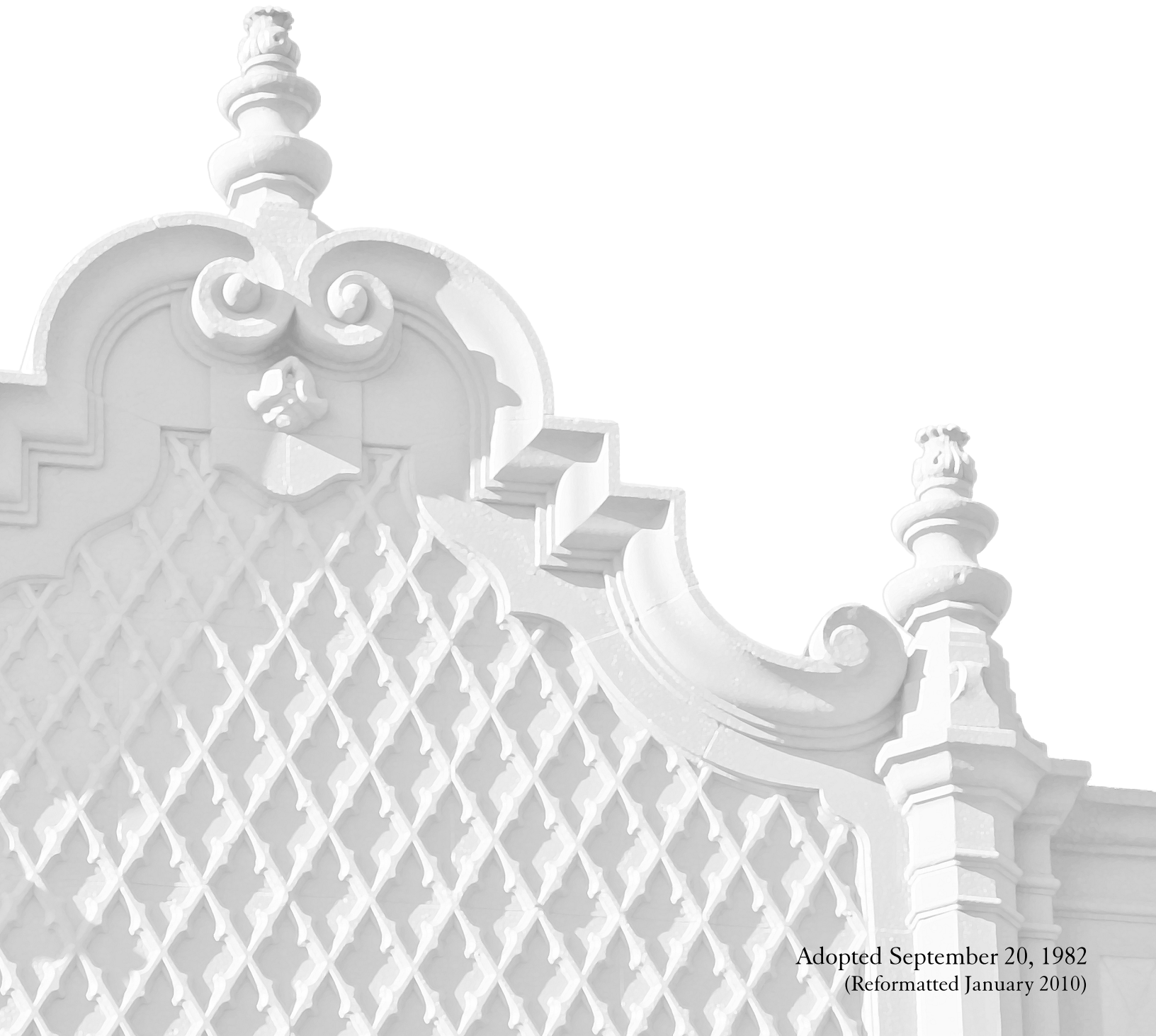


City of Santa Ana General Plan  
**Energy Element**



Adopted September 20, 1982  
(Reformatted January 2010)



# City of Santa Ana General Plan Energy Element 1982

City of Santa Ana  
Planning Division



Adopted

**September 20, 1982**  
(Reformatted January 2010)



RESOLUTION NO. 82-122

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA ANA CERTIFYING THE COMPLETION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE REVISION OF THE GENERAL PLAN OF THE CITY OF SANTA ANA AND ADOPTING THE SAID REVISED GENERAL PLAN

WHEREAS, a proposed revision of the General Plan of the City of Santa Ana (hereinafter referred to as the "Revised General Plan") has been approved by the Planning Commission after public hearing in the manner required by law, and is now on file in the office of the Clerk of the Council; and

WHEREAS, the Revised General Plan includes a draft environmental impact report which has been duly noticed for public review and comment; and

WHEREAS, this Council has held a public hearing on the Revised General Plan, including the said draft environmental impact report, after notice in the manner required by law;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA ANA AS FOLLOWS:

1. The City Council has evaluated all comments and recommendations written and oral, received from persons who have reviewed the draft environmental impact report, and all responses thereto, including those made at the public hearing. The Clerk of the Council is hereby directed to attach all such written comments and responses and the minutes of the said public hearing to the draft environmental impact report, together with a list of persons, organizations and public agencies commenting on the draft environmental impact report. The said comments, responses, and list are hereby incorporated herein as part of the record and, together with the draft environmental impact report, are declared to constitute the final environmental impact report for the Revised General Plan.

2. The City Council hereby certifies that the final environmental impact report for the Revised General Plan has been completed in accordance with the California Environmental Quality Act, the State CEQA Guidelines and local procedures, and that the City Council has reviewed and considered the information contained in the final environmental impact report.

3. The City Council hereby finds, on the basis of the final environmental impact report and other substantial evidence in the record, that changes or alterations have been incorporated into the Revised General Plan which mitigate or avoid the following significant environmental effects identified in the final environmental impact report: (1) additional traffic (2) reduced air quality (3) increases in noise levels, and (4) increases in energy consumption, and that such significant environmental effects have thereby been substantially lessened. This finding is supported by the following statement of facts:

(a) Although identified as significant effects of the project in the environmental impact report, such effects are not in fact caused by the adoption of the Revised General Plan, but rather by the expected growth and development of the City of Santa Ana and the surrounding region. Such effects would occur to an equal or greater extent under the previously adopted general plan or in the absence of any general plan.

(b) The Revised General Plan contains "Circulation," "Conservation," "Energy" and "Noise" elements of which the policies and programs are specifically designed to mitigate the said identified significant effects in a rational, coordinated manner so as to achieve minimal adverse effects consistent with reasonable growth and development.

4. The City Council hereby finds, on the basis of the final environmental impact report and other substantial evidence in the record, that specific economic, social and other considerations make infeasible the alternatives to the Revised General Plan identified in the final environmental impact report. This finding is supported by the following statement of facts:

(a) The Revised General Plan represents the best balance of competing goals and objectives: preservation of residential community integrity; maintenance of affordable housing; encouragement of economic development; avoidance of unacceptable levels of congestion and disruption.

(b) Greater restriction of residential development would discourage the new development of housing available to persons of low or moderate income. Increasing

population, with its consequent increased demand for housing, would result in increasing the cost of the existing housing supply. Less restriction of residential development would result in the disruption of established residential communities.

(c) Greater restriction of commercial-industrial development would reduce employment opportunities in the City of Santa Ana; would deny to City government a tax revenue base sufficient to meet the demand for governmental services; and would lead to stagnation and blight conditions in established commercial areas. Less restriction of commercial-industrial development would allow the intermixture of incompatible land uses and development which is beyond the capacity of streets and other public improvements to serve.

5. The City Council hereby finds, on the basis of the final environmental impact report and other substantial evidence in the record, that the changes in planned land use for areas of the City of Santa Ana accomplished by the adoption of the Revised General Plan are acceptable. Such changes are necessary for the general welfare of the people of the City of Santa Ana over the long-term, in order to achieve a balance between competing needs, as referenced in Section 4 herein, and in order to channel new development into areas in which it will be both financially feasible and compatible with existing uses.

6. The City Council hereby approves and adopts the Revised General Plan. Said Revised General Plan, together with the Revised Housing Element of the General Plan, adopted by the City Council by its Resolution No. 82-7 on January 18, 1982, shall constitute the General Plan of the City of Santa Ana required by Section 65300 of the Government Code of the State of California and the master plan required by Chapter 27 of the Santa Ana Municipal Code. All elements of the general or master plan or amendments thereto previously adopted or approved by the City Council, excepting only the aforesaid Revised Housing Element of the General Plan, are hereby repealed.

7. The Clerk of the Council is hereby directed to endorse the Revised General Plan to show that it has been adopted by the City Council and to retain the same on file in her office.

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8. The Director of Planning and Development Services is hereby directed to:

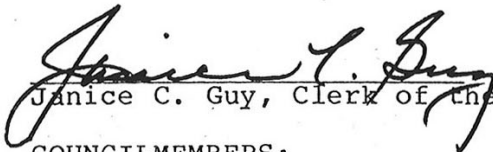
(a) Send a copy of the Revised General Plan to the Planning Agency of Orange County.

(b) File a Notice of Determination with the County Clerk of Orange County pursuant to Section 21152 of the Public Resources Code and the State CEQA Guidelines.

ADOPTED this 20th day of September, 1982.

  
\_\_\_\_\_  
Gordon Bricken, Mayor

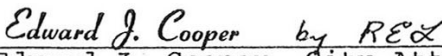
ATTEST:

  
Janice C. Guy, Clerk of the Council

COUNCILMEMBERS:

Bricken	<u>Aye</u>
Luxembourger	<u>Aye</u>
Acosta	<u>Aye</u>
Serrato	<u>Aye</u>
Griset	<u>Aye</u>
Markel	<u>Nay</u>
McGuigan	<u>Aye</u>

Approved as to Form:

  
\_\_\_\_\_  
Edward J. Cooper, City Attorney



# Acknowledgments

## CITY COUNCIL

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Alfred C. Serrato  
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# Energy Element

## SUMMARY

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The new City of Santa Ana General Plan was developed through an extensive process of public participation involving citizens, elected and appointed City officials and City Staff.

The General Plan has been developed to conform to state law and to meet local planning needs through the year 2000. Periodic updates of the new General Plan are anticipated.

The General Plan builds upon Santa Ana's historical assets including the City's heritage as the governmental and financial center of Orange County and the buildings, districts and streetscapes which reflect this heritage.

The General Plan anticipates two major potentials that can shape Santa Ana over the next several decades. The plan anticipates and maximizes the probability of the Countywide rapid transit system to be located in Santa Ana and encourages mixed use development and preservation in corridors and centers relating to this new access and visibility.

The General Plan has three major sections: the Framework Plan, Policy Plan, and Environmental Impact Report.

1. The Framework Plan describes Santa Ana's overall planning strategy and program. This strategy reorganizes the City's land use and urban design structure to take maximum advantage of:
  - the economic development advantages offered by Santa Ana's historic regional location and functions
  - an improved multi-modal transportation system including:
    - Countywide rapid transit access to Santa Ana
    - improved local transit
    - improved auto access to major activity centers
    - a new Amtrak station
    - a downtown multi-modal transportation and bus center



- a downtown shuttle system
- new pedestrian connections within and between land use districts and to public transportation facilities.

The Framework Plan provides an overview of the City’s implementation program which includes:

- continuing involvement of the community in developing the detailed implementation plans that will be developed for subareas of the Framework Plan
- efficient processing of development and rehabilitation proposals by means of a Development Review Team
- a carefully coordinated development program to foster and assist private investment through:
  - land assembly
  - coordinated provision of public improvements
  - Specific Plans
  - citizen participation coordination
  - low interest loans and grants
  - project promotion

2. The Policy Plan spells out the:

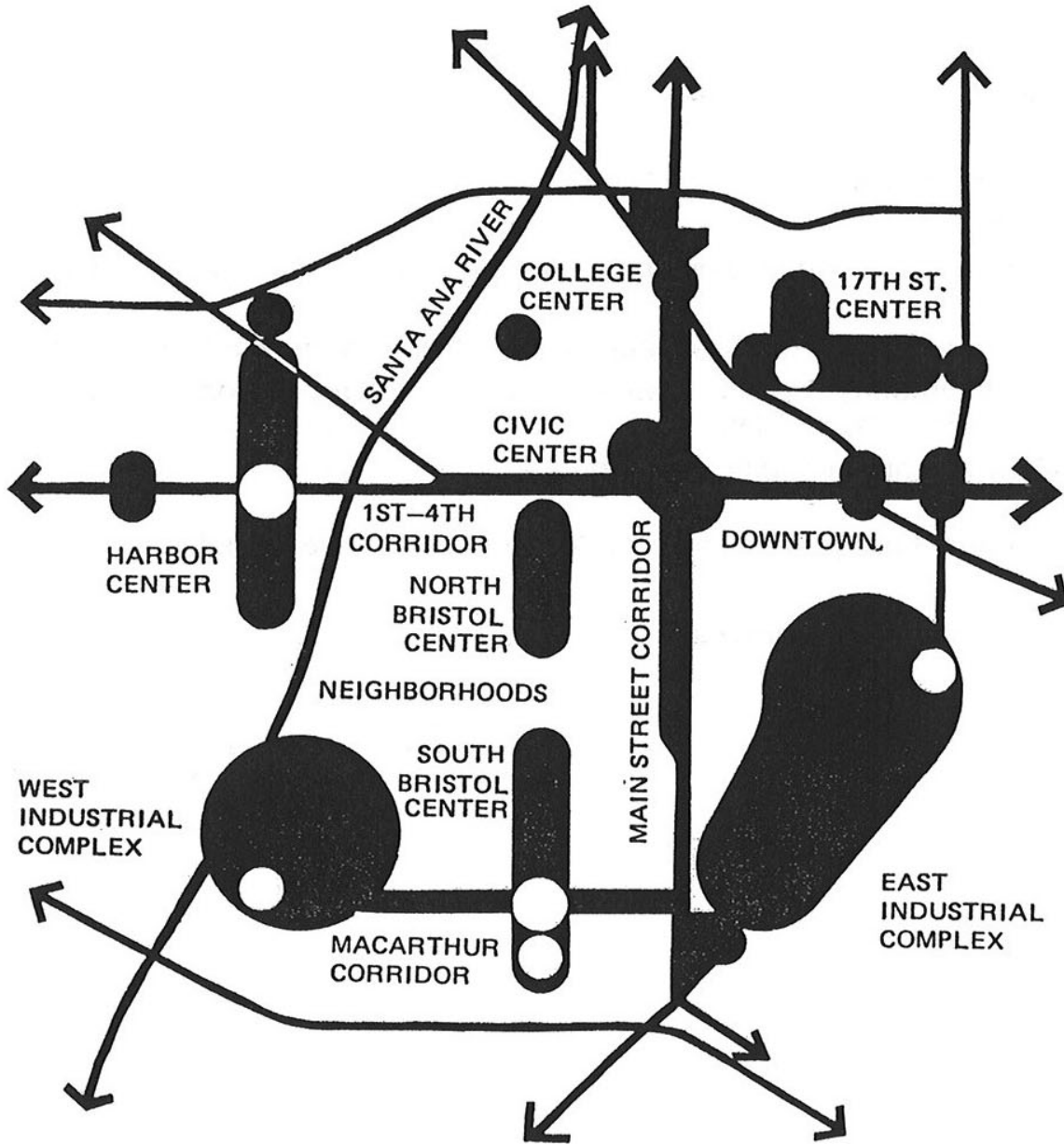
- goals and objectives which underlie the Framework Plan
- greater detail regarding implementation policies and programs supporting the Framework Plan.

Together, the Framework Plan and Policy Plan envision a new image for Santa Ana consisting of:

- increased economic activity to provide jobs and maintain a solid financial base for city services
- improvement of Santa Ana’s housing stock for a full range of income groups and lifestyles
- the finest multi-modal transportation system in Orange County
- a new physical environment consisting of:
  - preserved and enhanced viable Neighborhoods
  - District Centers combining new shopping facilities with recreational, cultural, education, employment and special housing types
  - improvement of Santa Ana’s major Industrial Districts
  - Mixed Use Corridors with a range of uses similar to the District Centers but with more facilities related to regional transit and auto access.



Exhibit 1 Framework Concept

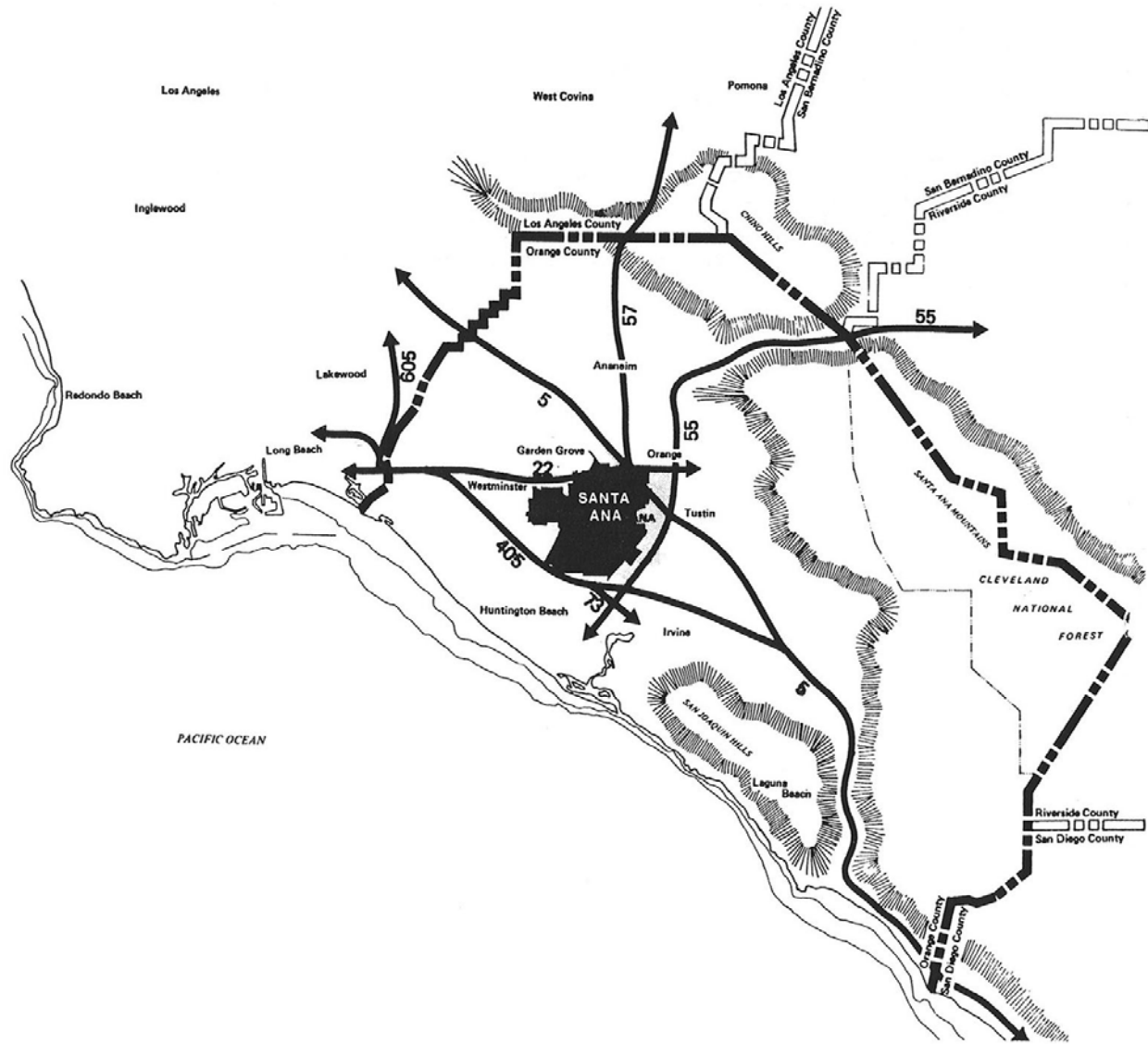


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Exhibit 2 Regional Context



3. The Environmental Impact Report contains
  - an analysis of the impacts of implementation of the General Plan
  - an evaluation of alternative strategies and
  - mitigation means to insure compatibility of the proposed plans and policies.

## PLANNING CONTEXT

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### HISTORICAL

Santa Ana's rich history provides a legacy for community planning and revitalization in the 1980's. Santa Ana was founded in 1869 by William Spurgeon. The original town, laid out by Mr. Spurgeon, consisted of 24 blocks. The town served as a shopping center and post office for surrounding agricultural areas.

In 1878 the Southern Pacific Railroad arrived and the Santa Fe Railroad followed in 1886. This encouraged development of the City. In 1889 the County seat was located in Santa Ana and this further stimulated the development of businesses, stores, financial institutions and hotels serving the metropolitan population. Citrus and walnut farms were still plentiful and buying and selling land became the number one enterprise. The First to 17th Street area was subdivided during the building boom of the 1880's. Many of the structures in downtown and the surrounding bungalow homes were built in the early 1900's and 1920's.

The City is retaining and building upon its important governmental, retailing and employment roles in the County and the rich architectural and streetscapes heritage associated with the City's history.

### REGIONAL

Santa Ana is geographically central to the developable land within Orange County. The City has excellent relationships to freeways, rail services via Amtrak and air transportation at the John Wayne Airport. Because of Santa Ana's geographic centrality and functional importance to the County, the Orange County Transit District is planning major fixed rail transit corridors in the Main Street and Pacific Electric right-of-ways. These regional transportation improvements, combined with improvements to freeway access points and local streets, provide Santa Ana with abundant development opportunities for the 1980's.



## PLANNING PROCESS

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The Planning Process used in creating the Santa Ana General Plan is summarized in Exhibit 3 and related photographs. The process involved:

- a 150-person Citizen Advisory Committee (CAC) to which all citizens applying were appointed by the City Council
- the Planning Commissioners who served as chairpersons of five CAC subcommittees: Land Use and Urban Design, Circulation, Housing, Economic Development and Environmental Factors
- the City Council who participated in goal setting and policy making workshops
- the public-at-large who participated in a series of Town Forums and Public Hearings
- City Staff who worked with The Arroyo Group (TAG) in conducting the planning process and who evaluated the program as it evolved.

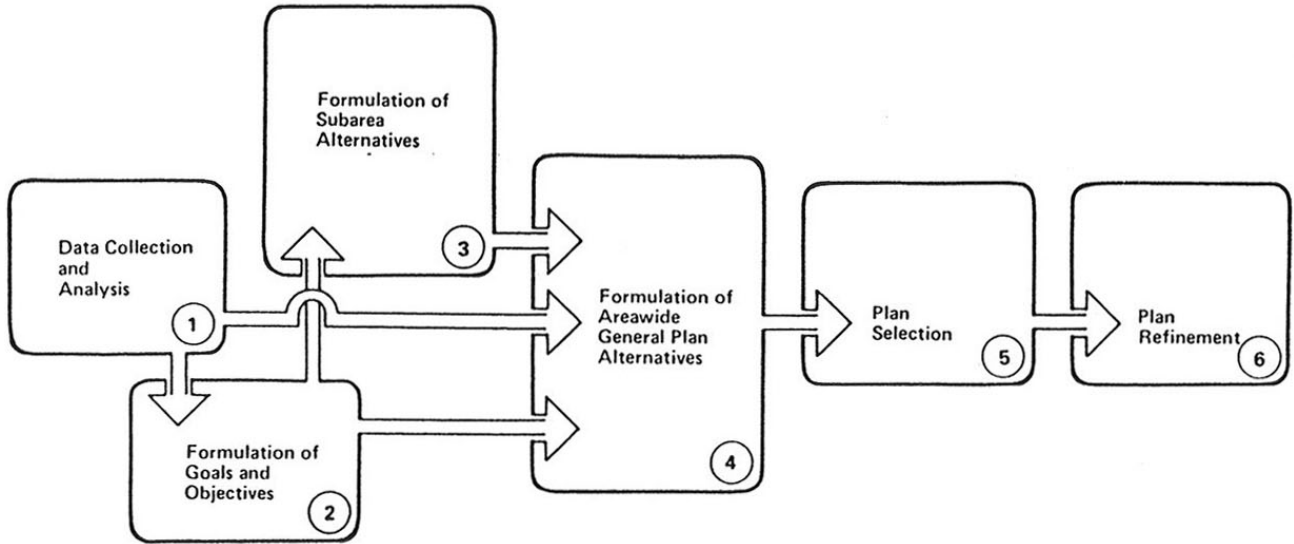
The six key steps in the planning process were:

1. **Data Collection and Analysis.** The data base for the previous General Plan was outdated and up-to-date census data was not available. Emphasis was placed on community definition of problems and opportunities through CAC and Staff Steering Committee workshops and mapping. TAG subcontractors also gathered key data in areas such as market demand, traffic, seismic, etc. This data was summarized and analyzed in a separate Problems and Opportunities Report.
2. **Formulation of Goals and Objectives.** Initial goals and objectives were developed through workshops, with the CAC and City staff. Several cycles of refinement were done by TAG based on input from the Planning Commission, City Council, CAC and staff.
3. **Formulation of Subarea Alternatives.** Santa Ana has a large number of fixed elements such as streets and land uses. Therefore, subarea plans were developed to provide alternative land use patterns in different parts of the City. Each subarea plan was related to an urban design framework previously approved by the CAC, Planning Commission and City staff.
4. **Formulation of Areawide General Plan Alternatives.** Areawide General Plan alternatives focused on different combinations of subarea plans.
5. **Plan Selection Plan.** Selection was done through a series of meetings with the CAC, Planning Commission and City staff.
6. **Plan Refinement.** Plan refinement was accomplished by staff review of a Preliminary Draft, and CAC, Planning Commission and Public-at-Large comments on a Public Hearing Draft.



Exhibit 3 illustrates some of the materials utilized during the planning process.

**Exhibit 3 Planning Process**



## POLICY PLAN

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### INTRODUCTION

The Policy Plan section of the General Plan sets forth the detailed policies of the City relative to the framework Plan described in Section 1.

Each element of the Policy Plan contains goals, objectives, implementation policies and implementation programs.

Each element also contains a Planning Factors section which reflects the major issues identified through the citizen participation process.

The Plan Components section of each element describes the planning and design concepts illustrated in the maps and provides an overview of implementation considerations.

The importance of energy conservation has become more apparent in recent years with increases in the price of energy. The national interest is best served if dependence on foreign energy sources is diminished. Reduction of energy consumption is important in reducing the environmental impact of coal and nuclear energy generation.



The purpose of this section is to provide policies and programs for reducing energy consumption and increasing utilization of new energy sources.

## PLANNING FACTORS

As shown in Exhibit 4, Santa Ana’s energy comes from many sources and has many end uses. The City itself is not a utility owner. The largest components of energy use are, in order:

- transportation (gasoline and diesel fuel)
- energy conversion and transmission bases
- residential natural gas and electricity

Exhibit 5 shows a typical Southern California family’s energy use according to information from utilities and common energy use estimates. The largest components of household energy use are automobile transportation, home heating and air conditioning and domestic water heating.

Because of the large amount of energy waste involved in electric power generation, savings at the user end also result in savings in conversion and transmission.

Energy conservation itself is a source of energy because it is a substitute for additional energy. To be most effective, City policy should concentrate on those areas where the greatest amount of energy can be saved and in areas where the local jurisdiction is the most appropriate strategic level.

The major opportunities for energy savings for a family lie in saving auto miles travelled and in reducing space heating and cooling loads for its home. Major strategies to accomplish this include location of the living place near work, shopping and cultural/leisure activities; use of alternative transportation to make these trips; and construction of energy-efficient homes.

Opportunities for savings also exist in the commercial and industrial sectors.

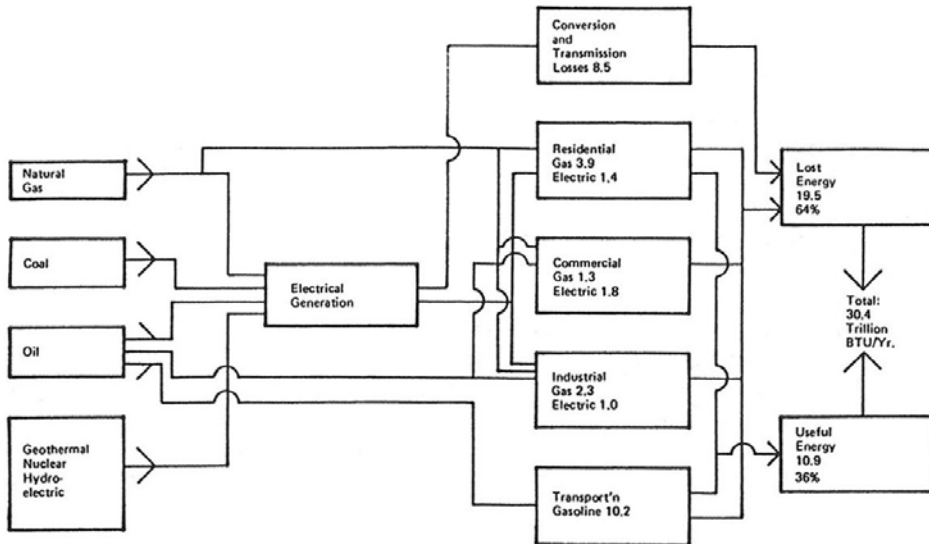
At the same time, new energy sources can substitute for existing, non-renewable sources in some applications. Solar energy and use of alternative motor vehicle fuels and stationary boiler fuels are examples of alternative energy use.



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**Exhibit 4 Simplified Model of Energy Flow**



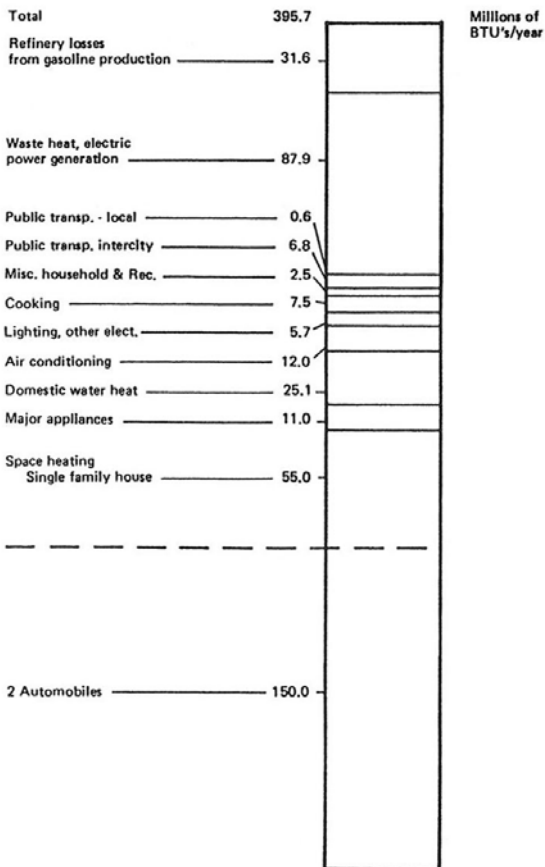
UNITS: Trillions of BTU's per year

Sources:

Southern California Gas Co.  
 Southern California Edison  
 State of California Board of Equalization  
 Orange Co. Office of Forecast and Analysis  
 Automobile Club of Southern California

Estimate based on recent city of  
 Los Angeles study published in  
 "Energy/LA" section of Los  
 Angeles Times

**Exhibit 5 A Typical Southern California Family's Annual Energy Usage**



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## PLAN COMPONENTS

The strategy of the Energy Element is to:

- Reduce the energy consumed in the transportation system by encouraging and providing for energy-efficient modes of transportation
- Reduce land use-related energy consumption by requiring energy-efficient planning of new development and by encouraging higher density mixed use development
- Reduce energy consumption in construction and occupancy of buildings by enforcement and strengthening of existing building codes
- Increase the energy efficiency of all aspects of City operations
- Increase public awareness of energy conservation needs and means
- Support development of new energy sources by City utilization of new sources and City cooperation with other governmental agencies and utilities in their development.

## GOALS, OBJECTIVES, POLICIES AND PROGRAMS

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### GOALS

#### Goal 1

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**To reduce consumption of non-renewable energy.**

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#### Goal 2

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**To support develop and utilization of new energy sources.**

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### OBJECTIVES

- 1.1 Reduce transportation-related energy consumption.
- 1.2 Reduce land use related energy consumption.
- 1.3 Reduce construction-related energy consumption.
- 1.4 Increase public awareness of energy conservation needs and means.
- 2.1 Utilize efficient new sources of energy in City facilities and vehicles.
- 2.2 Cooperate with other cities and regional agencies and private industry on resource and energy recovery projects.



## POLICIES

- Provide energy efficient modes of transportation and fixed facilities to encourage transit, bicycle and walking as regularly used modes of travel.
- Maintain a smooth flowing street system which facilitates energy conservation.
- Encourage energy conservation through the City's taxing power.
- Encourage higher densities of housing and office (mixed use) development to relate to areas of higher transportation access and capacity.
- Require and/or provide incentives for energy-efficient subdivision and site planning and building design.
- Develop legal means to encourage energy conservation through zoning and building codes.
- Establish, update and/or enforce energy performance requirements in the building code.
- Develop public or private-public educational programs for City employees and the public.
- Introduce concepts of energy efficiency and life cycle costing to city planning and operating decisions.
- Work with Orange County, the Southern California Association of Governments (SLAG) and the utility companies to develop safe, economical and renewable new energy sources.

## PROGRAMS

- Develop and maintain a city-wide pedestrian walkway and bicycle system.
- Establish a Downtown/Civic Center parking management plan.
- Adjust parking rates and parking locations to encourage transit and carpool use in Downtown/Civic Center.
- Work with OCTD to provide maximum transit options for trips.
- Explore use of City streets for bus lanes during peak hours.
- Establish a traffic signal coordination program on all major streets.
- Establish a minimum property valuation for equipment which uses energy from non-depletable resources.
- Encourage mixed use and higher density development in mixed use corridors and near freeway on and off ramps and other locations of transit access.



- Provide density bonuses for construction more energy-efficient than code requirements.
- Incorporate solar access and other energy conservation considerations into zoning code.
- Educate public officials to enforce provisions of the California Energy Code, Title 20 and Title 24, and subsequent codes.
- Compile an energy profile and information base/source of information.
- Provide manuals/standards and instructions for City building managers, maintenance people and employees, and users of fleet vehicles.
- Perform energy audits and retrofits for existing municipal buildings for energy-efficient operation.
- Buy or lease fuel-efficient vehicles for City use-provide standards for use by operators. Retrofit existing vehicles with energy-saving equipment and explore use of alternative emergency fuels.
- Provide an energy efficiency checklist for use by all departments in submitting purchase requests.
- Explore solid waste fuels and co-generation of energy with industrial firms and utility companies.
- Encourage solar power and solar heat fixtures for business and residential.
- Conserve fuel through Transportation System Management.



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