for motorists must follow safety standards established for the local and regional plans mentioned above. The city’s Safe Mobility Plan also promotes safe travel for people and goods.</p>	<ul style="list-style-type: none"> • Policies 3.1 through 3.9 foster a safe, balanced, and integrated system of travelways for nonmotorized modes of transportation. • Policies 5.1 through 5.8 support a transportation system that is safe and supports community, environmental, and conservation goals.
<p>RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>Consistent: Improvements to the existing transportation network must be assessed with some level of traffic analysis in order to determine how proposed developments would impact existing traffic capacities, and to determine the needs for improving future traffic capacities. This is ensured through the permitting process and development review established by the City.</p> <p>Furthermore, the public services and circulation mobility elements of the proposed General Plan Update would encourage regional coordination of transportation issues, as well as provide guidance and policies that help preserve and ensure a resilient regional transportation system.</p>	<ul style="list-style-type: none"> • Policy 1.10 of the circulation-mobility element relates to collaboration between federal, state, SCAG, OCTA, rail authorities, and other agencies to fund and improve the regional transportation system. • Policies 1.1, 1.2, and 1.10 of the public services element promote quality and efficient facilities that are adequately funded, accessible, safe, and strategically located.

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Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
<p>RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>Consistent: Under the Complete Streets Act, general plans of California cities are required to include planning for complete streets: that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. The proposed GPU would support the Complete Streets Act as well as the City’s Active Transportation Plan, the Central Santa Ana Complete Streets Plan, and the Downtown Santa Ana Complete Streets Plan. Furthermore, the circulation-mobility, urban design, conservation, open space, and land use elements promote travel choices within the transportation system.</p>	<ul style="list-style-type: none"> • Policies 1.1 through 1.11 of the circulation mobility element provide for a comprehensive and multimodal circulation system that facilitates the safe movement of people and promotes a sustainable community. • Policies 2.1 through 2.9 of the circulation mobility element promote an integrated system of travelways comprising of freeways, community rail, the OC street car, transit corridors, and a network of truck routes. • Policies 3.1 through 3.9 of the circulation mobility element foster a safe, balanced, and integrated network of travelways for nonmotorized modes of transportation. • Policies 4.1 through 4.9 of the circulation mobility element support a coordinated transportation planning effort with land use and design strategies that encourage sustainable development and multimodal transportation choices. • Policies 1.5, 1.6, 3.3 and 5.4 of the urban design element encourage pedestrian connections, active-transportation friendly environments, and non-motorized forms of travel. • Policies 1.6, 1.8, 1.9, 1.12, 3.3, and 3.11 of the conservation element promote mixed-use, pedestrian friendly, transit oriented development that encourage alternate modes of transportation and an energy-efficient transportation infrastructure. • Policies 1.4, 1.5, and 1.7 3.2 and 3.4 of the open space element establish multimodal access to park facilities, and enhance bicycle and pedestrian linkages. • Policies 1.6, 1.7, 2.5, 3.6, 4.2, and 4.5 of the land use element encourage transit oriented development, active transportation infrastructure, and concentrated development of high quality transit corridors to reduce vehicle miles traveled.
<p>RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>Consistent: Implementation of the General Plan Update would introduce policies and actions that address the importance of protecting the health of residents and the environment by improving air quality, reducing greenhouse gas emissions, and encouraging active transportation.</p> <p>The GPU would encourage active transportation, such as bicycling and walking, through policies throughout the GPU elements. Additionally, as</p>	<ul style="list-style-type: none"> • Refer to all policies associated with RTP/SCS G4. • Policies 5.4, 5.6, and 5.98 of the circulation mobility element foster the implementation of green streets, clean fuels and vehicles, and street trees. • Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.0, 1.11, 1.13, 1.14, and 2.3 of the conservation element relate to coordinating air quality planning efforts to meet state and federal ambient air quality standards, considering the goals of the Climate

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Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
	shown in Figure 5.16-4, <i>Bikeway Plan</i> , the city would be served by future bicycle routes.	Action Plan in all major decision on land use and public infrastructure investment, and investing in low to zero emission vehicles. These policies also promote development that meets or exceeds standards for energy-efficient building design, and the consideration of sensitive of potential emission sources on sensitive uses.
RTP/SCS G6: Support healthy and equitable communities.	Consistent: The community, land use, and public services elements of the GPU encourage healthy lifestyles, a planning process that ensures that health impacts are considered, and policies and practices that improve the health of residents. The policies also affirm and support a socially and economically diverse community with equitable distribution of resources.	<ul style="list-style-type: none"> • Policies 3.1 through 3.7 of the community element promote the health and wellness of all Santa Ana residents. Policies 1.3 and 1.4 encourage inclusive and affordable cultural programs and equitable recreational spaces. • Policies 1.1, 1.2, 1.3, 1.5, 1.7, 4.6, and 4.7 of the land use element support diverse development that improve living conditions and promote a healthy, equitable environment. • Policies 2.3, 2.4, 2.6, and 2.8 of the housing element encourage rental housing for all income levels, facilitate diverse types of housing prices and sizes, require affordable housing units, and maximize affordable housing on Authority-owned properties. • Policy 1.2 of the public services element ensures public services and facilities reflect changing population needs and are equitably distributed. • Policy 3.3 of the economic prosperity element promotes sustainable and equitable availability of commercial land uses.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent: The goal of the GPU's safety element is to eliminate and minimize risks associated with natural and man-made hazards, including climate change. By assessing and preparing for levels of risk, the city can endure the range of safety hazards and adapt to changes over time. The city also values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all level of the planning process. Additionally, open spaces are used for climate change mitigation and adaption.	<ul style="list-style-type: none"> • Policies 1.2 through 1.6 of the safety element protect life and minimize property damage and social and economic disruptions caused by climate change.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent: Where feasible and consistent with city policy and guidelines, the City improves roadways, enhances intersections, and uses technology to maximize the efficient use of roads. The City's Traffic Management Center is the focal point of traffic signal control and information management through its advanced traffic management system (ATMS). This system is the integration of various intelligent transportation systems such as traffic signal systems, the closed	<ul style="list-style-type: none"> • Policies 1.3 of the circulation mobility element promotes the use of technology to efficiently move people and vehicles and manage motor vehicle speeds.

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Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
	<p>circuit television system, loop-based and video-detection data collection, and the Integrated Traveler Information System. The ATMS allows traffic engineers to collect and monitor real-time traffic conditions, manage traffic flow, and provide an appropriate response in a timely manner.</p>	
<p>RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent: All five focus areas that will experience new growth and development under the GPU meet RTP/SCS Goal 9. The intent of the GPU development in the South Main Street focus area is to transition an auto-dominated corridor into a transit- and pedestrian-friendly corridor through infill development. 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. For the West Santa Ana Boulevard focus area, 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. Furthermore, the 55 Freeway / Dyer Road focus area will transition from a portion of the city that is almost exclusively professional office to one that supports a range of commercial, industrial/flex, and mixed-use development. The intent is to create opportunities for an urban lifestyle with easy access to Downtown Santa Ana, multiple transit options, and the new investments and amenities in adjacent communities. The South Bristol Street focus area represents Santa Ana’s southern gateway and is a 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.</p> <p>Furthermore, the land use, conservation, and housing elements of the GPU include policies that support diverse housing types and areas supported by multimodal transportation.</p>	<ul style="list-style-type: none"> • Policy 2.4 of the housing element facilitates diverse types, prices, and sizes of housing, including single-family homes, apartments, townhomes, mixed/multiuse housing, transit-oriented housing, multigenerational housing, and live-work opportunities. • Policies 1.5, 1.6, 2.5, 2.10, 3.6, 4.6, and 4.7 of the land use element support diverse residential mixed-use development adjacent to high quality transit. • Policies 1.6 and 3.3 of the conservation element promote development that is mixed use, pedestrian friendly, and transit oriented.
<p>RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent: The city does not contain any agricultural lands but does promote the conservation of natural lands and restoration of habitats. The purpose of the open space element is to retain lands that provide value in the form of biodiversity and wildlife conservation. Furthermore, the conservation element identifies the community’s natural resources and communicates the benefits for retention, enhancement, and</p>	<ul style="list-style-type: none"> • Policy 21. through 2.4 of the conservation element preserve and enhance Santa Ana’s natural and environmental resources while maintaining a balance between recreation, habitat restoration, and scenic resources. • Policy 3.6 of the open space element promotes naturalizing the Santa Ana River and exploring opportunities to reintroduce natural habitat along the Santa Ana River to provide natural

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Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
	development of these reserves to improve quality of life and the environment as a whole.	habitat and educational and recreational opportunities.

Level of Significance Before Mitigation: With the implementation of the policies listed in Table 5.10-1, Impact 5.10-3 would be less than significant.

Impact 5.10-4: Implementation of the General Plan Update would be consistent with the OCTA Congestion Management Plan. [Threshold LU-2]

Orange County CMP intersections in the traffic analysis for the GPU (see Volume IV, Appendix K) include:

- Harbor Boulevard and 1st Street
- Harbor Boulevard and Warner Avenue

The Orange County CMP establishes level of service (LOS) E as the minimum level of operation for CMP roadways. Impacts are considered significant if:

- An intersection degrades from an acceptable LOS (LOS E or better) to an unacceptable LOS (LOS F) during the peak hours; or
- The project increases traffic demand at the study intersection by 1 percent of capacity (0.01) if the intersection already operates at an unacceptable level (LOS F).

Table 5.10-2 shows the results of the LOS analysis for the Orange County CMP intersections. As shown in the table, implementation of the GPU does not result in any of the intersections exceeding the LOS thresholds established by the Orange County CMP.

Table 5.10-2 LOS Analysis for CMP Intersections

Intersection Name	Existing LOS	2045 No Project LOS	V/C value ¹	2045 With Project LOS	V/C value ¹	Delta	Significant Impact
Harbor Boulevard and 1st Street	D	C	0.79	C	0.75	-0.04	No
Harbor Boulevard and Warner Avenue	F	F	1.54	F	1.54	0.00	No

Source: IBI 2020.

¹ The V/C ratio value is the observed traffic volume divided by the saturation flow volume. The intersection V/C values is the sum for the critical movement on each leg, where critical movements are the pairs of conflicting movements with the highest combined V/C values.

In a highly developed urban city, managing traffic congestion along roadways and maintaining an efficient system are essential. Where feasible and consistent with city policy and guidelines, the City would improve roadways, enhance intersections, and use technology to maximize the efficient use of roads. Managing

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congestion also involves the development of nonmotorized forms of transportation to encourage a shift in the way people get around Santa Ana. In areas with constrained rights-of-way, encouraging alternative forms of travel is essential. Therefore, policy 1.7 of the **circulation mobility** element promotes the proactive mitigation of the impacts of potential congestion from the transportation network on residents and business. Policy 1.9 ensures the street network is consistent with standards set in the OCTA Congestion Management Program. Furthermore, policy 1.10 of the conservation element supports investing in improvements to the City's transportation management system, including projects or programs that improve traffic flow and reduce traffic congestion.

Level of Significance Before Mitigation: With the implementation of RR LU-1, RR LU-2, **Circulation Mobility** Policies 1.7 and 1.9, and Conservation Policy 1.10, Impact 5.10-6 would be less than significant.

5.10.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and GPU policies, the following impacts would be less than significant: 5.10-1, 5.10-2, 5.10-3, and 5.10-4.

5.10.6 Mitigation Measures

No mitigation measures required.

5.10.7 Level of Significance After Mitigation

Impacts are less than significant.

5.10.8 References

- Orange County Transportation Authority (OCTA). 2020. Congestion Management Program. <https://www.octa.net/Projects-and-Programs/Plans-and-Studies/Congestion-Management-Program/Overview/>.
- Santa Ana, City of. 2010, February. City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) Environmental Impact Report. https://www.santa-ana.org/sites/default/files/Documents/01_SantaAnaTZC-DEIR_Vol-I_DEIR_FrontMatter.pdf.
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