
4.7 LAND USE

This section of the EIR describes existing land uses and planning practices associated with the development of the Transit Zoning Code (SD 84A and SD 84B) and in the surrounding area. Specifically, this section analyzes the potential for change in land uses that could result from the adoption of the Transit Zoning Code (SD 84A and SD 84B) that would allow for greater flexibility in the mix of uses within zones and that contains design and development standards that regulate the built form of the area such that it supports the long-term development of public transit options. Additionally, this section analyzes conflicts between proposed land uses on site and existing and/or proposed land uses in the vicinity of the Transit Zoning Code (SD 84A and SD 84B) area, as well as the relationship of the proposed land use changes to relevant planning policies.

Preparation of this analysis used data from various sources. These sources include the proposed Transit Zoning Code (SD 84A and SD 84B), the City of Santa Ana General Plan (including the Land Use and Urban Design Elements), the Santa Ana Metro East Mixed Use Overlay Zone EIR and the City of Santa Ana Municipal Code. Full bibliographic entries for all reference materials are provided in Section 4.7.5 (References) of this section.

4.7.1 Environmental Setting

■ City of Santa Ana

The City of Santa Ana is located in central Orange County, accessed regionally by the Golden State Freeway (I-5) and the Costa Mesa Freeway (SR-55) from the north and south and the Garden Grove Freeway (SR-22) from the east and west. Santa Ana is the largest city in Orange County, encompassing approximately 27.2 square miles, the majority of which are developed. Residential areas, which are primarily located in the central, northern and part of the western portions of the City, represent a large percentage of the City's land uses. Commercial uses are spread out along major corridors such as Harbor Boulevard, Bristol Street, Main Street, and Grand Avenue in the north/south direction and Seventeenth Street and First Street in the east/west direction. Industrial uses are concentrated in the southeastern and southwestern areas of the City.

The Transit Zoning Code (SD 84A and SD 84B) area consists of approximately 450 acres located in the northwest portion of the City of Santa Ana. The Transit Zoning Code (SD 84A and SD 84B) area is generally bounded to the north by Civic Center Drive, to the east by Grand Avenue and along I-5, to the west by Flower Street and to the south by First Street. The boundaries of the Transit Zoning Code (SD 84A and SD 84B), including the nine zoning districts that would be created through the adoption of the Transit Zoning Code (SD 84A and SD 84B), are depicted in Figure 4.7-1 (Transit Zoning Code [SD 84A and SD 84B] Map).

The Transit Zoning Code (SD 84A and SD 84B) area is within the Santa Ana Merged Redevelopment Project Area (the "Merged Project Area").

■ Existing General Plan Land Use Designations

The Land Use Element of the City's General Plan directs and regulates land use in Santa Ana. It consists of a map which designates land use categories and their relative location, as well as development intensity standards for each category. Below is a description of the existing land use designations within Transit Zoning Code (SD 84A and SD 84B) area, as shown in Figure 4.7-2 (Existing Land Use).

District Center (DC)

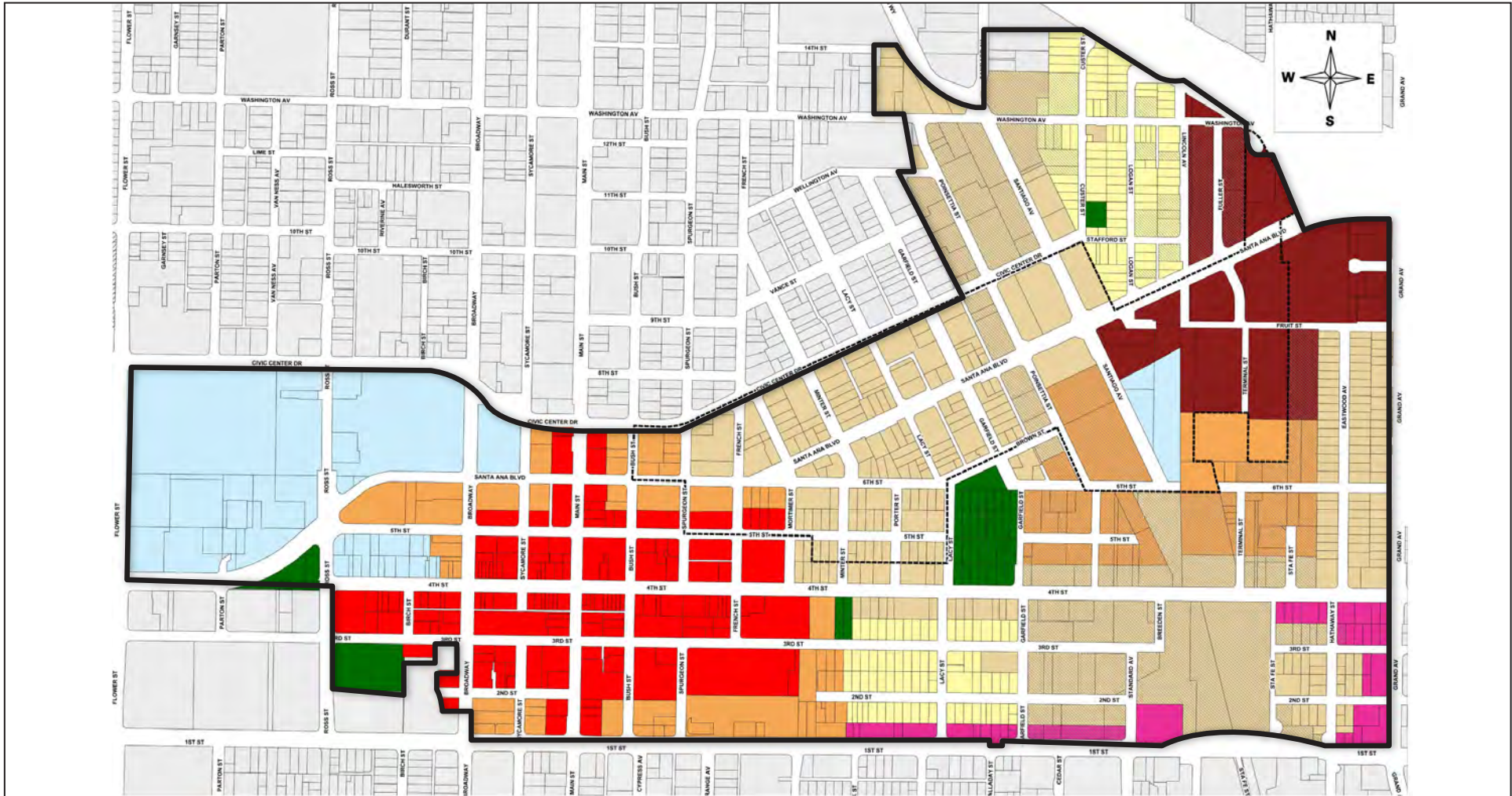
District Centers are designed to serve as anchors to the City's commercial corridors, and to accommodate major development activity. District Centers are to be developed with an urban character that includes a mixture of high-rise office, commercial, and residential uses, including mixed-use development up to 90 units per acre, which provide shopping, business, cultural, education, recreation, entertainment, and housing opportunities. Some District Centers serve as major retail and employment centers locally and regionally, and should include development which promotes the City as a regional activity center while creating an environment conducive to business on a regional scale. The intensity standard for the District Center ranges from a floor area ratio of 1.0 to 3.0. The Downtown area of the Transit Zoning Code (SD 84A and SD 84B) has an existing General Plan Land Use Designation of District Center.

General Commercial (GC)












General Commercial districts are key components in the economic development along the City's arterial transportation corridors. In addition, General Commercial land uses provide important neighborhood facilities and services, including shopping, recreation, cultural and entertainment activities, employment and education. The districts also provide support facilities and services for industrial areas including office and retail, restaurants and various other services. The intensity standard application to this designation is a floor area ratio of 0.5 to 1.0, though most General Commercial districts have a floor area ratio of 0.5. Properties within the Transit Zoning Code (SD 84A and SD 84B) with an existing General Plan Land Use Designation of General Commercial are located along First Street, along Fourth Street in the Downtown and along Grand Avenue on the easterly boundary of the project area.

Industrial (IND)

The Industrial designation applies to those areas developed with manufacturing and industrial uses. The maximum floor area ratio for this designation is 0.45. The majority of the properties within the eastern portion of the Transit Zoning Code (SD 84A and SD 84B) area have an existing General Plan Land Use Designation of Industrial.



Legend

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|--|--|
|  Corridor (CDR) |  Urban Center (UC) |
|  Downtown (DT) |  Urban Neighborhood (UN-1) |
|  Government Center (GC) |  Urban Neighborhood (UN-2) |
|  Open Space (OS) |  Industrial Overlay (OZ) |
|  Transit Village (TV) |  Station District |
| |  Transit Zoning Code Boundary |

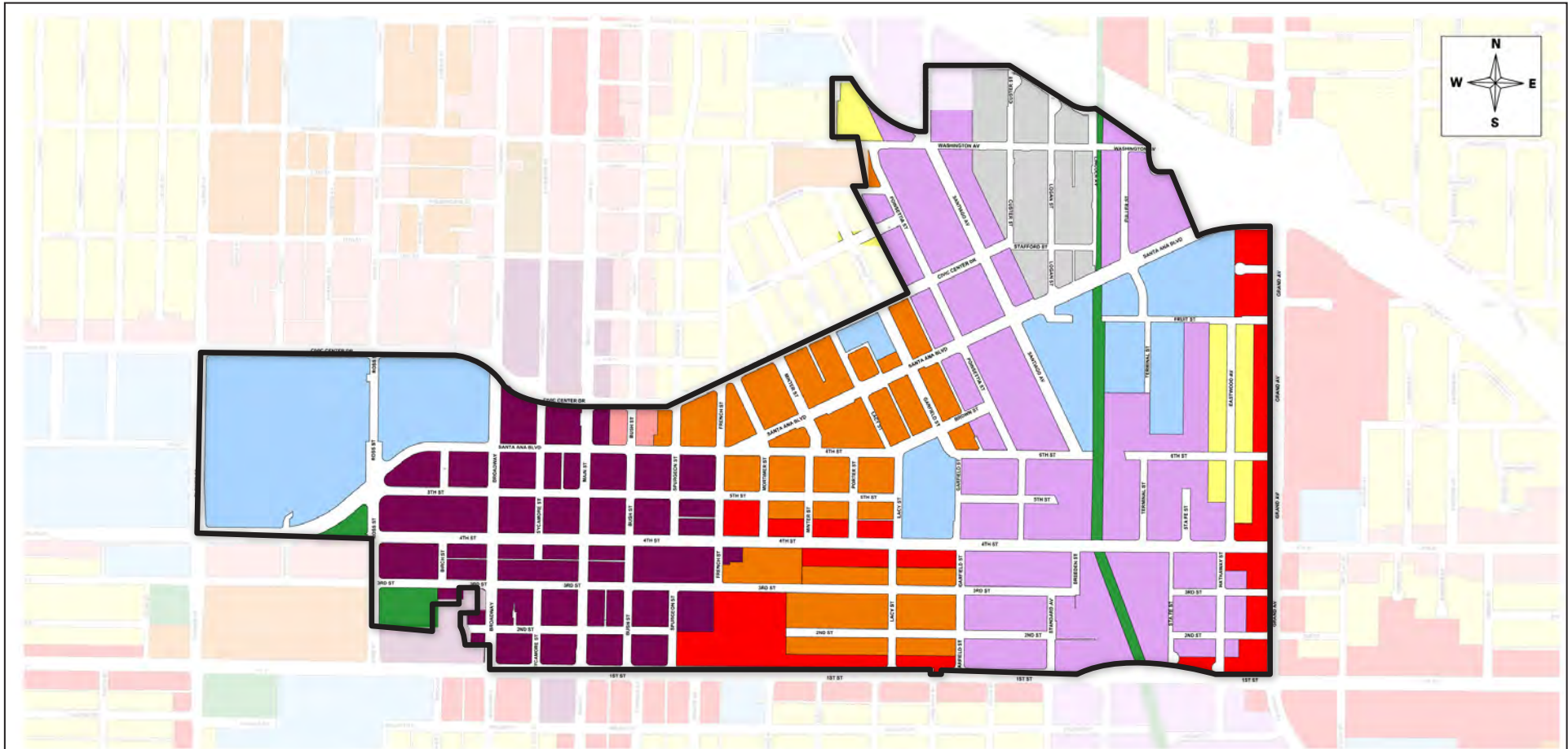


Source: City of Santa Ana GIS, January 2010.

FIGURE 4.7-1
Transit Zoning Code (SD 84A and SD 84B) Map

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City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) EIR



Legend

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|---|-------------------------|---|------------------------------------|
|  | District Center (DC) |  | Medium Density Residential (MR-15) |
|  | General Commercial (GC) |  | Open Space (O) |
|  | Industrial (IND) |  | Residential / Industrial (R-115) |
|  | Institutional (INS) |  | Low Density Residential (LR-7) |
| | |  | Transit Zoning Code Boundary |



Source: City of Santa Ana GIS, January 8, 2010.

FIGURE 4.7-2
Existing Land Use

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City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) EIR

Institutional (INS)

The Institutional designation includes the Civic Center, other governmental facilities, City facilities and public institutions, such as schools, etc. Only public properties of approximately 5 acres or more are designated as Institutional. The maximum application floor area ratio standard for this designation is 0.5. The 0.5 floor area ratio is used as a guideline since most development in this designation are State, federal and local government facilities that are not subject to local development regulations. Properties with an existing General Plan Land Use Designation within the Transit Zoning Code (SD 84A and SD 84B) project area are found in the Civic Center, two school sites, and in the area surrounding the Santa Ana Regional Transportation Center (SARTC) and the County of Orange maintenance yards.

Low Density Residential (LR-7)

The Low Density Residential designation applies to those areas of the City which are developed with lower density residential land uses. Development in this category is characterized primarily by single-family homes. The allowable maximum development intensity is 7 units per acre. Properties with an existing General Plan Land Use Designation of Low Density Residential within the Transit Zoning Code (SD 84A and SD 84B) area are found in the neighborhood bisected by Eastwood Avenue and for several properties north of Washington Avenue and east of Santiago Street.

Medium Density Residential (MR-15)

The Medium Density Residential designation applies to those sections of the City which are developed with multi-family residential land uses. Development in this designation is characterized by duplexes, apartments, or a combination of both. The allowable maximum development intensity is 15 units per acre. Properties with an existing General Plan Land Use Designation of Medium Density Residential comprise the majority of the central portion of the Transit Zoning Code (SD 84A and SD 84B) area.

Open Space (O)

The Open Space designation is applied to parks, water channels, cemeteries and other open space uses. Both Birch Park and Sasser Park, with are located within the Transit Zoning Code (SD 84A and SD 84B) area, have an existing General Plan Land Use Designation of Open Space.

Professional and Administrative Office (PAO)

The Professional and Administrative Office designation applies to those areas where professional and/or administrative offices are predominant, or where such development is being encouraged. These areas are intended to provide a unique environment for office development in those areas of the City where office uses are the predominant land use. The Professional and Administrative Office designation includes a range of floor area ratios to differentiate development intensity and character in relation to adjacent land uses. The areas with a floor area ratio of 0.5 are not major office centers, but rather have an established character of lower intensity garden office and professional service uses. These areas are typically adjacent to low density residential neighborhoods, or are converted residential office uses. Properties with an

existing General Plan Land Use Designation of Professional and Administrative Office are found Bush Street just south of Civic Center Drive.

Residential/Industrial (R/I-15)

The Residential/Industrial designation permits either residential development up to 15 units per acre or industrial uses. Properties with an existing General Plan Land Use Designation of Residential/Industrial are found in the Logan Neighborhood located east of Lincoln Avenue and north of Santa Ana Boulevard.

■ Existing Zoning

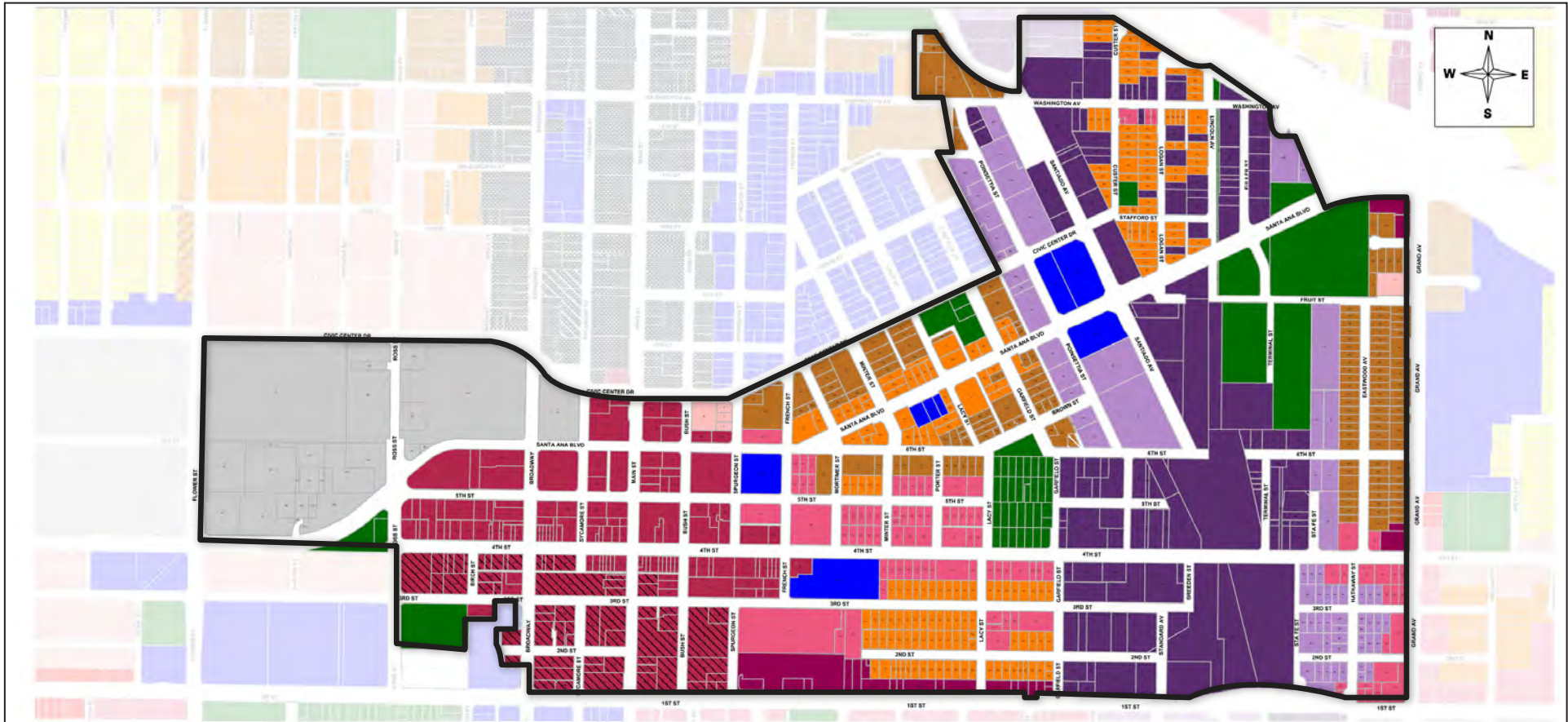
Under the City’s existing zoning, there are five different commercial/professional zones located within the Transit Zoning Code (SD 84A and SD 84B) area: General Commercial (C-2), Central Business (C-3), Central Business-Artist Village (C-3A), Arterial Commercial (C-5), and Professional (P). The Central Business District (Downtown) is zoned entirely for commercial uses and is strategically located in the center of the plan bounded by Civic Center Drive. The remaining commercial zones are primarily located along the major arterials or surrounding the Central Business District.

In addition to the commercial zones, there are two multi-family residential zones (R-2 and R-3) as well as light and heavy industrial zones (M-1 and M-2). Properties zoned for residential use are generally located in the Lacy and Logan Neighborhoods; Properties that are zoned for industrial use are located towards the eastern side of the Transit Zoning Code (SD 84A and SD 84B) area, near the Santa Ana Freeway (I-5) and the Atchison, Topeka & Santa Fe (AT&SF) Railroad.














There are also several Specific Development zones located in Lacy Neighborhood (SD 30), Logan Neighborhood (SD 71) and the near the SARTC (SD 71). The purpose of a Specific Development zone is to allow for project-specific zoning that sanctions creative and well-designed projects. Figure 4.7-3 (Existing Zoning) identifies the existing zoning within the Transit Zoning Code (SD 84A and SD 84B) area. Multiple instances of existing zoning and General Plan inconsistencies are present throughout the Transit Zoning Code (SD 84A and SD 84B) area

■ Surrounding Land Uses

The areas immediately surrounding the Transit Zoning Code (SD 84A and SD 84B) area include a range of land uses, generally consistent with the adjacent districts within the Transit Zoning Code (SD 84A and SD 84B) area. To the north of the Transit Zoning Code (SD 84A and SD 84B) area, abutting the Government Center, are professional office uses. To the north of the Downtown is the Midtown Specific Plan, which emphasizes the area’s role as the urban center of the City through standards for development and design that promote pedestrian activity. To the north of Lacy Neighborhood is a French Park National Register Historic District (SD 19). To the north of Logan Neighborhood are a range of multi-family residential, open space, light and heavy industrial uses, and the Santa Ana (I-5) Freeway. Finally, to the north of the SARTC area is the I-5 Freeway.



Legend

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|---|--|---|---------------------------|
|  | Central Business - Artists' Village (C3-A) |  | General Commercial (C-2) |
|  | Arterial Commercial (C-5) |  | Central Business (C-3) |
|  | Professional (P) |  | Government Center (GC) |
|  | Open Space (O) |  | Light Industrial (M-1) |
|  | Multi-Family Residential (R-3) |  | Heavy Industrial (M-2) |
|  | Two-Family Residential (R-2) |  | Specific Development (SD) |
|  | Transit Zoning Code Boundary | | |

Source: City of Santa Ana GIS, January 8, 2010.



FIGURE 4.7-3
Existing Zoning

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City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) EIR



To the east of the Transit Zoning Code (SD 84A and SD 84B) area is a mix of residential and commercial uses, while the west is primarily general commercial uses. To the south is a mix of residential and commercial uses including a Heninger Park (SD 40), which is mostly residential in character, and open space south of the Government Center district, commercial and open space uses south of the Downtown and First Street, and industrial uses south of the SARTC area.

4.7.2 Regulatory Framework

■ Federal

Federal Empowerment Zone

Currently, thirty-five blocks of the Transit Zoning Code (SD 84A and SD 84B) area are located within the Federal Empowerment Zone (FEZ). The FEZ is a ten-year designation that provides federal funding and federal tax incentives to the Santa Ana FEZ community. Covering a four square mile area of Santa Ana, the FEZ provides both business and residents services to the FEZ community.

Federal Wage Credit

As of January 1, 2002, any Santa Ana business located within the FEZ who hires or currently employs a resident of the FEZ may earn an annual federal credit up to \$3,000 per qualified employee.

Tax-Exempt Bond Financing

Through the FEZ, companies can apply for a tax-exempt federal bond to purchase new equipment, renovate existing property, and purchase property. Companies wishing to use this type of financing must employ 35 percent of FEZ residents to maintain the tax-exempt status of their bonds.

■ State

California Enterprise Zone

A 7,000-acre portion of the City was designated by the State as a California Enterprise Zone in 1993. The proposed Transit Zoning Code (SD 84A and SD 84B) area falls partially within this area. The Enterprise Zone provides businesses with state tax incentive programs designed to promote new business development, as well as growth or expansion of existing businesses to revitalize the economy of the community. Tax benefits include sales and use of tax credits on qualifying machinery and equipment, hiring credits, business expense deductions, net loss operating carryovers, net interest deductions for lenders, and employee tax credits. The term of the current Enterprise Zone will run until June 8, 2018. Refer to Figure 4.7-4 (California Enterprise Zones).

■ Regional

Southern California Association of Governments (SCAG)

SCAG is the regional clearinghouse responsible for reviewing local plans, projects, and programs for consistency with regional plans. SCAG bases its review of such projects on its adopted regional plans, including *Destination 2030: 2004 Regional Transportation Plan*, *1996 Regional Comprehensive Plan and Guide*, and *Compass Growth Vision*. These plans establish goals and policies for the region. The California Environmental Quality Act (CEQA) requires that EIRs discuss any inconsistencies between the proposed plans and applicable general and regional plans. The policies related to land use are listed under Impact 4.7-1 below, for which a consistency analysis is also provided. SCAG will use these criteria in evaluating proposals for development.

■ Local

Santa Ana General Plan

The Santa Ana General Plan provides long-term guidance and policies for maintaining and improving the quality of life in, and the resources of, the community, both manmade and natural. The General Plan provides direction for the City's growth and development. As a policy document, the General Plan serves as a guide to the adoption of laws necessary to execute its intent. The Santa Ana General Plan contains the following chapters:

- Airport Environs (2008)
- Growth Management (1991)
- Education (1988)
- Housing (2000)
- Land Use (1998)
- Circulation (1998)
- Economic Development (1998)
- Urban Design (1998)
- Public Facilities Element (1982)
- Public Safety Element (1982)
- Conservation Element (1982)
- Open Space, Parks and Recreation Element (1982)
- Energy Element (1982)
- Noise Element (1982)
- Seismic Element (1982)

Regulations and policies in the General Plan related to land use are listed under Impact 4.7-1 below, for which a consistency analysis is also provided. The City will use these criteria in evaluating proposals for new development.

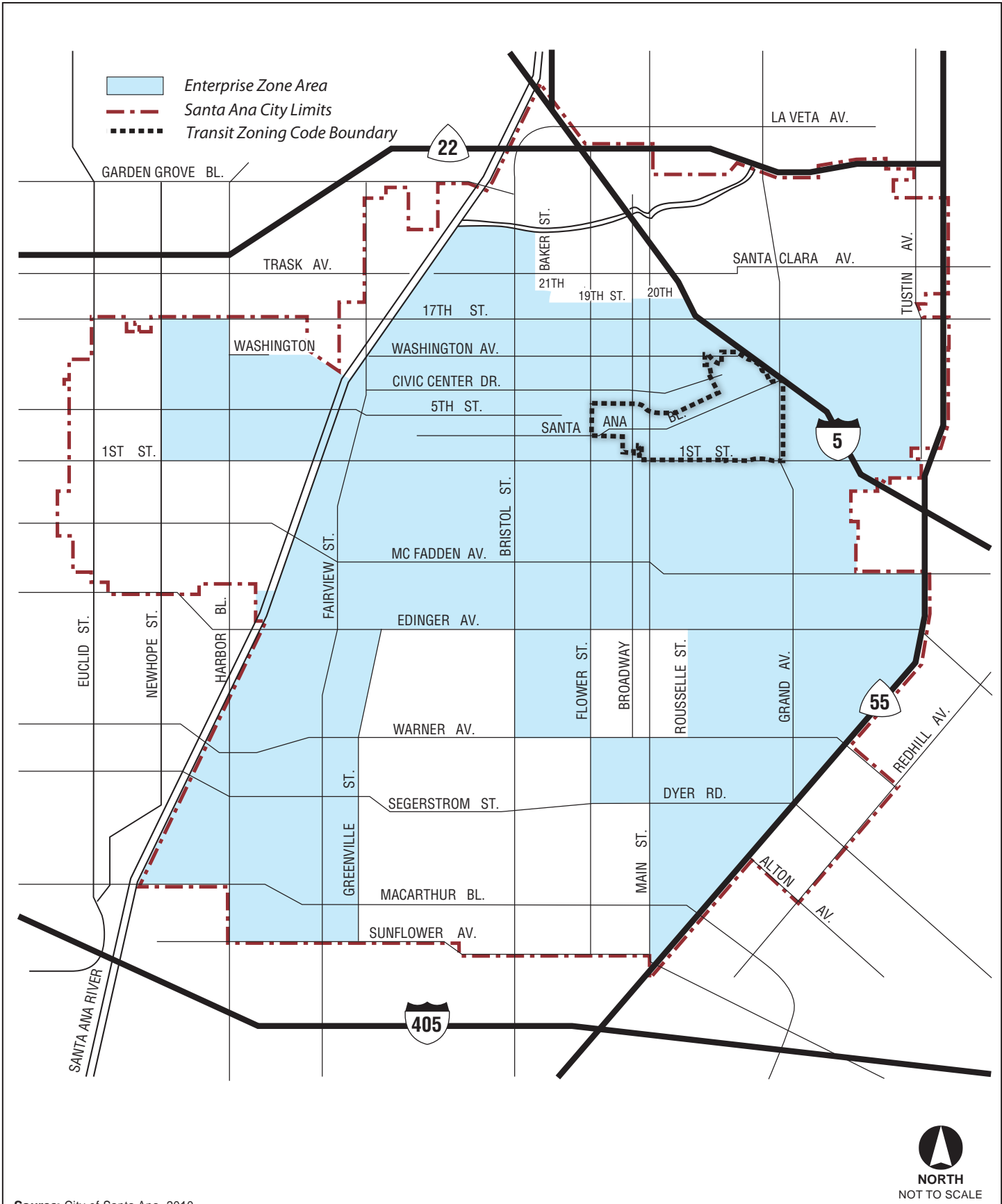


FIGURE 4.7-4
California Enterprise Zones



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City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) EIR

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Redevelopment Plans

As specified above, the proposed Transit Zoning Code (SD 84A and SD 84B) area is partially located within the City's Merged Project Area. The Merged Project Area is composed of six constituent project areas totaling approximately 4,989 acres, or 29 percent of the total acres located in the City. The Transit Zoning Code (SD 84A and SD 84B) area is located partially within the Downtown and Intercity Project Areas (refer to Figure 4.7-5 [Santa Ana Redevelopment Project Areas]). The Santa Ana Redevelopment Agency's 5-Year Implementation Plan describes the agency's short-term goals and objectives for blight elimination and programs to create new employment opportunities, eliminate physical blight, encourage private commercial/industrial rehabilitation, development, and capital investment, and develop, preserve and rehabilitate affordable housing. The 5-Year Implementation Plan also lists a goal to implement the City's General Plan, and identifies specific projects proposed for implementation.

Santa Ana Zoning Code

The City's Zoning Code outlines development standards for buildings, site size, height, setbacks, lot coverage, minimum unit sizes, landscaping, parking, signs, fences, and other features. The current zones within the Transit Zoning Code (SD 84A and SD 84B) area are described above; however, all properties within the Transit Zoning Code (SD 84A and SD 84B) boundaries would be subject to the provisions of the Transit Zoning Code (SD 84A and SD 84B), though those properties with existing designation of Light Industrial (M1) and Heavy Industrial (M2) would have the provisions of the Transit Zoning Code (SD 84A and SD 84B) implemented as overlay zones. The overlay will allow land owners to continue using the land for industrial uses until such that they decide to convert future uses to the new zoning allowed under the Transit Zoning Code (SD 84A and SD 84B). The proposed Transit Zoning Code (SD 84A and SD 84B) and its contents would work in concert with the Santa Ana Zoning Code, and supersede it when items appear in both documents. The Transit Zoning Code's (SD 84A and SD 84B) addresses all aspects of development projects and their processing.

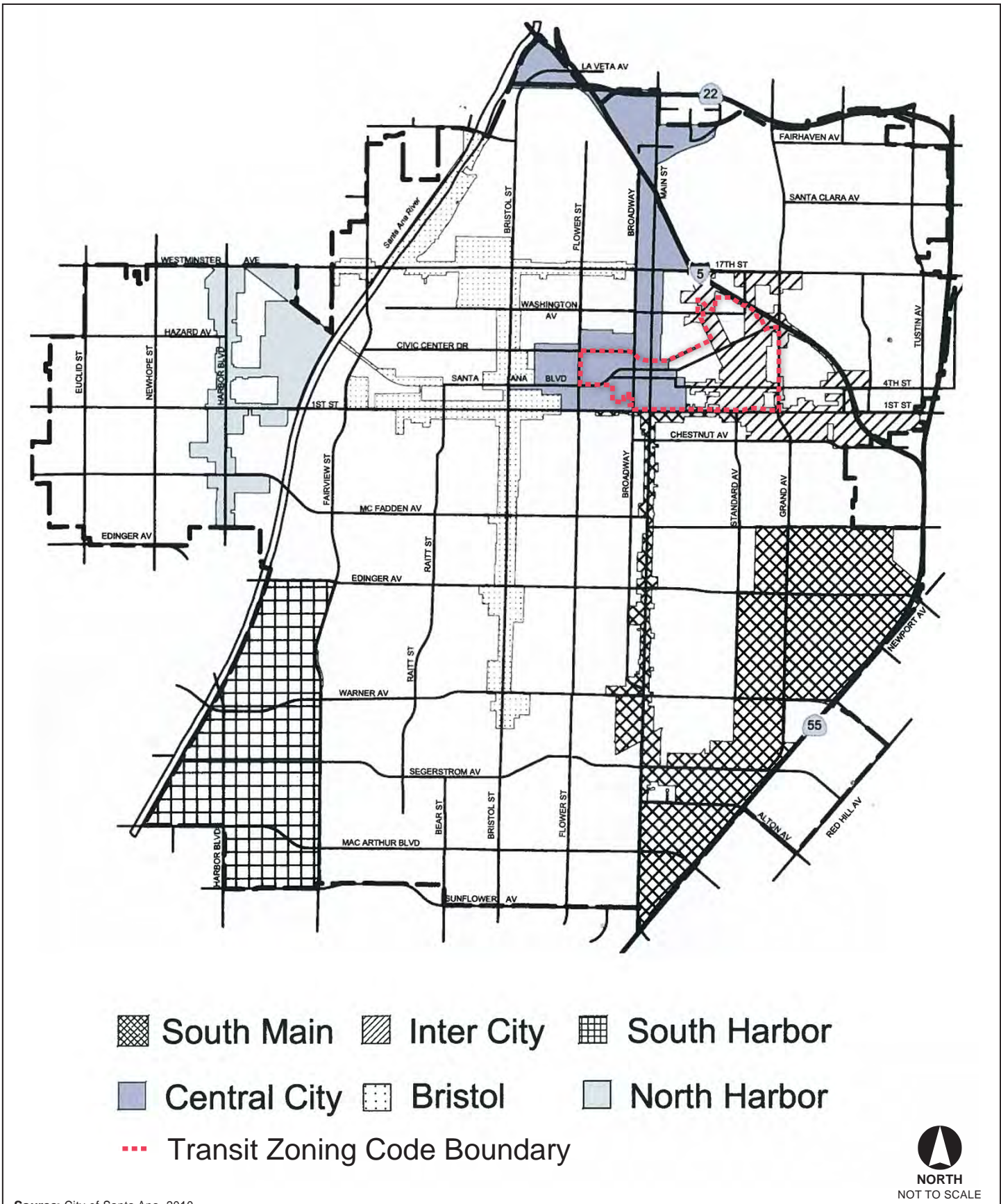
■ Proposed Transit Zoning Code (SD 84A and SD 84B)

The proposed Transit Zoning Code (SD 84A and SD 84B) provides zoning for the integration of new infill development into existing neighborhoods, to allow for the reuse of existing structures, and to provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure. . The Transit Zoning Code (SD 84A and SD 84B) will act as the planning tool that guides and directs new development, economic development, streetscape improvements, transportation development; parking; pedestrian amenities; open space and land use; preservation of cultural resources and art space. The proposed Transit Zoning Code (SD 84A and SD 84B) will provide this development framework through establishment of the following zones:

- **Transit Village (TV) Zone.** This zone is applied to areas adjacent to and north of the Transit station, easterly to Interstate 5. This zone is intended to provide standards for compact transit-supportive mixed-use/residential development. This zone is characterized by a wide range of building intensity, including mixed-use tower-on-podium buildings, commercial blocks, liners, stacked flats, and courtyard housing. The zone accommodates retail, restaurant, entertainment, and

other pedestrian-oriented uses at street level, with offices and flats above in the mixed-use building types, at high intensities and densities. The landscape palette is urban, with shading and accent street trees in parkway strips along Santa Ana Boulevard, and in sidewalk tree wells where on-street parking is provided. Parking is accommodated on street, in structures with liner buildings and underground.

- **Government Center (GCD) District.** This zone is applied to the Civic Center area west of the Downtown. This area accommodates a wide variety of civic uses, including Federal, State, and local government offices and services, libraries, museums, community centers, and other civic assembly facilities. Building types vary according to their public purpose, are programmed by various government agencies for their specific sites, and therefore are not included in this code. The landscape style is urban, emphasizing shading street trees in sidewalk tree wells, and in landscaped public plazas.
- **Downtown (DT) Zone.** This zone is applied to the historical shopping district of Santa Ana, a vital, pedestrian-oriented area that is defined by multi-story urban building types (commercial blocks, live-work, stacked dwellings, and courtyard housing in the Downtown edges) accommodating a mixture of retail, office, light service, and residential uses. The standards of this zone are intended to reinforce the form and character represented by pre-World War II buildings and recognized as a National Historic District, through restoration, rehabilitation, and context-sensitive infill. The standards also facilitate the replacement or improvement of post-war development that eliminated the pedestrian orientation of various downtown blocks (for example, parking structures with no features of pedestrian interest along their entire lengths). The landscape style is urban, emphasizing shading and accent street trees in sidewalk tree wells. Parking is accommodated on street, and may also be in structures with liner buildings, underground, and within block centers in surface lots not visible from streets.
- **Urban Center (UC) Zone.** This zone is applied to the area surrounding the Downtown, and the Transit Village, and serves as a transitional area to the surrounding lower-intensity neighborhoods and to other areas where mixed-use and multi-unit residential buildings create a pedestrian-oriented urban fabric. The zone provides for a variety of non-residential uses and a mix of housing types at medium intensities and densities. Besides accommodating community-serving businesses, this zone may also serve the daily convenience shopping and service needs of nearby residents. Building types include mixed-use commercial blocks, stacked flats, live-work, rowhouses, and courtyard housing. The landscape is urban, emphasizing shading street trees in sidewalk tree wells. Parking is accommodated on-street, and may also be in structures with liner buildings and underground in areas adjacent to the DT zone, and in surface lots away from street frontages.
- **Corridor (CDR) Zone.** This zone is applied to properties fronting existing commercial corridors and provides standards to improve pedestrian-orientation in a transit-supportive, mixed use area. Mixed-use commercial block and live-work building types are at or near the sidewalk, and accommodate street level retail, service, and office uses, with office and residential above. The landscape style is urban, emphasizing shading street trees in sidewalk tree wells. Parking is accommodated on-street, and in screened surface lots between buildings, or away from streets, with no more than half the site frontage occupied by parking.



Source: City of Santa Ana, 2010.



FIGURE 4.7-5
Santa Ana Redevelopment Project Areas



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City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) EIR

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- **Urban Neighborhood 2 (UN-2) Zone.** This zone is applied to primarily residential areas intended to accommodate a variety housing types, with some opportunities for live-work, as well as neighborhood-serving retail and dining. Appropriate building types include single dwellings, duplexes, triplexes, and quadplexes, courtyard housing, rowhouses, and live-work. In some areas, the more intense, hybrid building type is allowed where additional intensity is warranted while maintaining compatibility with neighboring properties (refer to Regulating Plan). The landscape is appropriate to a neighborhood, with shading street trees in parkway strips, and shallow-depth landscaped front yards separating buildings from sidewalks. Parking is on street, and in garages located away from street frontages.
- **Urban Neighborhood 1 (UN-1) Zone.** This zone is applied to existing, primarily residential areas and is intended to strengthen and stabilize the low intensity nature of these neighborhoods. Appropriate building types include single dwellings, duplexes, triplexes, and quadplexes, and live-work. The landscape is appropriate to a neighborhood, with shading street trees in parkway strips and landscaped front yards separating buildings from sidewalks. Parking is on street, and in garages located away from street frontages.
- **Industrial Overlay (IO) Zone.** The IO Zone is applied to areas currently zoned Light Industrial (M1) and Heavy Industrial (M2) to allow the types of land use activity and development permitted by existing M1 and M2 zoning to continue until such time as the property owner chooses to apply the new zones identified in Figure 4.7-1, at which point the property would be rezoned. Until the property is rezoned as described above, property in the IO Zone shall be regulated by the existing provisions of the M1 and M2 zones (SAMC 41, Article III, Divisions 18 and 19), as applicable.
- **Open Space (OS) Zone.** This zone identifies areas reserved for community parks and other open spaces. Allowable structures in this zone are limited to those necessary to support the specific purposes of the particular open space area (e.g., sport-court enclosures and multi-purpose buildings in active parks, and trails within passive parks).

4.7.3 Project Impacts and Mitigation

■ Analytic Method

The analysis in this section focuses on the compatibility of land uses identified in the proposed Transit Zoning Code (SD 84A and SD 84B) with existing and planned land uses within and adjacent to the Zoning Code (SD 84A and SD 84B) area, as well as consistency with any applicable land use plans, policies, or regulations.

■ Thresholds of Significance

The following thresholds of significance are based on Appendix G of the 2009 CEQA Guidelines, except where noted. In accordance with the requirements of CEQA and all applicable state and federal environmental laws, implementation of the Transit Zoning Code (SD 84A and SD 84B) may have a significant adverse impact on land use if it would result in any of the following:

- Introduce new land uses that would result in conflicts of use
- Physically divide an established community

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan

■ Effects Found to Have No Impact

Threshold	Conflict with any applicable habitat conservation plan or natural community conservation plan.
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The Transit Zoning Code (SD 84A and SD 84B) area is not located within either a natural community plan or applicable habitat conservation plan. The Transit Zoning Code (SD 84A and SD 84B) area does not contain any critical or sensitive habitat. Therefore there would be *no impact*. No mitigation is required. Impacts to potential biological resources are addressed in Section 4.3 (Biological Resources).

■ Effects Found to Be Less Than Significant

Threshold	Introduce new land uses that would result in conflicts of use.
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Impact 4.7-1 The Transit Zoning Code (SD 84A and SD 84B) would not result in conflicts of use. This impact is considered *less than significant*.

Land use incompatibility can occur where differences exist among uses that are located in close proximity to each other. These incompatibilities may result from differences in the physical scale of development, noise levels, traffic levels, hours of operation, and other factors. The potential for conflicts within the Transit Zoning Code (SD 84A and SD 84B) exists in particular where residential land uses are proposed within mixed use developments (e.g., residential uses placed in proximity to commercial, office and entertainment uses), and where residential uses may be located adjacent to existing and/or permitted industrial development.

Unlike conventional zoning maps that typically divide cities into zones that rigidly segregate residential, commercial, industrial, and institutional uses into separate areas, and thereby require residents to drive or use public transportation for nearly all daily activities, the proposed Transit Zoning Code (SD 84A and SD 84B) provides for a significant mixture of land uses that are based on development intensity (instead of land use zones) as the spatial basis for regulating development. The transition of the Transit Zoning Code (SD 84A and SD 84B) area from predominantly segregated land uses, to mixed-use and integrated development at higher densities would occur over time as individual properties are developed under the Transit Zoning Code (SD 84A and SD 84B) standards and guidelines. Additionally, the Transit Zoning Code (SD 84A and SD 84B) aims to connect and provide a more subtle transition between existing non-compatible uses.

Currently, only the C-5, C-3A, and SD 71 zones within the Transit Zoning Code (SD 84A and SD 84B) area permit mixed-use development in the form of residential units above ground-floor retail or live-work units. The proposed Transit Zoning Code (SD 84A and SD 84B) would permit mixed-use

development in each zone of the Transit Zoning Code (SD 84A and SD 84B), including live-work units within the Urban Neighborhood 1 (UN-1) Zone. Currently, the M1 and M2 zones within the Transit Zoning Code (SD 84A and SD 84B) area permit industrial development. These existing zones are located towards the eastern side of the Transit Zoning Code (SD 84A and SD 84B) area. The proposed Transit Zoning Code (SD 84A and SD 84B) would allow the existing Industrial zoning to remain in place with the introduction of an Industrial Overlay Zone (IO). The new zoning, which could be exercised at the discretion of the property owner, includes Transit Village (TV), Urban Center (UC), Corridor (CDR), Urban Neighborhood 2 (UN-2), and Urban Neighborhood 1 (UN-1). Limited light manufacturing uses, unrelated to the existing light and heavy industrial uses, would be permitted within the Transit Village (TV), Downtown (DT), and Urban Center (UC) zones. These uses include artisan/craft production, cabinet and furniture making, media production, research and development, and printing. These uses are also allowed, to a more limited extent and subject to the issuance of a conditional use permit, within the Urban Neighborhood (UN-2) zone.

The proposed Transit Zoning Code (SD 84A and SD 84B) acknowledges the potential conflict between abutting residential and industrial land uses, as well as residential land uses within mixed-use configurations, and has developed thorough land use regulations and design guidelines to address incompatibility issues. In all cases, the types of activities and intensity of development would be controlled by strict land use standards, such that incompatibilities are minimized. Furthermore, residential uses adjacent to industrial development already exist within the Transit Zoning Code (SD 84A and SD 84B) area, and it is the intent of the proposed Transit Zoning Code (SD 84A and SD 84B) to address these existing incompatibilities. While the Transit Zoning Code (SD 84A and SD 84B) would allow for building heights and intensities beyond those which currently exist, the code contains detailed design and development standards that thoroughly address the scale and compatibility of new development to ensure that any new development is respectful of the context, scale and form of existing neighborhoods.

The Transit Zoning Code (SD 84A and SD 84B) provides policies and regulations that would minimize conflicts among potentially incompatible land uses, particularly within mixed use developments and adjacent residential and industrial uses, and would protect the scale and character of existing development. The Urban Standards portion of the Transit Zoning Code (SD 84A and SD 84B) sets forth building siting and orientation standards including setbacks and buffers to reduce conflict among uses. Transit Zoning Code (SD 84A and SD 84B) also contains operational standards for nonresidential uses to protect adjacent uses from potential detrimental effects by reason of noise, odor, refuse matter, light, vibration, inadequate screening, or lack of proper maintenance of grounds or buildings, and requires that all property is maintained in a safe, sanitary, and attractive condition, including but not limited to structures, landscaping, parking area, walkways, and trash enclosures.

Land Use changes are further discussed below for each District. Land use changes are summarized in Table 4.7-1 (Summary of Key Land Use Changes by District in Specific Plan Area) below.

Table 4.7-1 Summary of Key Changes in Transit Zoning Code Areas

Geographic Area	Existing Uses	Future Permitted Uses	Existing Building Heights	Future Allowable Building Heights Min/Max	District Objectives
Government Center	Civic uses	Same as existing	One to twenty stories	Same as existing	Provide for linkages between the Civic Center employment base, the SARTC and the Downtown.
Downtown	Commercial, Civic, residential and mixed-use	Commercial, Civic, residential and mixed-use	Two to six stories	One to ten stories (ten stories only allowed in limited locations)	Allow for residential uses on upper floors of existing buildings, ensure compatibility of new buildings within historic context.
First Street	Residential and commercial	Same as existing with addition of mixed use	One to two stories	One to five stories	Strengthen the presence of commercial buildings and allow for new economic development.
Lacy Neighborhood	Single- and multi-family residential, neighborhood, schools, churches, commercial, and industrial at east end	Same as existing with the addition of mixed-use, including neighborhood-serving retail, an Industrial Overlay Zone, and new open space	One to four stories	One to five stories	Combination of restoration and sensitive infill offset by enhanced open space to stabilize and complete neighborhood.
Logan Neighborhood	Single-family houses, neighborhood commercial, and industrial	Same as existing with the addition of mixed-use, including neighborhood serving retail, and an Industrial Overlay Zone	One to two stories	One to five stories (five stories only allowed in limited locations along Santiago Ave.)	Strengthen the residential character of the neighborhood.
Rail Station	Industrial, residential, mixed-use, commercial	Commercial/retail, office, residential, mixed-use, industrial, entertainment, open space	One to two stories	Three to twenty-five stories	Create a high intensity mixed-use and transit-supportive environment.

SOURCE: PBS&J 2010

Provided that the Transit Zoning Code’s (SD 84A and SD 84B) design and development standards are implemented into the design of individual projects, land use impacts to existing development within the Transit Zoning Code (SD 84A and SD 84B) area and adjacent communities would be less than significant. The land use character of the Transit Zoning Code (SD 84A and SD 84B) area would change from a largely land-use-segregated identity to an interconnected mixed-use environment, with emphasis on walkability, context-sensitive in-fill development, strengthening of existing neighborhoods, connections to downtown and public transit, and variety in building type, intensities, and public space. The proposed Transit Zoning Code (SD 84A and SD 84B) aims to improve the compatibility between land uses and the interconnectedness between communities. As a result, impacts to established communities within and adjacent to the Transit Zoning Code (SD 84A and SD 84B) area would be *less than significant*.

Threshold	Physically divide an established community
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Impact 4.7-2 **The proposed Transit Zoning Code (SD 84A and SD 84B) would not physically divide an established community. This impact is considered *less than significant*.**

The proposed Transit Zoning Code (SD 84A and SD 84B) does not include any features that would be considered divisive. Indeed, the intent of the Transit Zoning Code (SD 84A and SD 84B) is to establish a regulating plan that guides the type of development that contributes to connectivity. The code contains design and development standards that specifically address building form, particularly as to the ways in which the buildings address the street and public realm, requiring that the ground floors of new buildings (the part of the building that most affects the pedestrian experience) contain active uses and/or has a design that enhances the public realm. Such design considerations include, but are not limited to, the prohibition of blank walls, the requirement for architectural features, such as front porches and stoops, and the overall emphasis on quality design and materials. By ensuring that any new buildings are designed to enhance the pedestrian experience, the Transit Zoning Code (SD 84A and SD 84B) provides the foundation for a walkable and transit-supportive environment. This environment is designed to be inherently connected and discourages any design, development, or subdivision practices that would divide the community. In addition Section - 6.0 Subdivision Standards and Section 7.0 - Street and Network Standards contained within the Transit Zoning Code (SD 84A and SD 84B) establish further standards regarding block and street sections that further contribute to development patterns that maximize walkability and connectivity.

The design and development standards contained within the Transit Zoning Code (SD 84A and SD 84B) guide new development such that it respects existing development and communities and aims to achieve “sensitive infill, repair, and restoration” to reinforce community character, and stabilize and enhance existing neighborhood. Each component of the Transit Zoning Code (SD 84A and SD 84B) aims to build community and cohesiveness, from the site-specific level to the Transit Zoning Code (SD 84A and SD 84B) area as a whole.

The Transit Zoning Code (SD 84A and SD 84B) is intended to allow cohesive development, and promote the integration of land uses through compatible building types and their relationship to the public realm. Standards related to public realm improvements would enhance and unify existing development with new development and create linkages to adjacent communities through pedestrian amenities and an integrated and interconnected open space and landscaping network.

Because the proposed Transit Zoning Code (SD 84A and SD 84B) would encourage connectivity, potential impacts to established communities within and adjacent to the Transit Zoning Code (SD 84A and SD 84B) area would be *less than significant*.

Threshold	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
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Impact 4.7-3 **The proposed Transit Zoning Code (SD 84A and SD 84B) would conflict with the Santa Ana General Plan by adopting standards and land uses not currently allowed within the proposed Transit Zoning Code (SD 84A and SD 84B) area; however, as part of the proposed project, the General Plan would be amended to incorporate the proposed land uses and development standards. Therefore, this impact would be considered *less than significant*.**

Because the proposed Transit Zoning Code (SD 84A and SD 84B) was prepared eight years or more after the last update to the City’s current General Plan, the provisions of the Transit Zoning Code (SD 84A and SD 84B) represent more current community intentions for the character and quality of development in the areas covered by the plan than are reflected in the existing, older General Plan. In particular, the code establishes zoning designations that identify differences in the desired form and character of development, in addition to the land use distinctions that are the focus of the General Plan’s Land Use Element (1998), and provide for key changes in the intensity and density of development. Therefore, the provisions of the existing General Plan that are superseded by the directions proposed in the Transit Zoning Code (SD 84A and SD 84B) will be revised simultaneously with the adoption of the Transit Zoning Code (SD 84A and SD 84B). The changes to these provisions are evaluated in this EIR.

The key General Plan policies that are implemented by the Transit Zoning Code (SD 84A and SD 84B) are found in the Land Use and Urban Design Elements of the General Plan, listed below according to the element in which they appear.

Adoption of the proposed Transit Zoning Code (SD 84A and SD 84B) would conflict with the currently adopted General Plan by permitting additional uses not currently permitted by the General Plan, including mixed-use development, and by increasing the FARs currently allowed by the General Plan, such as the new Transit Village (TV), and Urban Center (UC) zones, where the current limitation is 2.0, and which will be increased to an average of nearly 5.0. The Santa Ana General Plan will be amended as part of the approval process of the proposed Transit Zoning Code (SD 84A and SD 84B) to include the Transit Zoning Code (SD 84A and SD 84B). Therefore, impacts of the proposed Transit Zoning Code (SD 84A and SD 84B) would be *less than significant*.

As specified above, the Transit Zoning Code (SD 84A and SD 84B) designates new zones within the Transit Zoning Code (SD 84A and SD 84B) area, including corresponding development standards for each zone. The provisions of the proposed Transit Zoning Code (SD 84A and SD 84B) would apply to all properties within the Transit Zoning Code (SD 84A and SD 84B) area, and would supersede the provisions of the existing Zoning Code when items appear in both documents. Nevertheless, the proposed plan and its contents work in concert with the Santa Ana Zoning Code. Therefore, adoption of the proposed Transit Zoning Code (SD 84A and SD 84B) would be complementary to, and compatible with the existing Zoning Code.

As required by Section 15125(d) of the CEQA Guidelines, the land use section of the EIR shall discuss any inconsistencies between the proposed Transit Zoning Code (SD 84A and SD 84B) and applicable regional and local plan policies that pertain to land use. The regional plans relevant to the proposed Transit Zoning Code (SD 84A and SD 84B), as listed above under Regulatory Framework, include those prepared by the Southern California Association of Governments (SCAG): Destination 2030: 2004 Regional Transportation Plan (RTP), Regional Comprehensive Plan and Guide (RCPG)—1996 Version, and Compass Growth Version. The local plan relevant to the proposed Specific Plan, and for which a consistency analysis is also provided includes the City of Santa Ana General Plan. Consistency of the proposed Transit Zoning Code (SD 84A and SD 84B) with applicable regional and local plans is provided in the following sections below.

■ Consistency with Applicable Regional Plan Policies

Regional Plans

Southern California Association of Governments

2008 Regional Transportation Plan—Adopted 2008 RTP Land Use Goals

1. Identify regional strategic areas for infill and investment. Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth. This strategy makes efficient use of existing and planned infrastructure, revitalizes communities, and maintains or improves quality of life.
2. Identify strategic centers based on a three-tiered system of existing, planned, and potential, relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment.
3. Create mixed-use districts or “complete communities” in strategic growth areas through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other. Focusing a mix of land uses in strategic growth areas creates complete communities wherein most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather traveling by automobile.
4. Intensify nodes along corridors with people-scaled, mixed-use developments. Many existing corridors lack the residential and commercial concentration to adequately support non-auto transit uses, without which the existing transit system cannot fully realize its potential for accommodating additional trips and relieving the transportation system. These nodes along the corridor also create vibrant, walkable communities with localized access to amenities, further reducing reliance on the automobile for a variety of trips.
5. Pedestrian-friendly environments and more compact development patterns in close proximity to transit serve to support and improve transit use and ridership. Focusing housing and employment growth in transit-accessible locations through this transit-oriented development approach will serve to reduce auto use and support more multimodal travel behavior.
6. Shifts in the labor force, as the large cohort of aging “baby boomers” retires over the next 15 years and is replaced by new immigrants and “echo boomers,” will likely induce a demand shift in the

housing market for additional development types such as multi-family and infill housing in central locations, appealing to the needs and lifestyles of these large populations.

7. Continue to protect stable existing single-family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations, in nodes along corridors and in existing centers. Concurrently, focusing growth in central areas and maintaining less development in outlying areas preserves the housing option for large-lot single-family homes, while reducing the number of long trips and vehicle miles traveled to employment centers.
8. Ensure access to open space and habitat preservation despite competing quality-of-life demands driven by growth, housing, and employment needs, and traditional development patterns. Development patterns that focus growth in centers and corridors make the most efficient use of developed land and minimize encroachment on public open space and natural habitat. This approach would ensure improved access to existing large-scale and neighborhood-scale open space.
9. Continue public outreach efforts and incorporate local input through the Integrated Growth Forecast process. This innovative approach provides a more accurate forecast that integrates future land use and transportation planning through growth projections for population, employment, households, and housing units. Public workshops, scenario planning, and stakeholder outreach improve the accuracy and feasibility of pursuing regional plans at the local level.

Consistency Analysis: The Transit Zoning Code (SD 84A and SD 84B) would complement the City’s transportation investments by supporting growth and intensification of land uses in an existing urban environment, and do so in a manner that enhances streetscapes and facilitates increasing the use of alternative modes of transportation. Specifically, the project contains such design and development standards that specifically addresses the ways in which new buildings “meet the street,” thus ensuring an environment that is conducive to walking.

The Transit Zoning Code (SD 84A and SD 84B) lists, as opportunities, the existing transit system, with current plans to expand modes and service, and the regionally important Santa Ana rail station, with an upcoming increase in Metrolink service. The project aims to capitalize on Santa Ana, and the region’s, transportation investments through introducing transit-supportive development and related land uses adjacent to both the rail station and the Santa Ana Freeway. Specifically, the transit-supportive development and related land uses such as those anticipated for the Transit Village (TV) Zone provide for a significant employment center adjacent to the Santa Ana Regional Transportation Center (SARTC), encouraging increased transit use and minimizing the need for roadway expansion.

Future development within the Transit Zoning Code (SD 84A and SD 84B) area will take place through infill development or recycling and/or combining land uses, creating highly-amenitized streetscapes that facilitate and inspire walking, biking, an increased utilization of existing public transportation systems, and connectivity between districts. Adoption of the project supports the City’s existing and future transportation investments, maximizes the use of the rail station, OCTA bus service, and Metrolink service through significant transit-supportive development, improves walkability, and provides for more flexibility in parking standards and more efficient use of existing parking resources. The proposed Transit Zoning Code (SD 84A and SD 84B) is consistent with this goal.

Regional Comprehensive Plan (RCP–2008)

- SCAG shall encourage existing or proposed local jurisdictions programs aimed at designed land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.
- SCAG shall encourage local jurisdictions plans that maximize the use of existing urbanized area accessible to transit through infill and redevelopment.
- SCAG shall support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers.
- SCAG shall support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented development around transit stations and along transit corridors.
- SCAG shall encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.
- SCAG shall encourage planned development in locations least likely to cause adverse environmental impacts.

Consistency Analysis: As discussed in the previous consistency analysis, the purpose of the proposed Transit Zoning Code (SD 84A and SD 84B) is to introduce mixed-use and transit-supportive development and a rich supply of public amenities to encourage walking, biking, and facilitate the use of public transit. New development will occur through infill development and recycling of certain properties as the area is nearly built out, and new development standards will allow for greater intensity of use to promote growth in a transit-accessible location, such as the new Downtown (DT), Transit Village (TV), and Urban Center (UC) zones. The Transit Zoning Code (SD 84A and SD 84B) area is ideally located for increased growth by its proximity to major transit systems and its adjacency to existing residential communities and an established gridded street network. The proposed Transit Zoning Code (SD 84A and SD 84B) would be supportive of the existing transportation network, and create amenity-enriched connections between the Government Center and Rail Station, and improve area-wide walkability. Therefore, the proposed Transit Zoning Code (SD 84A and SD 84B) is consistent with the policies contained in SCAG’s RCP.

Compass Growth Vision

- Promote “people-scaled” pedestrian-friendly communities
- Provide a variety of housing types in each community to meet the housing needs of all income levels
- Focus development in urban centers and existing cities
- Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste
- Utilize “green” development techniques

Consistency Analysis: The Transit Zoning Code (SD 84A and SD 84B) delineates standards for new development within the plan area that will improve pedestrian convenience and comfort while

continuing to effectively accommodate vehicle travel, mix land uses that are compatible with one another both because of allowed land use types being inherently compatible and mutually supportive, and because the standards for building design provide for locating buildings of similar profile, height, and mass together. The Transit Zoning Code (SD 84A and SD 84B) development standards are specifically designed to promote “people-scaled” pedestrian-friendly communities. The Transit Zoning Code (SD 84A and SD 84B) emphasizes pedestrian-orientation, and mixing land uses to promote and enhance the experience of walking as a viable alternative to driving within the Transit Zoning Code (SD 84A and SD 84B) area.

A variety of housing types are also encouraged in the Transit Zoning Code (SD 84A and SD 84B) area, including live/work units, attached row houses, high-quality stacked flats, courtyard and cluster housing, duplex/triplex/quadplex, and single dwellings. The Transit Zoning Code (SD 84A and SD 84B) would also include affordable housing, consistent with the goals and policies of the City's Housing Element, in order to serve a spectrum of buyers and household types. The City would ensure that developers participate in helping the City meet its affordable housing goals by constructing inclusionary units, paying in-lieu fees, or other alternatives. The Developer project proposed for the Agency properties will include a component of affordable housing.

The Transit Zoning Code (SD 84A and SD 84B) area is located in and around the downtown area, considered a “major development area” and a regional office destination. Therefore, the Transit Zoning Code (SD 84A and SD 84B) would be consistent with SCAG’s goal of focusing development in urban centers and existing cities.

As discussed previously, the Transit Zoning Code (SD 84A and SD 84B) would introduce mixed-use development and an increase of open space in an existing urban environment. By doing this, the City is able to accommodate growth in a manner that utilizes existing resources and facilities, encourages environmentally friendly practices (i.e., walking, biking, public transit), and enhances the environment with permeable surfaces and energy efficient practices. As such, the Transit Zoning Code (SD 84A and SD 84B) would help to accomplish SCAG’s policies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste.

The Transit Zoning Code (SD 84A and SD 84B) contains development policies and standards that address energy conservation and efficient use of resources (e.g. efficient low-energy lighting for tenant signage). While the Transit Zoning Code (SD 84A and SD 84B) does not identify “green” construction methods that would encourage the use of energy-efficient building materials in the construction of new development, the Transit Zoning Code (SD 84A and SD 84B) does not obstruct the utilization of “green” development techniques. In addition, the criteria established by the United States Green Building Council (USGBC) used to certify projects through their LEED—Green Building Certification System includes categories for location within an already urbanized setting, proximity to public transit and re-use of existing buildings as all significantly contributing to a building’s “green” rating. The Transit Zoning Code (SD 84A and SD 84B) inherently supports sustainable and “green” development practices.

Based on the analysis above, the Transit Zoning Code (SD 84A and SD 84B) is consistent with the applicable policies within SCAG’s Compass Growth Vision. Table 4.7-2 (SCAG Regional

Comprehensive Plan Policies [2008]) includes a detailed discussion of consistency with SCAG RCP policies.

Table 4.7-2 SCAG Regional Comprehensive Plan Policies (2008)	
<i>SCAG RCP Policies</i>	<i>Project Consistency</i>
Land Use and Housing Goals	
Focusing growth in existing and emerging centers and along major transportation corridors.	The Transit Zoning Code (SD 84A and SD 84B) area contains the I-5 Corridor, and the Santa Ana Regional Transportation Center (SARTC), which has both train and bus lines. The City is currently studying the addition of a Fixed Guideway System to expand transit opportunities from the SARTC through the Civic Center. The Transit Zoning Code (SD 84A and SD 84B) creates new zoning districts that allow for compact, transit-supportive development that is well-served by existing and future transit.
Creating significant areas of mixed-use development and walkable, "people scaled" communities.	The Transit Zoning Code (SD 84A and SD 84B) contains design and development standards that specifically addresses the ways in which new buildings "meet the street," thus ensuring an environment that is conducive to walking.
Providing new housing opportunities, with building types and locations that respond to the region's changing demographics.	The Transit Zoning Code (SD 84A and SD 84B) area has a wide range of existing neighborhoods that include varied building types. The code provides design and development standards that would allow for a broad range of housing types from studio units for seniors to multi-bedroom units for large families in order to address the demographic needs of the City's residents.
Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.	The Transit Zoning Code (SD 84A and SD 84B) emphasizes pedestrian-orientation, and mixing land uses to promote and enhance the experience of walking as a viable alternative to driving within the code area. The transit-supportive development and related land uses anticipated for the Transit Village (TV) Zone also implement this policy, by providing for a significant employment center adjacent to the Santa Ana Regional Transportation Center (SARTC) encouraging increased transit use and minimizing the need for roadway expansion, thus reducing the number of auto trips and vehicle miles traveled. Future plans for the SARTC area include the expansion of transit service through the development of a Fixed Guideway System, further supporting this goal.
Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.	The transit-supportive development and related land uses anticipated for the Transit Village (TV) Zone implement this policy by providing for a significant employment center adjacent to both the rail station and the Santa Ana Freeway, making use of existing infrastructure and transportation systems and planning for the future development of underutilized areas, particularly the properties within the County of Orange maintenance yards, in need of recycling.
Preserving existing, stable, single-family neighborhoods.	The Transit Zoning Code (SD 84A and SD 84B) establishes the Urban Neighborhood 1 (UN-1) Zone that is proposed to be applied over two existing, small-scale, single-family neighborhoods. This zoning would serve to strengthen and reinforce the residential character of these neighborhoods and protect them from encroachment of incompatible land uses and development types over the long term.
Protecting important open space, environmentally sensitive areas, and agricultural lands from development.	The Transit Zoning Code (SD 84A and SD 84B) area is a completely urbanized, built-out environment that does not contain large expanses of undeveloped open space, environmentally sensitive areas or agricultural lands.

Table 4.7-2 SCAG Regional Comprehensive Plan Policies (2008)	
<i>SCAG RCP Policies</i>	<i>Project Consistency</i>
Open Space and Habitat—Natural Lands Goals	
Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems.	The Transit Zoning Code (SD 84A and SD 84B) area is an entirely urbanized, built-out environment. Please refer to EIR Section 4.3 (Biological Resources) for a discussion of impacts to open space and wildlife impacts.
Conserving wildlife linkages as critical components of the region's open space infrastructure.	
Coordinating transportation and open space to reduce transportation impacts to natural lands.	
Open Space and Habitat—Community Open Space Goals	
Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the changing and diverse needs of communities;	Implementation of the Transit Zoning Code (SD 84A and SD 84B) contains a component of approximately 1.5 acres of new public open space that will be publicly accessible and situated in an area that is underserved for park space.
Improving existing community open space through urban forestry and other programs that provide environmental benefits.	The Transit Zoning Code (SD 84A and SD 84B) contains landscaping standards and street design standards that require new trees in numbers sufficient enough to create new, and strengthen the existing, urban forest of the City of Santa Ana.
Open Space and Habitat—Agricultural Lands Goals	
<p>Preserve the productivity and viability of the region's agricultural lands while supporting a sustainable economy and region by:</p> <ul style="list-style-type: none"> ■ Maintaining a viable level of agriculture to support economic and food supply needs for the region while supporting sustainable energy, air quality and transportation policies ■ Promoting and supporting a strong locally grown food system by encouraging community farming and developing cooperative farming initiatives that use sustainable farming practices 	The Transit Zoning Code (SD 84A and SD 84B) area is located within an entirely urbanized area that does not contain any agricultural lands. The City of Santa Ana works with local non-profits to establish community gardens and to educate the public about the benefits of a healthy diet.
Water Goals	
Develop sufficient water supplies through environmentally sustainable imports, local conservation and conjunctive use, reclamation and reuse to meet the water demands created by continuing regional growth.	The Transit Zoning Code (SD 84A and SD 84B) provides for compact, mixed-use, transit supportive development in an already urbanized area served by public transit. Reductions in landscape setbacks, encouragement of the use of drought tolerant plants and adherence to current building codes all serve to promote water stewardship.
Achieve water quality improvements through implementation of land use and transportation policies and programs that promote water stewardship and eliminate water impairments and waste in the region.	

Table 4.7-2 SCAG Regional Comprehensive Plan Policies (2008)

SCAG RCP Policies	Project Consistency
Energy Goals	
<p>Reduce our region's consumption of non-renewable energy by:</p> <ul style="list-style-type: none"> ■ Supplying the energy needs of the region today in a way that reduces the negative environmental impacts, social inequities, and economic hardship on future generations ■ Developing the infrastructure and social capital to adapt to a future energy economy with a constrained supply <hr/> <p>Increase the share of renewable energy in the region by:</p> <ul style="list-style-type: none"> ■ Ensuring the resiliency of the region's economy by encouraging and supporting renewable energy infrastructure ■ Developing renewable energy sources that reduce the amount of air emissions emitted through the combustion of fossil fuels 	<p>While the Transit Zoning Code (SD 84A and SD 84B) does not specifically address the development of renewable energy resources, it does provide a foundation for a transit-supportive environment making the development of public transit options more viable and thereby reducing the community's dependence on non-renewable energy sources, as well as reducing the environmental impacts of such fuels.</p>
Air Quality Goals	
<p>Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.</p>	<p>The project would generate emissions that exceed the thresholds of significance recommended by the SCAQMD for VOC, and NO_x, CO, and PM₁₀. This is identified as a significant and unavoidable impact in this document. However, the mixed-use concept of the project is intended to promote walkable environments, which limit the need to drive by locating services within close distance to jobs and residential areas, thereby minimizing pollution and waste created by the automobile. In addition, the project would have much lower vehicle miles traveled (VMT) than a similar level of development elsewhere in the region due to its proximity to transit, as well as the type and mix of uses throughout the Transit Zoning Code area. The project would be consistent with this goal.</p>
<p>Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.</p>	<p>By percentage, the transportation sector is the largest contributor to greenhouse gas emissions in California, followed by residential and commercial energy use. Implementation of the project would generate greenhouse gases through the construction and operation of new residential, commercial, and recreational uses. However, there are many characteristics of the project that reduce the total greenhouse gas emissions compared to a comparable level of development that would occur elsewhere in the region. As an infill project, located at the center of the region and in immediate proximity to transit, the project would result in a relatively high use of non-polluting modes of transportation (such as walking, biking, transit, etc.). The project would have much lower vehicle miles traveled (VMT) than a similar level of development elsewhere in the region due to its proximity to transit, as well as the type and mix of uses throughout the Transit Zoning Code area. The project would represent the type of growth that will help the State achieve consistency with AB 32 and is consistent with this goal.</p>

Table 4.7-2 SCAG Regional Comprehensive Plan Policies (2008)	
<i>SCAG RCP Policies</i>	<i>Project Consistency</i>
Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM10, PM2.5, ultrafine), and carbon monoxide.	The project would generate emissions that exceed the thresholds of significance recommended by the SCAQMD for VOC, and NO _x , CO, and PM ₁₀ . This is identified as a significant and unavoidable impact in this document. However, as analyzed and discussed in Section 4.2 (Air Quality) of this document, upon buildout, sensitive receptors located in close proximity to intersections adjacent to the project area would not be exposed to substantial pollutant concentrations. The project is consistent with this goal.
Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.	Future development under the project would be required to comply with AB 32 and Title 24. In addition, the project would include Mitigation Measures MM4.13-1 through MM4.13-3. These measures include such actions as “green” building design measures and resident education of transportation options. These measures expand on the existing requirements under AB 32 and Title 24; the project would be consistent with this goal.
Solid Waste Goals	
A region that conserves our natural resources, reduces our reliance on landfills, and creates new economic opportunities in the most environmentally responsible manner possible.	As a zoning document, the Transit Zoning Code (SD 84A and SD 84B) does not specifically address regional solid waste issues.
Transportation Goals	
A more efficient transportation system that reduces and better manages vehicle activity.	One of the primary objectives of the Transit Zoning Code (SD 84A and SD 84B) is to create a transit-supportive environment that minimizes the need for private automobile transportation and allows for the viable development of expanded access to public transit. The Transit Zoning Code (SD 84A and SD 84B) area includes the Santa Ana Regional Transportation Center (SARTC) and is also well-served by OCTA bus lines.
A cleaner transportation system that minimizes air quality impacts and is energy efficient.	
Security and Emergency Preparedness Goals	
Ensure transportation safety, security, and reliability for all people and goods in the region.	The Transit Zoning Code (SD 84A and SD 84B) requires conformance with all adopted safety standards.
Prevent, protect, respond to, and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, the transportation network, and the regional economy.	
Economy Goals	
Increase job growth to add three million jobs to the regional economy by 2035.	The Transit Zoning Code (SD 84A and SD 84B) is consistent with this goal by allowing new housing near existing jobs, and permitting higher densities, thereby promoting job growth in a proposed mixed-use, urban center. In addition, the transit-supportive development and related land uses anticipated for the Transit Village (TV) Zone are consistent with this goal by providing for a significant employment center adjacent to both the rail station and the Santa Ana Freeway, making use of existing infrastructure and transportation systems and planning for the future development of underutilized areas, particularly the properties within the County of Orange maintenance yards, in need of recycling.

Table 4.7-2 SCAG Regional Comprehensive Plan Policies (2008)

<i>SCAG RCP Policies</i>	<i>Project Consistency</i>
Reduce gaps in educational achievement between different racial and ethnic groups.	As a zoning document, the Transit Zoning Code (SD 84A and SD 84B) does not specifically address educational achievement issues; however, the Transit Zoning Code allows for the viable development of expanded access to public transit, which would increase the educational choices of underserved racial and ethnic groups. In addition, Mitigation Measure MM4.10-4 would require individual project developers to pay school impact fees prior to the issuance of occupancy permits, ensuring that no disparities in educational facilities arise in through future buildout of the project area.
Increase the real per capita income to restore 1997 levels of household and individual purchasing power.	The Transit Zoning Code (SD 84A and SD 84B) allows for the viable development of expanded access to public transit, which would cut back on commute times, and expand their opportunities for employment. In addition, the transit-supportive development and related land uses anticipated for the Transit Village (TV) Zone would provide for a significant employment center adjacent to both the rail station and the Santa Ana Freeway, making use of existing infrastructure and transportation systems and planning for the future development of underutilized areas. While this would not directly increase the “real per capita income” of residents, it would expand their employment choices, allowing them to seek higher paying jobs. The project is therefore consistent with this goal.
Expand green technologies and related employment in green technologies and services above and beyond what is needed to meet Title 24 requirements by 2035.	Future development under the project would be required to comply with AB 32 and Title 24. In addition, the project would include Mitigation Measures MM4.13-1 through MM4.13-22. These measures include such actions as “green” building design measures and resident education of transportation options, not only expanding on the existing requirements under Title 24, but also employing people to install such technology. The project would be consistent with this goal.
Increase the region’s economic vitality and attractiveness by focusing housing and job additions in urban centers, employment centers, and transportation corridors, such that there will be a minimum of 35 percent of the region’s household growth and 32 percent of employment growth in these areas from their levels in 2005 by 2035.	The Transit Zoning Code (SD 84A and SD 84B) is consistent with this goal by allowing new housing near existing jobs, and permitting higher densities, thereby promoting job growth in a proposed mixed-use, urban center. In addition, the transit-supportive development and related land uses anticipated for the Transit Village (TV) Zone are consistent with this goal by providing for a significant employment center adjacent to both the rail station and the Santa Ana Freeway. Furthermore, the project area has a wide range of existing neighborhoods that include varied building types. The project provides design and development standards that would allow for a broad range of housing types from studio units for seniors to multi-bedroom units for large families in order to address the demographic needs of the City’s residents.
Increase the affordability of health care by 50 percent to reduce losses in productivity resulting from inaccessible health care.	As a zoning document, the Transit Zoning Code (SD 84A and SD 84B) does not specifically address health care.
Promote sustained economic health through diversifying the region’s economy, strengthening local self-reliance, and expanding global competitiveness.	The Transit Zoning Code (SD 84A and SD 84B) is consistent with this goal by allowing new housing near existing jobs, and permitting higher densities, thereby promoting job growth in a proposed mixed-use, urban center. In addition, the transit-supportive development and related land uses anticipated for the Transit Village (TV) Zone are consistent with this goal by providing for a significant employment center adjacent to both the rail station and the Santa Ana Freeway.

■ Consistency with Applicable Local General Plan Policies

Local Plan

Table 4.7-3 City of Santa Ana General Plan	
<i>City of Santa Ana General Plan Policies</i>	<i>Project Consistency</i>
LAND USE ELEMENT	
Goal 1 A balance of land uses	
Policy 1.1. Promote medium density housing in and around the downtown area.	The new zones, allowed land uses and architectural types provide for medium density housing in the Urban Neighborhood and Urban Center zones, and higher density housing in mixed-use buildings within the Downtown (DT) and Transit Village (TV) zones.
Policy 1.2. Support high-density residential development within the City's District Centers as a part of master-planned mixed-use development.	The Transit Zoning Code (SD 84A and SD 84B) allows high density residential development in mixed-use buildings in the Downtown (DT), Transit Village (TV), and Urban Center (UC) zones.
Policy 1.3. Encourage high intensity office development to attract major tenants that will contribute to cultural and business activities in the central city.	The Transit Zoning Code (SD 84A and SD 84B) allows business, service, government, professional, administrative and processing offices as permitted uses in the Downtown (DT), Urban Center (UC), and Transit Village (TV) zones.
Policy 1.5. Maintain and foster a variety of residential land uses in the City.	Transit Zoning Code (SD 84A and SD 84B) provides for distinct broad range of different housing types supporting different densities within the code area.
Policy 1.6. Support "live/work" opportunities within specifically defined areas.	Transit Zoning Code (SD 84A and SD 84B) allows live/work units in all zones.
Policy 1.7. Support open space in underserved areas.	The Developer project provides for additional public open spaces within the Lacy Neighborhood area.
Policy 1.9. Coordinate street and parkway designs that are attractive, functional, and compatible with adjacent on-site development.	The street standards proposed in the code are coordinated with the urban design goals for each distinct zone covered by the Transit Zoning Code (SD 84A and SD 84B).
Policy 1.11. Support the location of regional governmental facilities	The Transit Zoning Code (SD 84A and SD 84B) continues the practice of allowing governmental facilities in the Government District.
Goal 2 The promotion of land uses which enhance economic vitality	
Policy 2.1. Discourage the intrusion of commercial land uses in industrial areas.	Under the proposed project, industrial uses would no longer be a designated use within First Street East and Lacy Neighborhood, and the amount of industrially-designated land would be reduced in the Logan Neighborhood and Rail Station District; however, the City would amend the General Plan as part of the proposed project to state that industrial land will be preserved where such uses are not detrimental to residential uses. As a result, the proposed project would be consistent with General Plan policies addressing the preservation of industrial land.
Policy 2.2. Support commercial land uses in adequate amounts to accommodate the City's needs for goods and services.	The Transit Zoning Code (SD 84A and SD 84B) allow a variety of commercial uses in a variety of zones that serve both regional and neighborhood needs for goods and services.
Policy 2.3. Encourage the location of child care facilities within employment centers.	The Transit Zoning Code (SD 84A and SD 84B) allows child day care centers in all Transit Zoning Code (SD 84A and SD 84B). In some cases a conditional permit may be required.

Table 4.7-3 City of Santa Ana General Plan	
<i>City of Santa Ana General Plan Policies</i>	<i>Project Consistency</i>
Policy 2.4. Support pedestrian access between commercial uses and residential neighborhoods which are in close proximity.	Policies 2.4, 2.5, 2.6, 2.7, and 2.9 are all implemented by the Transit Zoning Code (SD 84A and SD 84B) emphasis on pedestrian-orientation, and mixing land uses to promote and enhance the experience of walking as a viable alternative to driving within the Transit Zoning Code (SD 84A and SD 84B) area. Policies 2.6 and 2.9 in particular are implemented by the form-based zoning provisions of Transit Zoning Code (SD 84A and SD 84B), which are designed to effectively ensure appropriate transitions in scale and use between zones.
Policy 2.6. Encourage the creation of new development opportunities in developments which are compatible with surrounding land uses, and provide a net community benefit.	
Policy 2.8. Promote rehabilitation of commercial properties, and encourage increased levels of capital investment.	
Policy 2.9. Support developments that create a business environment that is safe and attractive.	
Policy 2.10. Support new development which is harmonious in scale and character with existing development in the area.	The proposed Transit Zoning Code (SD 84A and SD 84B) is designed to enhance and complement existing development within the area.
Goal 3 The preservation of existing neighborhoods	
Policy 3.1. Support development which provides a positive contribution to neighborhood character and identity.	These two policies are implemented by the form-based code provisions of the Transit Zoning Code (SD 84A and SD 84B), which provide standards for building placement, height and profile, parking placement, and building frontage and architectural type, that are consciously designed to produce the form and character of development desired in each zone.
Policy 3.5. Encourage new development and/or additions to existing development that are compatible in scale, and consistent with the architectural style and character of the neighborhood.	
Goal 4 The protection of unique community assets and open space that enhance the quality of life	
Policy 4.1. Maintain areas of the City with unique characteristics which contribute positively to the area in which they are located, such as the Artists Village and historic French Park.	The code requirements in the Transit Zoning Code (SD 84A and SD 84B) were deliberately formulated with consideration of existing conditions in order that they be retained and enhanced.
Policy 4.2. Encourage the retention and reuse of historical buildings and sites.	The Transit Zoning Code (SD 84A and SD 84B) provides standards for the retention and reuse of historical buildings and sites within the planning area. A more specific Adaptive Re-use Ordinance will be developed following adoption of the code.
Policy 4.3. Support land uses which provide community and regional economic and service benefits.	The Transit Zoning Code (SD 84A and SD 84B) allows a variety of commercial uses throughout the code area as identified to be necessary to the City's needs and as feasible from both a local and regional market standpoint.
Policy 4.4. Encourage the development of projects which promote the City's image as a regional activity center.	The transit-supportive development and related land uses anticipated for the Transit Village (TV) zone implement policies 4.4 and 4.5 above by providing for a significant employment center adjacent to both the rail station and the Santa Ana Freeway.
Policy 4.5. Encourage development of employment centers and mixed use projects within targeted areas adjacent to major arterial roadways and freeway corridors.	

Table 4.7-3 City of Santa Ana General Plan

<i>City of Santa Ana General Plan Policies</i>	<i>Project Consistency</i>
Goal 5 The protection of the community from the impacts of future development	
Policy 5.1. Promote development which has a net community benefit, and enhances the quality of life.	The Transit Zoning Code (SD 84A and SD 84B) addresses policies 5.1, 5.2, 5.5, 5.7, 5.9, 5.10, and 5.11, by carefully crafting standards that require new development to be of the highest quality of architectural design; allows for compatible mixes of land uses, while seeking to minimize the impacts of existing incompatible land uses; scales development to be compatible with existing infrastructure, particularly as it relates to the existing gridded street network; contains standards regarding ongoing operations and maintenance of projects; creates a pedestrian-oriented, transit-supportive environment that provides for the foundation for a wide array of transportation choices; and provides for new development that would not generate obnoxious fumes, toxins, or hazardous materials.
Policy 5.2. Protect the community from incompatible land uses.	
Policy 5.5. Encourage development which is compatible with, and supportive of surrounding land uses.	
Policy 5.7. Anticipate that the intensity of new development will not exceed available infrastructure capacity.	
Policy 5.9. Encourage development which provides a clean and safe environment for the City's residents, workers, and visitors.	
Policy 5.10. Support a circulation system which is responsive to the needs of pedestrians and vehicular travel.	
Policy 5.11. Encourage development which does not generate obnoxious fumes, toxins, or hazardous materials	
Goal 6 Reduce residential overcrowding to promote public health and safety	
The Transit Zoning Code (SD 84A and SD 84B) does not directly address Land Use Element Goal 6.0 or its policies other than by providing for an increase in the City's housing supply through new mixed-use development in selected locations within the Transit Zoning Code (SD 84A and SD 84B) area, as well as increasing allowable housing densities to create the opportunity for the development of new affordable housing pursuant to the City's Housing Element.	

URBAN DESIGN ELEMENT

Because the preparation of the Transit Zoning Code (SD 84A and SD 84B) has been fundamentally an exercise in high-quality urban design, it implements all relevant policies of the Urban Design Element of the Santa Ana General Plan that are within the purview of the Transit Zoning Code (SD 84A and SD 84B). Therefore, the following comments focus on the goals in the Urban Design Element rather than individual policies.

Goal 1.0. Improve the physical appearance of the City through the development of districts that project a sense of place, community image and quality environment	One important overall goal of this Transit Zoning Code (SD 84A and SD 84B) is to provide a distinct visual identity for, and improve the physical appearance of the areas it covers. The overall urban design standards contained in the code all work to implement policies under Urban Design Element Goal 1.0 regarding quality design and materials, site design, enhanced architectural forms, colors, and materials, public open spaces and pedestrian orientation, and shared access, circulation and parking.
Goal 2.0. Improve the physical appearance of the City through the development that is proportionally and aesthetically related to its district setting	As noted in the discussion under Goal 1.0 above, an important goal of the Transit Zoning Code (SD 84A and SD 84B) is to provide a distinct visual identity for, and improve the physical appearance of the areas it covers. The emphasis on architectural form contained in the code is particularly aimed at implementing Urban Design Element Goal 2.0 because of their emphasis on allocating architectural types, frontage types and providing urban development standards appropriate to the form and character of development intended for each unique zone within the code.

Table 4.7-3 City of Santa Ana General Plan	
City of Santa Ana General Plan Policies	Project Consistency
Goal 3.0. Create and maintain a pleasant travel experience and strong orientation to the community through coordinated on-site and streetscape design.	Transit Zoning Code (SD 84A and SD 84B) Chapter 6.0 (Subdivision Standards) and Chapter 7.0 (Street and Network Standards) provide detailed standards to ensure consistency of design between street improvements and development projects to ensure the maximum amount of connectivity and walkability.
Goal 4.0. Create nodes and urban spaces throughout the City to foster entertainment, cultural and business activities, and establish Santa Ana as a vibrant center.	The area covered by the Transit Zoning Code (SD 84A and SD 84B) includes two of the Nodes identified by Urban Design Element Exhibit 7 (Government Center, and Downtown/Fourth St./Artist Village). The code includes the Downtown/Fourth St./Artist Village node within the Downtown zone, and all components of the plan, provide extensive detail about the enhancements intended for the Downtown area, which also implement the policies under Goal 4 regarding high-quality architecture, landscape design, and pedestrian orientation. The code also establishes a new node through the creation of the Transit Village (TV) zone, which would create a substantial new node to allow for an intense mix of new uses, including entertainment, cultural and business activities and that would support the City's future investment in transit infrastructure.
Goal 5.0. Create focal points at major intersections to enhance community identity and mitigate large expanses of asphalt.	The intersection of Main and First Streets is the only Focus Intersection identified by Urban Design Element Exhibit 8 that lies within the Transit Zoning Code (SD 84A and SD 84B) area. Because First Street forms the southern Transit Zoning Code (SD 84A and SD 84B) boundary, only the north half of the intersection is affected by the code. The code designates the corner properties in the Downtown (DT) Zone, which will provide for the more intensive building masses, multi-story development, and quality design called for by the policies under Goal 5.0 for Focus Intersections.
Goal 6. Create new and protect existing City landmarks and memorable places that convey positive images	The Transit Zoning Code (SD 84A and SD 84B) ensures that development adjacent to landmark sites will be of compatible scale and design.
Goal 7. Provide a sense of arrival to the City through on- and off-site improvements	The policies under Goal 7 speak to gateways to the City and Policy 7.5 explicitly speaks to improving the rail corridor as an entry point to the City. As the Transit Village (TV) Zone is applied to the only City gateway within the Transit Zoning Code (SD 84A and SD 84B) area (the Santa Ana Freeway off-ramps at Santa Ana Boulevard), the code implements the relevant policies under Goal 7 by providing for intensive, urban-scaled and transit-supportive development that will be visible from the freeway in advance of the off-ramps.

Overall Consistency

As the proposed Transit Zoning Code (SD 84A and SD 84B) is consistent with the policies contained in the applicable regional plans described above for both SCAG and the City of Santa Ana, and as it is anticipated that the City's General Plan and Zoning Code will be amended to incorporate the Transit Zoning Code (SD 84A and SD 84B), conflict with these applicable documents would be *less than significant*.

4.7.4 Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant, potentially significant, or significant and unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts.

This cumulative impact analysis considers development of the proposed project, in conjunction with other development in the City of Santa Ana, unless otherwise specified. This analysis accounts for all

anticipated cumulative growth within this geographic area, as represented by full implementation of the City of Santa Ana General Plan and development of the related projects.

Development of cumulative projects is anticipated to generally conform to the requirements of the City of Santa Ana and would be subject to review by the City. Cumulative land use impacts have the potential to occur where a number of projects have the potential to change the overall land use of an area or affect adjacent existing land uses. In addition to the Transit Zoning Code (SD 84A and SD 84B), the City's Metro East Mixed Use (MEMU) Overlay Zone, located in proximity to the code area on the opposite side of the Santa Ana (I-5) Freeway) was adopted by the City in 2007. Development within the MEMU Overlay Zone, similar to the Transit Zoning Code (SD 84A and SD 84B) area, is expected to occur incrementally overtime and growth would occur as anticipated according to the provisions of the MEMU Overlay Zone, which emphasizes the compatibility of new development with adjacent land uses. Other than the MEMU Overlay Zone and the proposed Specific Plan, this type of wide scale change is not foreseen in any other portion of the City. As a result, cumulative projects are anticipated to be compatible with adjacent uses. All of the cumulative projects within the Transit Zoning Code (SD 84A and SD 84B) would be subject to the same standards and ultimately be developed to achieve the desired character for each district within the code area. As such, cumulative impacts resulting from anticipated development within the Transit Zoning Code (SD 84A and SD 84B) area would be *less than significant*, and the Transit Zoning Code's (SD 84A and SD 84B) contribution to cumulative land use changes would not be considerable.

Cumulative development within the City could have a potentially significant impact on the environment by conflicting with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Future development in the City would be reviewed for consistency with applicable local and regional plans and policies, in accordance with the requirements of CEQA, the State Zoning and Planning Law, the Santa Ana Municipal Code, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. It should be noted that future projects could also include General Plan amendments and/or zone changes. For this reason, the cumulative impact associated with conflict of future development with adopted plans and policies would be less than significant. As discussed above, implementation of the proposed Transit Zoning Code (SD 84A and SD 84B) would not conflict with land use policies or regulations of the General Plan, provided that these plans are amended to include the Transit Zoning Code (SD 84A and SD 84B). Therefore, the Transit Zoning Code (SD 84A and SD 84B) would not have a cumulatively considerable contribution to impacts, and cumulative impacts would be *less than significant*.

Cumulative development could have impacts to an existing community where development or results in physical division of an area. However, future development in the City is not likely to alter the basic pattern of development prescribed in the General Plan, and will consist primarily of the recycling of land and intensification of existing development. For this reason, the cumulative impact associated with the physical division of an established community would be less than significant. The proposed Transit Zoning Code (SD 84A and SD 84B) is designed to be compatible with adjacent uses and provide pedestrian linkages to adjacent areas. The objectives, standards, and guidelines of the Transit Zoning Code (SD 84A and SD 84B) guide development within each zone and ensure that new development does

not divide existing land uses within the Transit Zoning Code (SD 84A and SD 84B) area. Therefore, the Transit Zoning Code (SD 84A and SD 84B) would not have a cumulatively considerable contribution to impacts, and cumulative impacts would be *less than significant*.

4.7.5 References

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