



Santa Ana General Plan

FINAL
APRIL 2022



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RELATED ITEMS UNDER SEPARATE COVER

COMMUNITY OUTREACH – THE FIRST CONVERSATION (2016)

GENERAL PLAN ADVISORY GROUP: COMMUNITY DIALOGUE (2017)

GENERAL PLAN ADVISORY GROUP (GPAG) – A DIALOGUE OF COMMUNITY (2018)



Calaveras - Día de los Muertos. Skulls or “calaveras” are one of the most well known symbols of the Dia de Los Muertos holiday celebrated in late October or early November in Santa Ana. The symbol, whether painted on wood, ceramic, sugar molds, or faces, are meant as a positive symbol of death and rebirth as well as a way to celebrate the lives of those who have passed on.

INTRODUCTION

The Santa Ana General Plan provides long-term policy direction to guide the physical development, quality of life, economic health, and sustainability of the city through 2045. Informed by a comprehensive public engagement process, the General Plan establishes a shared vision of the community's aspirations as the world-class capital of Orange County that celebrates diversity, neighborhoods, and cultural heritage. The Santa Ana General Plan is meant to help every decision maker, stakeholder, business, and resident take the steps necessary to realize this vision.



COMMUNITY CHARACTERISTICS

Incorporated in 1886, the City of Santa Ana has a rich historical and cultural heritage. The City of Santa Ana is the county seat, and boasts an eclectic urban environment, burgeoning employment centers, transit hub, and historic neighborhoods and downtown. With a current population exceeding 300,000 residents, the City ranks among the largest and most densely populated in California, and is one of the youngest by age in the County. As the seat for Orange County, the Civic Center area contains federal, state, and local governmental facilities including courts, criminal justice facilities, administrative offices, and service centers. Santa Ana also hosts numerous cultural institutions including Bowers Museum, Discovery Cube, and Santa Ana Zoo.

While Santa Ana is a densely populated urban center with one of the most diverse international populations in Orange County, it can generally be characterized as a city of neighborhoods. Santa Ana has over 60 neighborhoods which are distinguished by their history, architecture, housing types, amenities, and unique character.

Its central location in Orange County, proximity to transportation hubs (e.g., John Wayne Airport and major freeways, a major railroad line, and the Santa Ana Regional Transportation Center) make Santa Ana an ideal place for locating a business and an important economic driver in the region. Santa Ana is home to businesses that range from small, family owned, one to two person operations to Fortune 500 corporate operations, that grows employment and economic opportunities for residents and the broader Orange County region.

Santa Ana seeks to continue to be a dynamic urban center, acclaimed for its investment in its youth, neighborhood pride, enriching cultural experiences, appreciation of diversity, thriving economic climate, quality governmental services, and leadership among California cities. This Santa Ana General Plan provides a strong foundation to further qualities, and affirm the City as a vibrant, healthy, and sustainable urban center into the future.



ORGANIZATION

Santa Ana's General Plan is a dynamic, living document that incorporates topics, philosophies, and practices driven by the community, state law, and planning principles. The General Plan consists of a vision statement, five core values, 12 elements organized into three volumes, and this introductory section.

A SHARED VISION

A vision statement is the expression of our community's past, present, and future; our aspirations and dreams; and is only bound by the limits of our ambition. The following vision was created through a collaborative process that included community comments, the General Plan Advisory Group, and the City Council. This vision guides the General Plan's goals and policies and future decisions.



Santa Ana is a city that promotes the health and wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

Core values are traits or qualities that represent the community's highest priorities and serve as guiding principles of the General Plan.

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq Eq EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes "EJ" in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents' economic wellbeing.



ELEMENTS

The General Plan goals and policies are organized across a set of 12 elements divided into three volumes. A description of each element is provided in the following pages.

The elements address topics required by state law and a number that are optional, but of importance to the Santa Ana community (see list below). Some topics are discussed entirely within a single element while others are touched on throughout multiple elements.

REQUIRED TOPICS

- Circulation and complete streets
- Climate adaptation and resiliency
- Conservation
- Environmental justice
- Housing
- Land use
- Noise
- Open space
- Public utilities and facilities
- Safety

OPTIONAL TOPICS

- Air quality
- Community
- Economic prosperity
- Historic preservation
- Urban design

Notes: The topic of environmental justice is required for any jurisdictions that contain disadvantaged communities. The topic of air quality is optional for jurisdictions outside of the San Joaquin Air Pollution Control District.

POLICY FRAMEWORK

Each element contains a set of goals and policies on matters related to one or more topics. Goals are statements of desired future conditions toward which efforts, regulations, and use of resources are directed. Policies are statements that guide decision-making and specify an intended level of public commitment on a subject.

The tables, figures, and maps shall also be considered City policies, offering either greater detail or a visual depiction of the context or intended outcome.

Most of the improvements envisioned by this General Plan will not take place overnight. Both goals and policies are intended to be long-term in nature and are not intended to be changed frequently.

IMPLEMENTATION

Each element also contains an implementation section that provides a list, organized by goal, of the actions to take place in the next one to five years to make progress toward said goal(s).

These implementation actions provide the basis for establishing priorities, scheduling, and assigning staff and other resources. Implementation actions also identify who is responsible for implementing the action item and when it should be carried out.

Implementation is often contingent upon adequate funding. While many actions can be pursued through initiatives already underway, others will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources.

CONSISTENCY

The General Plan (all content) must be internally consistent and all other City plans and documents must be consistent with the General Plan.



VOLUME 1. SERVICES AND INFRASTRUCTURE



The **Community Element** reinforces the City's values of recreation, culture, education, and health and wellness, and cultivates opportunities for improved quality of life for all residents. The goals and policies of this element can be made operational through partnerships with local agencies and organizations on facilities, activities, and events throughout Santa Ana.



The **Economic Prosperity Element** ensures that Santa Ana's local economy, and its role in the broader regional economy, expands, maintains, and enhances job opportunities; attracts and retains a balance of business types; provides sufficient revenue for public services; and contributes to the overall quality of life experienced by the City's residents.



The **Mobility Element** is the City's blueprint for moving people, goods, and resources throughout the community. Moving beyond mere functionality, the City seeks to improve the quality of life in Santa Ana by providing more complete streets, offering ways to be more active, and conserving our natural resources. In planning the City's transportation system for the 21st century, the City is also making our community safer, more affordable, and more livable.



The **Public Services (PS) Element** provides Santa Ana's diverse population with quality services and infrastructure, including accessible public facilities and enhanced public safety. Anticipated growth will require the City to fulfill community needs and to ensure proper management of those needs. It is important that public facilities and services are equitably distributed and maintained at sustainable levels throughout the community.



VOLUME 2. NATURAL ENVIRONMENT



The **Conservation Element** identifies the city’s natural resources and communicates the benefits for retention, enhancement, and development of these reserves toward improving quality of life and the environment as a whole. This Element will guide the City in its efforts to prioritize sustainability and enhance the environment for current and future generations.



The **Noise Element** appraises noise levels in the community, prepares noise contours to guide land use decisions, and establishes measures that address current and future noise impacts. This Element works to ensure that the City limits the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.



The **Open Space Element** identifies and preserves open space areas that provide value to the community and enrich the quality of life. Such lands or waters provide value in the form of recreation, health, biodiversity, wildlife conservation, and aesthetics. Additionally, open spaces are used for climate change mitigation and adaption, flood risk reduction, managed natural resources production, agricultural production, and protection from hazardous conditions. This Element will guide the City in its efforts to plan for open space lands in what is largely a built-out, urban environment.



The **Safety Element** eliminates and minimizes risks associated with natural and human-generated hazards such as floods, earthquakes, and hazardous materials. By assessing and preparing for levels of risk, the city can endure the range of safety hazards and adapt to changes over time. This Element also contains, by reference, the City’s Local Hazard Mitigation Plan, which is provided under separate cover.



VOLUME 3. BUILT ENVIRONMENT



The **Land Use Element** provide a long-range guide for the physical development of the city, reflecting the community's vision for a high quality of life. This Element guides the distribution, location, and size of new development, ensuring that residential neighborhoods are protected and that future growth is sustainable and minimizes potential conflicts.



The **Historic Preservation Element** guides development and implementation to ensure that identification, designation, and protection of architectural, historical, cultural, and archaeological resources are integrated into the City's planning, development, and permitting processes.



The **Housing Element** directs the City's policies, programs, and land use planning to address the needs of both existing and future residents. This includes planning and facilitating, the production of new housing; the improvement and preservation of existing housing; the promotion of affordability for current households; and the affirmative furtherance of fair housing. Unlike other elements, the Housing Element must be reviewed and certified by the state.



The **Urban Design Element** establishes the long-range vision for the physical design, visual qualities, and sensory experience of the city. This element addresses the public realm and building form, and establishes programs and measures to improve the physical setting in which community life takes place while curtailing obsolete, dysfunctional, and chaotic development.



HOW TO USE THE GENERAL PLAN

CITY DECISION MAKERS & STAFF

The City Council, Planning Commission, other advisory entities, and City staff will use the General Plan when considering land use and planning-related decisions, in administering regulations, and when considering investments of time, money, or other resources.

All decisions made by City decision makers and staff is to be consistent with the Vision, Core Values, goals, and policies of the General Plan.

CITY RESIDENTS & BUSINESSES

City residents and those who operate businesses in Santa Ana can use the General Plan to better understand current and future decisions and investments made by the City government, other agencies, service providers, property owners, and other stakeholders.

Residents and business owners can also use the General Plan as a guide to actions they can take to take part in improving their community; whether it is to simply create a better place to live and work, promote environmental health, or to protect your investment and achieve future success.

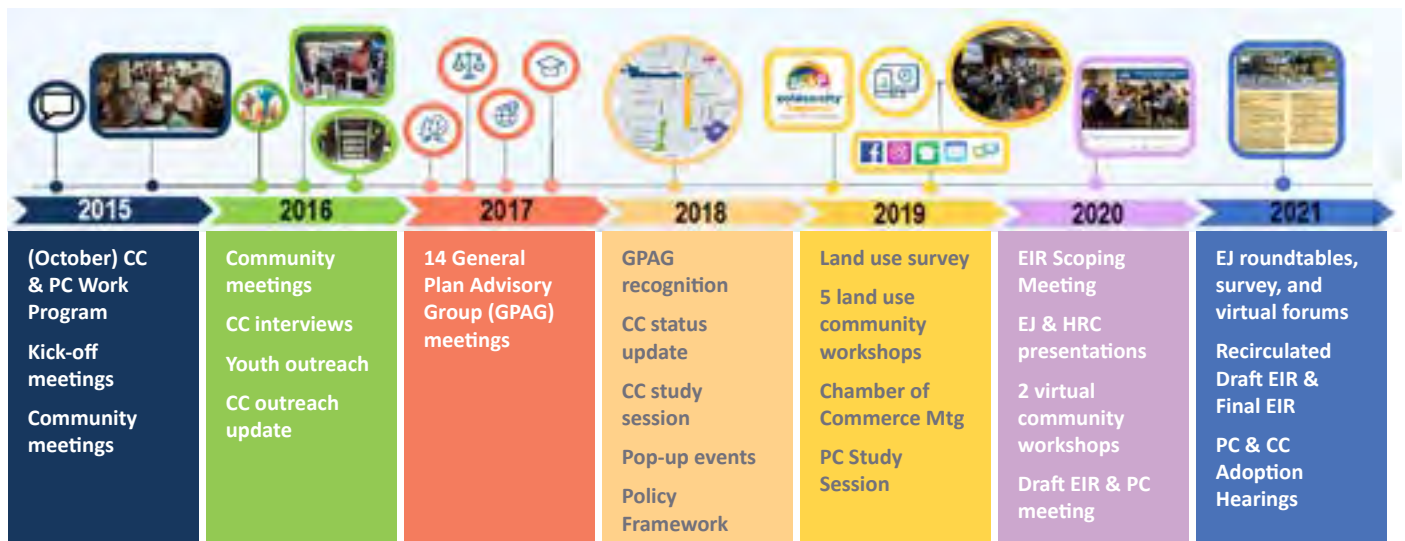
THE UPDATE PROCESS

IDENTIFYING THE NEED FOR AN UPDATE

A key objective in the City of Santa Ana’s 2014 Strategic Plan was to complete a comprehensive update of the City’s existing General Plan, which had not been comprehensively updated since 1982. An updated general plan would reflect current conditions, establish a shared vision of the community’s aspirations, and create the policy direction to guide Santa Ana’s long-term planning and growth over the next two decades.

The City also sought to streamline and refine the current General Plan, building on various updates to the City’s Land Use Element, Circulation Element, Urban Design Element and Economic Development that were completed in 1998.

The update process started in 2015 and took shape over the course of six years and five phases, with each phase including technical work and community outreach.



CC - City Council, PC - Planning Commission, EJ - environmental justice, HRC - Historic Resources Commission, EIR - environmental impact report



PHASE I. COMMUNITY OUTREACH: THE FIRST CONVERSATIONS (2015–2016)

The City of Santa Ana began outreach efforts in the fall of 2015 with a kick-off meeting and one-on-one meetings with City Council. By late 2016, the City had conducted 40 meetings and engaged 485 diverse community members through various in-person workshops and public events.

Community workshops were held with local service organizations, youth representatives, seniors, the business community, and neighborhood leaders. In addition to these focus groups, outreach meetings were held in each of the six City Council Wards.

As part of the City's commitment to local engagement, over 162 Santa Ana youth participated in a summer outreach effort to gather feedback and encourage youth involvement in the update of the Santa Ana General Plan. Their input resulted in the creation of an easy to understand infographic, the establishment of a social media campaign utilizing a customized hashtag (#SantaAnaGeneralPlan), and a series of pop-up events throughout Santa Ana.

In organizing and reviewing community comments, a number of reoccurring topics or themes were identified. These themes and related comments shared by the community are provided below.

- Arts and Culture
- Housing & Neighborhoods
- Business & Economic Development
- Human Services & Social Justice
- Community Facilities & Programs
- Mobility
- Community Safety
- Visual Character & Design
- Health & Sustainability
- Youth Development

PHASE II. GENERAL PLAN ADVISORY GROUP: COMMUNITY DIALOGUE (2017)

The General Plan Advisory Group (GPAG) was formed in 2017 with the stated goal of having a representative sample of various constituent groups help shape the update effort. The GPAG was comprised of 17 members of the public, bringing perspectives from youth, planning commissioners, business owners, community advocacy leaders, and residents. A total of 14 meetings were held over the course of ten months to review, extrapolate, and incorporate the input into the General Plan update process.

The GPAG reviewed and provided feedback on 39 goals and 299 policies through small group discussions. Workshop meetings also included small group exercises to help develop the framework and outreach components of the General Plan update. The GPAG also participated in an exercise to identify areas suited for future development opportunities.

In total, the GPAG assisted with refining community input to create four vision statements, five core values, and three land use maps.

PHASE III. POLICY FRAMEWORK: THE VOICE OF OUR COMMUNITY (2018)

After initial outreach and GPAG dialogue, the Interagency General Plan Technical Advisory Committee (GPTAC) was formed to refine draft goals, policies, and land use focus areas. The resulting draft General Plan Policy Framework was released in late 2018, including the Vision Statement, Core Values, 37 Goals, 288 Policies and five Focus Areas.

The five Focus Areas (see below) represented areas that could provide new housing options, encourage a range of businesses, promote access and linkages to leisure amenities, preserve industrial land, and concentrate development along transit corridors.

- South Main Street
- Grand/17th Street
- West Santa Ana Boulevard (OC Streetcar)
- 55 Freeway/Dyer Road
- South Bristol Street



PHASE IV. LAND USE ALTERNATIVES: A SURVEY OF THE COMMUNITY (2019)

The City conducted a series of community workshops (one per Focus Area) and distributed an online survey to introduce potential new land use designations, affirm the Core Values and Vision Statement, and obtain feedback on preferred land use alternatives and the overall direction of the City's Land Use Plan.

The City developed two scenarios for each Focus Area, generally offering a lower and higher density options. Results of the workshops and land use surveys helped guide the preferred land use option studied for environmental analysis.

PHASE V. ENVIRONMENTAL JUSTICE & CEQA: COMPLETING THE CONVERSATION (2020–2021)

Although the core values of health and equity led to a number of policies and actions designed to address the topic of environmental justice, the City conducted additional analysis, roundtables, and public engagement in 2020 to ensure Santa Ana's disadvantaged communities had opportunities to share their experiences and concerns.

The City released a Draft General Plan and Draft program environmental impact report (PEIR) in August 2020 and a Final EIR shortly after. Based on community input at the Planning Commission public hearing, the City opted to extend outreach efforts on environmental justice and recirculate the Draft PEIR on the topics of open space and air quality.

After additional efforts between Fall 2020 and Spring 2021, the City had conducted a multifaceted environmental justice outreach campaign consisting of two virtual community workshops, 10 community forums (centrally located to affected communities), and a multilingual survey, with flyers and meeting materials provided in multiple languages. The ideas and feedback communicated by residents and stakeholders led directly to revised and new policies and implementation actions.

In August 2021, the City released a revised Draft General Plan and a recirculated Draft PEIR, followed by the Final recirculated PEIR in October 2021. Public hearings were completed in November and December, with the City Council adopting the updated General Plan and certifying the PEIR in December 2021.

FUTURE UPDATES

While amendments can be made to the General Plan, they should be infrequent and based on significant and permanent changes to the context and assumptions that served as the foundation for this General Plan. Any changes or amendments to the General Plan must be consistent with the City's Vision and Core Values as well as any relevant goals and policies elsewhere in the General Plan.

There is no set, explicitly, or quantified timeframe for a comprehensive update. The City conducts an annual review of the General Plan to assess the level of implementation and effectiveness of the goals, policies, and actions. This review is formerly reviewed by City Council and submitted to the Governor's Office of Planning and Research. A more extensive review of the overall General Plan may be warranted every five years (jurisdictions typically plan for comprehensive updates every 10–15 years).

As Santa Ana is a charter city, updates to individual elements can take place as needed. The most common update is an amendment to the Land Use Map as property owners seek to develop something different from what is currently allowed.

The Housing Element is updated every eight years in connection with regional transportation planning efforts. The topic of safety must be reviewed by jurisdictions upon subsequent updates of the Housing Element. The topic of environmental justice must be reviewed upon the subsequent and concurrent update of any two or more elements. Based on the connection between housing and safety updates, the three topics can be expected to reviewed every eight years.



NEXT STEPS

The vision and policy framework of the General Plan elements focus on growing and sustaining a high quality of life in Santa Ana. Implementation of the General Plan (Plan) and realizing its vision will require an ongoing commitment and collaboration by city leadership and the community.

A major step toward implementing the Santa Ana General Plan is updating the zoning code and development standards to guide future development in the Land Use Focus Areas. The comprehensive zoning code update will be crafted through collaboration and meaningful community engagement to create development standards that are consistent with the community's vision and core values.

Lastly, to ensure Santa Ana is following the course charted by the General Plan, a progress review of implementation will be presented to the City Council and shared with the community annually. This annual process will provide an opportunity to prioritize implementation actions, and to allocate funding and resources to support the respective programs and actions. Additionally, a 5-year review of the General Plan will be conducted to set priorities to be achieved during a 5-year cycle, further ensuring the City is meeting the vision, goals, and metrics in implementing the General Plan.

As a living document, the periodic reviews are critical to ensuring that the vision and actions contained within the Plan align with community values and aspirations, and affirming ***Santa Ana Golden City Beyond.***

AMENDING RESOLUTIONS

The following is a chronology of the approved general plan amendments that have been incorporated into this document:

GPA 2020-06, Reso. No. 2022-030- (April 19, 2022)



GLOSSARY

The following is a glossary of terms to help users read and understand the General Plan and the meaning and intent of its goals and policies. Please note that this glossary is not intended to be comprehensive or define terms, acronyms, or abbreviations that are generally well understood or easily looked up using other resources. The focus is on terms that have multiple potential meanings (either in or out of the General Plan context), and to define the intended meaning of such terms to ensure the correct interpretation and implementation of the Policy Plan.

A

AELUP. Airport Environs Land Use Plan (a land use compatibility plan referred to in Public Utilities Code Section 21675).

Accessibility. Accessibility refers to the ability to reach destinations. While mobility focuses on how to get to a particular destination, accessibility focuses on where you are going. For transportation purposes, accessibility also refers to the limitations of individuals to get to a particular destination.

Accommodate. To make room for or provisions for something that is specifically intended to occur.

Action. An activity, program, or initiative undertaken by the City or another stakeholder, typically to implement a policy or goal of the General Plan.

Active transportation. Transportation conducted purely through direct human movement, such as walking, cycling, using a wheelchair, in-line skating, or skateboarding. An active transportation system refers to the pedestrian and bicycling paths that provide opportunities for human-powered transportation.

Advocate. To openly support and promote an action, objective, or goal; also to speak on behalf of an individual or group.

Adaptive reuse. A method by which a building is adapted/modified to a different use from its original use, while its general physical form is retained. See also historic rehabilitation for historical buildings.

Agency. A governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agriculture. Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Air basin. One of 14 self-contained regions in the United States, minimally influenced by air quality in contiguous regions. Santa Ana is located in the South Coast Air Basin.

Air pollutants. Any airborne substance that could, in high enough concentration, harm animals, humans, vegetation, and/or materials. With respect to circulation, air pollutants fall into two main groups: (1) those emitted from identifiable sources (such as vehicles) and, (2) those formed in the air by interaction between pollutants and weather conditions.

Air pollutant emissions. Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant. The South Coast Air Quality Management District has identified primary pollutants including carbon monoxide, nitrogen dioxide, particulates (PM10), reactive organic gases, and sulfur dioxide.

Air pollution control district (APCD). A single-or multi-county agency with legislative authority to adopt and enforce all rules and regulations necessary to control non-vehicular sources of air pollutants in its area. The South Coast Air Quality Management District (SCAQMD) is the designated APCD for the South Coast Air Basin.



Air quality standard. A health-based standard for air pollution established by the federal government and the State. Santa Ana is located in the South Coast Air Basin which is considered a non-attainment area for ozone and a number of other pollutants.

Airport. Any public or military airport, air station, or air facility.

Allow. To be open to something occurring but without any particular effort to make it happen.

ALUC. Airport Land Use Commission.

Ambient air quality. The quality of the air at a particular time and place.

Ambient noise level. The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Americans With Disabilities Act (ADA). A federal law that prohibits discrimination based on disability. Titles II and III of the ADA Act of 1990 include enforceable accessibility standards called the 2010 ADA Standards for Accessible Design. The standards set minimum requirements for state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

Annexation. The means by which an incorporated city or town extends its corporate boundaries. Annexation of unincorporated land into an incorporated city or town is initiated by a petition of affected land owners or registered voters, or by resolution from the incorporated city or town. The process of annexation is overseen by the Local Agency Formation Commission (LAFCO).

Analyze. To methodically examine the desirability or feasibility of something, with a view toward letting the evidence determine the appropriate level of commitment.

APZ. Accident Potential Zone (zones established around some airports based on accident histories and operational characteristics).

Arcade. An arched roof or covered passageway.

Architectural character. The characteristic given to buildings by prominence derived from distinctive and attractive attributes in its architecture and ornamental detailing.

Architectural feature. A prominent or significant part or element of a building, structure, or site,

Architectural style. The characteristic form and ornamental detail of buildings of a particular period.

Arterial street. A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections that generally provide direct access to properties. Please refer to Master Plan of Arterial Highways for a detailed description.

Articulation. Clear and distinct separation between design elements.

Aspire. To direct one's ambitions toward achieving something.

Attractive. Having qualities that arouse interest and pleasure in the observer.

Augment. To add to something that is already in place to make it more desirable, functional, or beneficial.

Automatic aid. Automatic aid is assistance that is dispatched automatically by a contractual agreement between two emergency service departments, communities, or districts when an emergency occurs. It differs from mutual aid, which is arranged on an as-needed and requested basis.

Avoid. To not enable something that will lead to an undesirable outcome.



B

Backlit. Illuminated internally or from the inside.

Bay window. A window projecting outward from the main wall of a building.

Berm. A raised form of earth to provide screening or to improve the aesthetic character.

Bollard. A vertical, freestanding, short post used as a barrier to vehicles.

Bracket. A support element under overhangs; often more decorative than functional.

Bicycle facilities. A general term used to describe all types of bicycle-related infrastructure, including linear bikeways and other provisions to accommodate or encourage bicycling, such as bicycle racks and lockers, bikeways, and showers at employment destinations.

On- and off-street spaces delineated for safe use by bicycles, designated in one of four classes:

- **Class I (shared use or bike path).** A bikeway physically separated from any street or highway. Shared Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.

- **Class II (bike lane).** A portion of roadway that has been designated by striping, signaling, and pavement markings for the preferential or exclusive use of bicyclists.

- **Class III (bike route).** A generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles, or are to be shared with other transportation modes.

- **Class IV (cycle track or separated bikeway).** A bikeway for the exclusive use of bicycles and includes a required separation between the bikeway and the through vehicular traffic. The separation

may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Bikeway. A generic term for any road, street, or path that is designed for bicycle travel, regardless of whether it is designated for the exclusive use of bicycles or is to be shared with other transportation modes. A bikeway network refers collectively to all types of bikeways and facilities.

Buffer / buffer zone. An area of land, structure, feature, or design treatment separating two uses that acts to soften or mitigate the effects of one use on the other.

Building envelope. The three dimensional space within which a structure is permitted to be built on a lot. This space is defined with respect to such development regulations as height, setback requirements, floor area ratio, lot coverage, and intensity standards.

Business Improvement District (BID). A type of special assessment district in which business owners collectively choose to be assessed, with the proceeds then used by local business organizations to improve and promote the business district.

C

California Environmental Quality Act (CEQA). A state law (California Public Resources Code Section 21000 et seq.), requiring state and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Native American Heritage Commission (NAHC). The governor-appointed nine-member commission charged with identifying and cataloging places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The NAHC also



performs other duties regarding the preservation and accessibility of sacred sites and burials and the disposition of Native American human remains and burial items.

Cantilever. A beam or architectural element projecting beyond a wall line without support from below.

Capital Improvements Program (CIP). A program, administered by a city or county government that schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The CIP is generally reviewed annually for conformance to and consistency with the Policy Plan.

Capacity. The ability to provide a service or fulfill an obligation in the desired manner or at a desired level of service.

Circulation system. The entire system of streets, bikeways, transit routes, truck routes, railroad, pedestrian paths, and other routes that people use for driving, walking, bicycling, and moving throughout a city.

Cohesiveness. Unity of composition between design elements of a building or a group of buildings and the landscape development.

Collaborate. To intentionally, willingly work together toward a common objective or goal.

Community assets. Public libraries, public museums, arts and cultural facilities, community/senior centers, and similar facilities open to and for the benefit of the public.

Community character / community identity. The history, culture(s), natural features, and human-built features that a community's residents value and wish to celebrate and maintain. Community character can also be defined as the sum of attributes and assets that make a community unique and establish a sense of place for its residents. Some attributes and assets are tangible, like a unique main street area, while others are intangible, like a general sense of tranquility associated with the natural environment.

Community Noise Equivalent Level (CNEL). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 P.M. to 10 P.M. and after addition of 10 decibels to sound levels in the night before 7 A.M. and after 10 P. M.

Community Revitalization Investment Authority. Community Revitalization & Investment Authorities (CRIAs) are a tool to fund economic development projects within a geographic boundary utilizing tax increment financing. Eligible areas for a CRIA include those that are disadvantaged based on several determinations.

Compatible. In relation to use, the ability for two or more uses to coexist without conflict, with minimal conflict that can be mitigated, or in a beneficial manner. When used in relation to a structure, indicates that the structure is built so that its appearance is similar to that of the principal unit to which the structure is accessory or to the general character of the neighborhood or community with regards to color, materials, construction, lighting, signs, or the emission of sounds, noises and vibrations. See also incompatible.

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

Complete streets network. A system of on- and off-street facilities (e.g., sidewalks, bike lanes, and trails), that enable all users of all ages and abilities to navigate within or through a community area, with an emphasis on mobility focus areas. The system can consist of one or more facility type based on the intended users and access requirements. Individual facilities may overlap or not, serve all or just some users, and be contiguous or disconnected. Complete streets facilities and improvements are subject to physical constraints presented by the local context and financial feasibility limitations.



Comply with. To follow specified existing ordinances, regulations or procedures.

Complement / complementary. Combining or coexisting (e.g., two buildings or land uses) in such a way as to enhance or emphasize the qualities of each other.

Concurrent. Services, facilities, activities or other things that are provided or are occurring at the same time as something else.

Congestion management program (CMP). Required by law for every county to address the impact of local growth on the regional transportation system. Required to receive Measure M2 funds.

Conservation. The management of natural resources to prevent waste, destruction, or neglect.

Consider. To remain open to and evaluate a range of possible actions or outcomes as part of a decision.

Consistent. To be or act in harmony or aligned with something; see also inconsistent.

Consolidate. To bring together aspects, features, or components of a system or locale that can serve better in a combined, merged, or integrated form.

Construct. To build something: buildings, roads, channels, etc.

Context. Local or regional environmental, social, and economic conditions.

Context-sensitive. An approach, design, standard, or practice that is sensitive to and varies according to the local or regional environmental, social, and economic conditions.

Context-sensitive solutions. The planning, design, and implementation of transportation and/or building infrastructure that is in scale and character with surrounding land uses, minimizes negative effects, and adds value to adjacent land uses through design, aesthetics, and other techniques.

Continue. To maintain and/or resume an action.

Cooperate. To work in a positive effort with another entity toward a mutually beneficial end. Such work may take the form of direct action, passive support, or even inaction.

Coordinate. To work in a positive effort with another entity in the process of conducting individual actions or initiatives that relate to each other and that can benefit from concurrent or cooperative activity.

Critical and essential facilities. Public safety and services sites, structures and institutions that, if impacted by an emergency, could exacerbate the problem, reduce a (generally public) entity's ability to respond, or present a significant secondary problem or a problem greater than the original emergency.

D

dB(A). A-weighted sound pressure level or A-level is the sound pressure level that has been filtered or weighted to quantitatively reduce the effect of the low frequency noise. It was designed to approximate the response of the human ear to sound. A-level is measured in units of decibels.

Decibel (dB). A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micro Newtons per square meter).

Dedicate. To offer or set aside for a specific program, action, or use; when in the context of land dedication, the land is generally set aside for public ownership, use, and/or operation or maintenance.

Density. Dwelling units per acre; a measure of residential development.

Design. To conceive in advance the size, shape, qualities, appearance, open space and other attributes of a proposed development, building and related improvements, generally rendered in graphic forms that communicate the anticipated outcome.

Determine. To calculate in advance the nature or outcome of an anticipated action, situation, or proposal.



Discourage. To openly deter (or attempt to deter) an individual, group, or organization from doing something.

Discretionary. An action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

District. Broad portions of the city that have consistent design features and/or a similar character.

Dwelling unit. A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, limited to one kitchen), which constitutes an independent housing unit, occupied or intended for occupancy by one household on a long term basis.

E

Earthquake fault zone. Regulatory zone around active faults created through the Alquist-Priolo Act. Displayed as polygons that encompass mapped fault traces, typically about one-quarter mile in width.

Edge. A break, an interruption or a simple change in the continuity of form in the built environment or open space, or a barrier along the predominant line of sight. A threshold where change occurs which can have the effect of separating or joining.

Encourage. To promote, support, or champion a concept or action; such support may be in terms of political support and coordination, staff resources, and/or financial resources.

Enhance. To improve existing conditions in quality, value, or characteristic.

Enhanced Infrastructure Financing Districts. Enhanced Infrastructure Financing Districts (EIFDs) are financed through tax increment generated from the growth in property taxes collected from within a designated district boundary. EIFDs work by freezing the property tax revenues that flow from a designated project area to the city, county, and other taxing entities at the “base level” in the current year.

Environmental Justice Area or Community.

The City uses a mapping tool from CalEPA called CalEnviroScreen (CES) to identify the most vulnerable and disadvantaged areas in Santa Ana (in the context of SB 1000). The CES tool measures indicators for every census tract in California related to people’s exposure to pollution and quality of life. The results for each census tract are combined and measured against every other census tract, producing a composite score that ranks census tracts from the least impacted to the most impacted. Those ranked in the top 25 percent—shown with values between 75 and 100 percent—are considered and referred to as an environmental justice area, environmental justice community, or disadvantaged community.

A disadvantaged community, as defined by Government Code Section 65302(h)(4)(A), is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation, or an area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code, as amended from time to time respectively.

Equitable. A condition or treatment that is fair and impartial.

Erosion. The process by which soil and rock are detached and moved by running water, wind, ice, and gravity.

Establish. To bring something into being that does not currently exist.

Explore. To search for or examine the nature of a possibility before a commitment is made. Similar to analyze.

Expand. To increase in detail, extent, number, volume, or scope.

F

FAA. Federal Aviation Administration.

Facade. The front of a building.



Facilitate. To make an action or process easier or to help bring about.

Fair share. An allocation of resources, costs, or fees considered equitable and proportional to the needs, impacts, or activity of an existing or proposed project.

Fault / active fault. A fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side. Most faults are the result of repeated displacements over a long period of time. A fault trace is the line on the earth's surface defining the fault. For the purposes of the Alquist Priolo Earthquake Fault Zoning Act, an active fault is one that has ruptured in the last 11,000 years. See earthquake fault zone.

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted. A fault is considered to be an active fault if it has exhibited movement within the last 11,000 years and can be expected to move within the next 100 years. A potentially active fault is a fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000). An inactive fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Feasible. Capable of being done, executed, or managed successfully taking into consideration social, physical, environmental, and/or economic factors.

Feasible, technically. Capable of being implemented because the industrial, mechanical, or application technology exists.

Feature. A noticeable or important characteristic, attribute, or aspect of something.

Fenestration. The arrangement and design of windows in a building.

Finding(s). The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify

action taken or a decision made by the entity.

Fiscal sustainability. The city's capacity to operate and maintain public facilities and to provide public services with a reasonable level of service using the revenue generated for the service or facility or revenue generated by the users or beneficiaries of the service or facility. Fiscal sustainability exists when the city has the financial capacity to operate and maintain public facilities and to provide public services in the short term and over the long term.

Fixed guideway. A transportation system technology, such as a streetcar, that runs along rails that are embedded in pavement in either a dedicated lane of a street or a lane that is shared with other vehicles.

Flood. Refers to the rising and overflowing of a body of water onto normally dry land that is often caused by storm events or breaches of flood control infrastructure. Urban flooding is caused when heavy rainfall creates a flood independent of an overflowing water body, such as when intense rain overwhelms the capacity of an urban drainage system.

Flood zone / flood hazard area. The Policy Plan displays and/or refers to the following simplified categories on flood hazard maps and in policies:

- **FEMA 100-year flood zone.** An area mapped on a flood insurance rate map (FIRM) where a storm with a 1 percent chance of being equaled or exceeded in any given year can cause flood conditions. FIRMs are mapped under the Federal Agency Management Agency's (FEMA) National Flood Insurance Program (NFIP).

- **DWR 100-year flood zone.** An area mapped by the California Department of Water Resources (DWR) that identify 100-year flood hazard areas using approximate assessment procedures. These floodplains are identified simply as flood prone areas without specific depths and other flood hazard data; they are not FEMA regulatory floodplain maps. The state conducts an Awareness Floodplain Mapping project to identify all pertinent flood hazard areas for areas that are not mapped under FEMA's NFIP,



and to provide the community and residents an additional tool in understanding potential flood hazards currently not mapped as a regulated floodplain.

- **FEMA 200-year flood zone.** An area mapped (currently in limited areas) by DWR where a storm with a 0.5 percent chance of being equaled or exceeded in any given year can cause flood conditions

- **FEMA 500-year flood zone.** An area mapped on a FIRM where a storm with a 0.2 percent chance of being equaled or exceeded in any given year can cause flood conditions. FIRMs are mapped under FEMA's NFIP.

Flood insurance rate map (FIRM). The official map on which FEMA has delineated both the areas of special flood hazards and the risk premium zones applicable to the community. Flood hazard areas identified on the FIRM are identified as a special flood hazard area (SFHA). SFHAs are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

Floor-area-ratio (FAR). A measurement used to identify nonresidential land use intensity. The FAR is the ratio of the total gross floor area of all buildings on a lot compared to the total area of that lot. FAR calculations exclude structured park square footage.

Focus areas. Areas targeted for more specific land use planning and design guidance based on their ability to provide new housing options, encourage a range of businesses, promote access and linkages to leisure amenities, preserve industrial land, and concentrate development along transit corridors.

Focus intersections. Urban spaces with intense activity at the encounter point of two paths. A local apex or points where paths meet and appear like peaks.

Food insecurity. The state of being without reliable access to sufficient quantity of affordable, nutritious food.

Fund. To make money available for a prescribed purpose; may be a one-time, periodic, or ongoing commitment.

Funding and financing mechanism. A legislatively authorized public revenue tool covering a distinct geographical area in which revenues may be generated by properties to fund various public facilities and services. Many of these mechanisms also allow for the issuance of debt. Examples of funding and financing mechanisms can include: assessment district, contractual assessment district, business improvement district, community facility district, community services district, multifamily housing district, lighting and landscaping maintenance district, parking district, community revitalization and investment authority, and enhanced infrastructure finance district.

G

Gateways. An Urban space or architectural element that announces the arrival to, or departure from a place. A point of arrival.

Greenhouse gas (GHG). Any gas that absorbs infrared radiation in the atmosphere. State law identifies seven greenhouse gases for which the California Air Resources Board is responsible to monitor and regulate in order to reduce GHG emissions: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and nitrogen trifluoride (NF₃).

Goal. A statement of desired future conditions regarding a particular topic; a goal paints a picture of how something will be in the future. A goal in and of itself is not sufficient to understand its intent, extent, or context. A goal itself is kept simple, with policies, objectives, and implementation actions providing further definition.



Goods movement. The transport of products from their manufacturing origin to their final destination where they will be sold, stored, or used. Moving goods involves airplanes, ships, trains, and trucks.

Grade separation. A bridge or tunnel for a highway, road, or railroad that allows pedestrians, bicyclists, or even cars to cross a major roadway without conflict or delay for a signal light. Without grade separations, vehicles, and bicycles, and pedestrians must physically cross tracks.

Greywater/graywater. Wastewater that is generated in residential buildings, excluding sewage, such as gently used water from bathroom sinks, showers, tubs, and washing machines. The wastewater generated by toilets, kitchen sinks, and dishwashers is called blackwater due to its larger organic load (fecal or organic matter).

Groundwater. Water under the earth's surface, often mapped as basins and confined to aquifers capable of supplying wells and springs.

Groundwater recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage in aquifers. This process can also be conducted artificially by capturing and injecting surface water or recycled water into aquifers.

Ground Failure. Mudslide, landslide, liquefaction, or the seismic compaction of soils.

H

Harmony. A quality that represents and appropriate and congruent arrangement of parts, as in an arrangement of varied architectural and landscape elements.

Hazardous materials. Materials or wastes that either cause or contribute to an increase in mortality, serious illness, or otherwise pose a substantial threat to human or environmental health when improperly managed.

Hazardous waste facilities. Carefully designed off-site facilities accepting hazardous wastes for storage or treatment.

Heliport. An identifiable area on land or water, including any building or facilities thereon, used or intended to be used for the landing and takeoff of helicopters. Does not include temporary landing and takeoff sites. Refueling and overnight maintenance are permitted.

Helistop. An identifiable area on land or water, including any building or facilities thereon, used or intended to be used for the landing and takeoff of helicopters. Does not include temporary landing and takeoff sites. Refueling and overnight maintenance are not permitted.

Historic resources. Buildings, structures, sites, or districts that are considered of particular historical and/or cultural significance. Generally, such resources are listed on a local, state, or federal register.

Historic treatment. The memorialization, preservation, reconstruction, rehabilitation, or restoration of a historic resource.

- **Historic memorialization.** Permanent recognition of an important historical resource through such means as a physical plaque or official designation.

- **Historic preservation.** A treatment for a historic building or landscape that focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.

- **Historic reconstruction.** A treatment for a historic building or landscape that re-creates vanished or non-surviving portions of a property for interpretive purposes.

- **Historic rehabilitation.** A treatment for a historic building or landscape that acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.



- **Historic restoration.** A treatment for a historic building or landscape that depicts a property at a particular period of time in its history, while removing evidence of other periods.

Holistic approach. An approach that addresses the factors that lead to a condition or behavior as well as the treatment of symptoms or enforcement of laws, in order to prevent a condition or behavior.

Household. The U.S. census considers all persons living in a dwelling unit to be a household, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

I

Impact. Generally, the result of an action or inaction; when the term is used in the context of an environmental analysis under the California Environmental Quality Act (CEQA), the term “impact” refers to how a proposed project may directly or indirectly effect specific environmental, infrastructure, and public service factors; a negative impact damages those environmental factors or increases burdens on selected facilities and services.

Identify. To determine characteristics or facts without any predetermination regarding future commitments; gather information only.

Implementation action. An action, procedure, program or technique that carries out or seeks to make progress toward the furtherment of a goal or policy of the General Plan.

Include. To make a part of a consideration or issue under public scrutiny.

Incompatible. To be so opposed in character as to be incapable of existing together without causing conflicts or harm upon one or all parts; conflicting; see also compatible.

Incorporate. The same as include.

Inconsistent. Varying to the point of conflict or contradiction; see also consistent.

Infill development. Development that is constructed on land that has direct access to existing public services and infrastructure. Typically surrounded by largely developed and/or built out areas.

Infrastructure. The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

Innovative. Methods or approaches that are new and original, often (but not always) more advanced.

Install. To put in place at a specified time or place or in a particular sequence.

Integrate. To blend new and existing projects or activities together in a compatible fashion.

Intensity. For non-residential land uses (such as commercial or retail development) or mixed-use projects, intensity refers to the amount of square footage built on a given site. Expressed typically as floor-to-area ratio. Other measurements may involve lot coverage, building bulk, and height.

Inundation area. A defined area downstream from any dam, basin, or impounded body or source of water (including reservoirs, large above ground water tanks, lakes, etc.) that could be flooded in the event of a sudden or complete failure of the structure. The inundation area or zone can also include levees that are breached or compromised, causing water to flood adjacent areas.

Investigate. To examine the accuracy of information provided in support of a proposed project, process, or program.

J

Joint Use. Also called “shared use” or “community use”; occurs when governmental entities, other public agencies, or not-for-profit organizations, agree to open or broaden access to their facilities for community use.



K

[placeholder]

L

Land use designation. Reference term for the classification of generally permitted land use type and intensity as directed by the General Plan. The land use categories are implemented by land use zoning districts, which contain more specific regulations on land use and building standards.

Land use zoning district. Reference for the classification and regulation of land use type and intensity in Chapter 41 of the Municipal Code.

Land Use Map. Reference term for the General Plan Land Use Map showing the distribution of land use designations across the city.

Landmark. In city form terms, a focal point or conspicuous object used as a point of orientation in reference to other objects.

Level of service (LOS). A qualitative measure describing the delivery of service based on the needs and/or desires of customers or users. A LOS standard also generally factors in financial constraints (e.g., amount of user fees or taxes), as well as physical constraints (e.g., topography or distance). In measuring traffic conditions, it is the measurement and categorization of traffic flow based on vehicle speed, density, congestion, and other elements.

Limit. To confine a project or activity within prescribed specifications or performance criteria.

Link. To connect a project, area, function, or activity to another feature or features that would be mutually beneficial and reinforce desired functions.

Liquefaction. A process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

Locate. To place an improvement, function, or use in a particular locale, on property with certain characteristics, or in proximity to specified features to bring about benefits and/or efficiency.

M

Maintain. To keep a system, facility, area, or activity in continuously sound condition, as defined by approved standards.

Mansionization. Term used to describe residential building additions, or building replacements which lack compatibility with the scale and character of the surrounding neighborhood. Typically such additions, or replacements are constructed in conformance with existing development regulations.

Master Plan of Arterial Highways (MPAH). The MPAH establishes a system of countywide arterial highways for long-range transportation planning in Orange County. This plan requires interagency coordination for a variety of street types to ensure safe and efficient transportation.

May. To offer the possibility but not the probability or promise of a certain commitment of resources or support; associated with action or activity that is often desirable and allowed, but implementation of such action or activity is often conditional.

Minimize. To reduce something to the smallest amount or degree feasible.

Ministerial. An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Mitigation measures. Conditions imposed upon a project with the intent of avoiding, or minimizing, the potential negative impact of the project.

Mixed use. Type of development which allows a combination of land uses within a single development.



Monitor. To track the performance of a particular physical condition, activity accomplishment or aspect of change, with a view toward using the results to inform future actions and commitments.

Mutual aid. Mutual aid is assistance that, based on a contractual agreement, is dispatched on an as-needed and requested basis between two emergency service departments, communities, or districts when an emergency occurs. It differs from automatic aid, which is dispatched automatically.

N

Nodes. Urban elements of compatible, intense activity.

Nondescript. Without distinctive architectural form or style. Ordinary and without architectural character.

Nonmotorized transportation. This term is often interchangeably used with active transportation. It typically includes walking, bicycling, and variants such as small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel.

Notify. To advise a specified party or parties regarding an event or change for which there is an obligation to inform or need to know.

O

Objective. A specific condition or state that is an intermediate step toward attaining a goal.

Obstruction. Any object of natural growth, terrain or permanent or temporary construction or alteration including equipment or materials used therein, the height of which exceeds the standards established in Subpart C of Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace.

Open Space. Recreational and green spaces, including parks, commercial open space, manicured landscaped areas, and public facilities such as trail corridors, water channels and rail infrastructure.

Opportunity Zones. An Opportunity Zone is an area designated under the Tax Cuts and Jobs Act of 2017, where new investments, under certain conditions, may be eligible for preferential tax treatment. Opportunity Zones are an economic development tool—that is, they are designed to spur economic development and job creation in distressed communities.

Overdraft. The condition of a groundwater supply in which the average annual amount of water withdrawn by pumping exceeds the average annual amount of water replenishing the aquifer in any ten year period, considering all sources of recharge and withdrawal.

P

Park and Parkland. Publicly accessible sites and green space that are owned and/or managed by the City of Santa Ana to support recreation and social gathering.

Park Deficient Area. Areas of the community that are outside the standard public parkland service radius such as ½ mile for Community Parks and ¼ mile for Neighborhood Parks, respectively.

Partner. To join with another entity in conducting an activity or building a facility that would be mutually beneficial and add value more efficiently than if pursued independently; does not necessarily require financial commitments. Similar to “cooperate”.

Path. In city form terms a path is a traveling route which can take the form of a street, road or other pedestrian or vehicular route which is a fundamental part of the urban fabric of the city and the means by which people circulation throughout the city.

Pedestrian-oriented development. Urban design that provides clear, comfortable, and safe pedestrian access to an area and its surroundings, without reliance on a car.

Periodically. The action will take place or apply to future decisions at specified intervals or times.



Policy. A statement that guides decision-making and specifies public commitment. A policy defines and directs how the city intends to achieve goals.

Prevent. To keep a particular use, condition, activity, or circumstance from occurring; it does not imply complete (100 percent) avoidance or elimination.

Preserve. To maintain something in its original or existing state (verb). An area dedicated to the protection and conservation of biological resources and/or landscapes (noun).

Prioritize. To intentionally direct discretionary investments or actions to one area ahead of other areas. The act of prioritizing is an ad-hoc process that considers a variety of relevant factors. State and federal law and agency requirements, court orders, and County- or City-declared emergencies take precedent over the prioritization direction in the General Plan.

Prohibit. To absolutely disallow something from happening or being built.

Promote. To actively stimulate the likelihood and desirability of something happening; does not require investing public resources in its direct development.

Proportion. Balanced relationship of the size of parts to each other and to the whole.

Protect. To shield from damage to people or property.

Provide. To make something available, typically to a community, organization, or business; it does not imply that the thing is being made available at no cost.

Public infrastructure. Capital facilities that are owned and maintained by public entities, including but not limited to: flood control, water, sewer, transportation, parks, law and justice, fire prevention and protection, public health, and facilities for parks, recreation, and other community services.

Q

[placeholder]

R

Recycled water. Water which, as a result of treatment of waste, is suitable for a direct beneficial use or a controlled use that would not otherwise occur and is therefore considered a valuable resource. A form of water reuse that includes primary, secondary and tertiary treatment of wastewater to produce water suitable for a variety of non-potable applications, most notably for landscaping irrigation and industrial uses. Recycled water is synonymous with “reclaimed water,” “Title 22 Water” (water that conforms to the Uniform Statewide Recycling Criteria), and “treated wastewater.”

Reflect. To embody or represent (something) in a faithful or appropriate way.

Region / regional. A geographic area; or pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Report. To provide public information on a subject or condition.

Require. To absolutely impose an obligation or standard.

Resiliency. The ability to adapt to changing conditions and prepare for, withstand, and rapidly recover from disruption or disasters.

Respect. To give due regard for something or to hold something in high regard.

Restoration. To put back exactly to an original state.

Right-of-way (ROW). The legally granted access that a roadway, railroad, or other travel corridor or transportation facility can use. The right of way can extend beyond the asphalt in a street and include adjacent land.



S

SCAG (Southern California Association of Governments). The metropolitan planning organization, representing six counties that undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California.

Scale. Proportional relationship of the size of parts to one another and to the human figure.

Screening. Structure or planting that conceals from view from public ways the area behind such structure or planting.

Sensitive land uses. Types of facilities that the California Air Resources Board recommends being protected from sources of air pollution. Sensitive land uses include residences, childcare centers, educational institutions, medical facilities, senior care facilities, and parks and recreation facilities.

Shall. Will always be carried out or required; no exceptions.

Shared parking. A land use strategy that optimizes parking capacity, reduces the amount of land developed, and promotes connectivity by allowing complementary land uses to share parking spaces, rather than producing or requiring separate spaces for separate uses.

Should. Will be carried out or required most of the time, unless a very good reason is identified why an exception is acceptable.

Social capital. An intangible resource that community members can draw upon to solve collective problems. It consists of social trusts, norms, and networks that can alleviate societal problems. Civic engagement encourages feelings of reciprocity between community members and facilitates coordination, communication, and collaboration. Social capital can also be understood by examining community events, organizations, facilities, and participants.

Sometimes. Will apply to future decisions under specified conditions or circumstances.

Specify. To establish distinct requirements.

Sphere of influence (SOI). The probable physical boundary and service area of a local agency, such as an incorporated city or town or a special district, as determined by the local agency formation commission (LAFCO). SOIs are planning tools used to provide guidance for individual proposals involving jurisdictional changes, and are intended to encourage the efficient provision of organized community services and prevent duplication of service delivery. A territory must also be within a city or district's sphere in order to be annexed.

While a city/town SOI can include both incorporated and unincorporated lands, the unincorporated lands remain within the jurisdictional control of the county until such time that the land is annexed into the city/town. A city/town is obligated to consider its unincorporated SOI in its general plan, although the county's planning authority remains in place.

Standard. A specific, often quantified guideline, defining the relationship between two or more variables. Standards can often directly translate into regulatory controls.

Streetscape. The scene as may be observed along a public street or way composed of natural and manmade components, including buildings, paving, planting, street hardware, and miscellaneous structures. Examples of streetscape elements include roadways, medians, sidewalks, street furniture, crosswalks, signs, open space, and landscaping, among many other factors.

Strive. To make great efforts or devote serious effort to achieve or obtain something.

Subsidence. The gradual, local settling or sinking of the earth's surface with little or no horizontal motion. Subsidence is usually the result of gas, oil, or water extraction, hydro compaction, or peat oxidation, and not the result of a landslide or slope failure.



Sufficient buildable area. Able to conform to current development standards and requirements from local, state, and federal agencies.

Support. To provide assistance or promotion; see encourage.

Surface rupture. A break in the ground's surface and associated deformation resulting from the movement of a fault.

Sustainable. Able to use a resource or conduct activity at a desired rate or level without depleting resources (e.g., financial or natural) to a point where others cannot rely upon or use them in the future; in some context the term can refer to the long-range viability of the environment, economy, and social equity (referred to as "the three E's of sustainability").

T

Tax Increment Financing. Tax increment financing works by freezing tax revenues from a tax rate area in the interim base year and diverting forecasted tax revenue in future years (known as increment) to pay for improvements and/or pay back bonds.

Tourism Marketing District. A Tourism Marketing District (TMD) is a benefit assessment district proposed to create a revenue source to help fund marketing and sales promotion efforts for lodging businesses. A TMD is similar to a Business Improvement District (BID) where businesses pay an additional fee in order to fund improvements within the district's boundaries.

Traffic calming. Changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through traffic volumes in the interest of street safety, livability, and other public purposes.

Traffic control devices. Signs, signals, or pavement markings (permanent or temporary), placed on or adjacent to a travelway by authority of a public body having jurisdiction to regulate, warn, or guide traffic.

Transit-oriented development. A mix of buildings and land uses, typically within a quarter-mile walking distance of light rail stops or high frequency bus stops. Transit oriented developments commonly contain convenient shopping, office, restaurant, service commercial, and entertainment uses for transit riders.

Transportation demand management (TDM). Strategies that influence long-term travel choices and behaviors. TDM's goal is to improve mobility and decrease negative impacts such as traffic congestion and air pollution. TDM strategies can include: ridesharing, providing commuter subsidies, promoting walking and biking, and encouraging flexible work schedules.

Travelway. A generalized term that refers to any path of land travel, including roads, freeways, bikeways, pedestrian routes, railroad, etc.

Truck traffic, truck trips, or trucking-intensive business. In the context of defining truck traffic or a trucking-intensive business, a truck is a vehicle identified by the Federal Highway Administration vehicle as Class 5 or higher, with the exception of dually trucks and recreational vehicles. A trucking-intensive business is a permitted use that includes the frequent use of trucks as part of its primary activities.

U

Upstream issues. Conditions, such as food insecurity, that exist prior to and contribute to a person's undesirable medical, social, financial, or legal circumstance.

Urban. Development patterns characterized by higher density residential and/or nonresidential development served by frequent transit service and public infrastructure.



Utility hardware. Devices such as poles, crossarms, transformers, and vaults, gas pressure regulating assemblies, hydrants, and buffalo boxes that are used for water, gas, oil, sewer, and electrical services to a building or a project.

V

Vacancy rate. The percentage of unoccupied housing units in a jurisdiction. Vacancy rates usually differ according to tenure and housing type.

Value. A shared asset, principle, standard, social more, and in the judgment of the community, what is important in the lives of its residents and businesses.

Vulnerable population or community. Populations or communities that experience heightened risk and increased sensitivity to natural disasters, emergencies, or severe weather events or conditions; and have less capacity and fewer resources to cope with, adapt to, or recover from such events or conditions.

W

Worker Cooperative. Worker cooperatives are businesses owned and operated solely by its workers. These businesses provide local goods and services, stable jobs for residents, and offer new economic opportunities for lower income workers in the City. A worker cooperative is different from a typical business structure in that the profits are shared amongst the owners and each worker has an equal vote in the direction and actions of the business.

X

[placeholder]

Y

[placeholder]

Z

Zoning. The division of a jurisdiction by legislative regulations into areas (aka land use zoning districts), which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies and the land use designations of the General Plan.







Community Element

Santa Ana General Plan
FINAL, APRIL 2022

A SHARED VISION

Santa Ana is a city that promotes the health and wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq **Eq**^{EJ} EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes “EJ” in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.



▲ **Fiestas Patrias [cover photo]**

On September 14 to 15, 2015, the City sponsored the 41st Annual Fiestas Patrias, celebrating Mexican Independence Day and Latin culture in the city. Thousands attended the free event and enjoyed two full days of top-level entertainment, delicious food, carnival rides and games, art and culture exhibits, and a variety of vendor booths. On Sunday, a parade for Fiestas Patrias (see image) made its way through the Downtown.



COMMUNITY ELEMENT

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RELATED ITEMS UNDER SEPARATE COVER

ENVIRONMENTAL JUSTICE BACKGROUND AND ANALYSIS, OCTOBER 2021

EIR CHAPTERS: 5.4, CULTURAL RESOURCES; 5.14, PUBLIC SERVICES;
5.15, RECREATION; 5.17, TRIBAL CULTURAL RESOURCES



DTSA 5K. People of all ages and abilities showed up to participate in the City's annual 5K fun run in downtown Santa Ana (2016 event shown here). After the 5K run, the streets remained closed for the start of the Ciclovía event, when everyone was invited to walk, run, or bike while stopping to visit local eateries, stores, and health and wellness booths.



COMMUNITY

The Community Element reinforces the City’s values of recreation, culture, education, and health and wellness, and cultivates opportunities for improved quality of life for all residents. The goals and policies of this element can be made operational through partnerships with local agencies and organizations on facilities, activities, and events throughout Santa Ana.

This element works in tandem with other elements of the General Plan, such as the Open Space Element, which contains policies related to parks and recreation facilities.



INTRODUCTION

Building and maintaining an active and thriving community requires the careful cultivation and equitable distribution of diverse recreational, cultural, educational, and health and wellness events, facilities, and systems.

Santa Ana is home to a range of cultural amenities, community attractions, and public facilities, including the Downtown, Bowers Museum, Discovery Science Center, and the Santa Ana Zoo. Residents also enjoy access to Santa Ana College and local schools, parks, churches, and community centers. The City sponsors activities year-round, such as biking/running events, holiday parades, festivals, and other opportunities for exercise, social cohesion, and educational programming.

Community members take pride in celebrating diverse cultures and showcasing public art that reflects their heritage and identity. Throughout multiple stages of their lives, Santa Ana residents seek lifelong learning experiences and are continuously looking to take an active role to improve the quality of life in their neighborhoods and throughout the City.

Dozens of plans and programs implemented by the City and other agencies and organizations overlap with the goals and policies of the Community Element. One example is the Santa Ana Community Arts and Culture Master Plan, which established goals and strategies on topics including cultural equity, infrastructure for the arts, communitywide access, youth programming, and placemaking.



▲ Garfield Community Center

Through coalition building, the need for a community center in the Lacy neighborhood was met through a partnership between the City of Santa Ana and Santa Ana Unified School District. Garfield Community Center opened in 2014 as a joint-use facility that serves the surrounding Lacy neighborhood, Downtown, and the greater Santa Ana community.



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous community-related considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▷ Maintain a diverse culture and strong sense of community
- ▷ Leverage Downtown
- ▷ Increase community participation
- ▷ Improve educational opportunities for youth
- ▷ Expand senior services
- ▷ Ensure equitable access to programs
- ▷ Promote healthy food options



▲ Santa Ana College

Over 36,000 area residents attend Santa Ana College, with the photo above showing the campus' central walkway and facilities. Santa Ana College provides access and equity in a dynamic learning environment that prepares students for transfer, careers, and lifelong intellectual pursuits.

Photo courtesy of Santa Ana College



▲ Community Input

Residents expressed strong desires to maintain and enhance their quality of life through improved recreation, cultural, and educational programming during all phases of the General Plan preparation, including at events such as the 2018 Fiestas Patrias event (pictured above) and focused input such as the 2017 General Plan Advisory Group meetings.



POLICY FRAMEWORK

GOAL CM-1: Recreation and Culture

Provide opportunities for public and private recreation and cultural programs that meet the needs of Santa Ana's diverse population.

POLICY CM-1.1 ACCESS TO PROGRAMS

Provide and maintain access to recreational and cultural programs to serve residential areas. Prioritize the provision of programs for residents living within park deficient or environmental justice areas.



POLICY CM-1.2 COMMUNITY INPUT

Engage residents and community facility users with meaningful and effective participation to provide input and involve them in the decision-making process for community facility improvements and programming.



POLICY CM-1.3 EQUITABLE PROGRAMS

Encourage recreational and cultural programs and activities of local interest that are inclusive and affordable to all.



POLICY CM-1.4 SHARED USE

Expand community activities and programs provided through shared use or cooperative agreements at City facilities or partner sites.



POLICY CM-1.5 EQUITABLE RECREATIONAL SPACES

Promote the development and use of municipal buildings, indoor facilities, sports fields, and outdoor spaces for recreation that serve residents throughout the city,

with priority given to areas that are underserved and/or within environmental justice area boundaries.



POLICY CM-1.6 RECREATION ON PRIVATE PROPERTY

Promote the development and use of privately-owned recreation and entertainment facilities that help meet the needs of Santa Ana residents.



POLICY CM-1.7 CONNECTIONS TO FACILITIES

Support efforts to connect residents and visitors to local and regional cultural, educational, and natural environments.



POLICY CM-1.8 DEVELOPER INVOLVEMENT

Promote developer participation in the provision of community facilities to meet the recreational needs of residents.



POLICY CM-1.9 ART AND CULTURAL PROGRAMMING

Promote art and cultural programs of local interest to provide educational and cultural awareness opportunities.



CONTINUED ON NEXT PAGE >>



<< GOAL CM-1: RECREATION AND CULTURE

POLICY CM-1.10
COMMUNITY ATTRACTIONS

Incorporate placemaking elements and technology into existing and new parks and facilities to encourage use of public spaces, access to educational resources, and community-led activities.

S

POLICY CM-1.11
PROGRAM INCENTIVES

Incentivize use of privately owned property to promote recreation, health, wellness, and art and culture programs.

C H Ed Eq

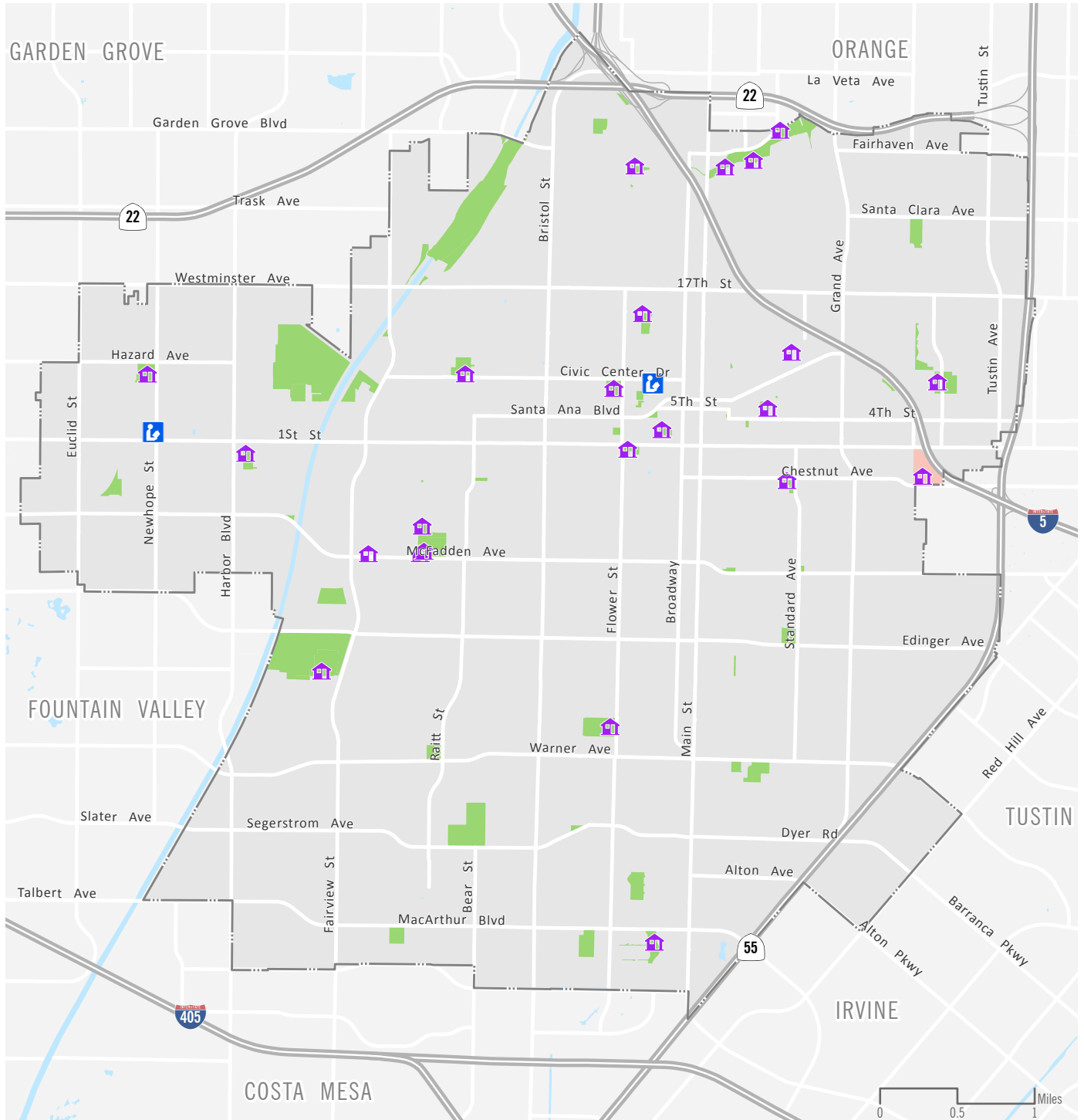


▲ Boca de Oro Festival





The Boca De Oro Festival of Literary Arts and Culture or “mouth of gold,” curates diverse and evocative writers, poets, storytellers, and artists who present their work through literary readings, workshops, panel discussions, poetry slams, spoken word styles, and visual art experiences. An outgrowth of the monthly Art Walks, which started in the 1990s in collaboration with local artists, Boca de Oro is the result of community engagement with Santa Ana’s small businesses through the Santa Ana Business Council in partnership with Santa Ana Unified School District, Santa Ana College, and the City of Santa Ana.

Photo courtesy of Downtown Inc.; poster illustration by Santa Ana illustrator and artist Barbie Godoy

ABOUT THE MAP. This map shows the number, type, and distribution of facilities designed for community gathering, recreation, and learning. Together with Figures CM-2 (Schools and School Districts) and OS-1 (Open Space), the map can identify areas that may be underserved or have limited access to community services and facilities. The City seeks to ensure an equitable distribution of access to these facilities for all Santa Ana residents.



Source: City of Santa Ana 2020 Date Published: 9/19/2020

-  Community Center
-  Parks & Recreation
-  Library
-  Santa Ana Zoo



GOAL CM-2: Education

Provide exceptional, accessible, and diverse educational programs and facilities to meet community needs.

POLICY CM-2.1

SUPPORTING ORGANIZATIONS

Collaborate with both private and public organizations that support early childhood education programs to optimize and expand service capacity.



POLICY CM-2.2

EDUCATIONAL FACILITIES CAPACITY

Partner with local school districts, nonprofit organizations, and other educational providers regarding land use and policy changes to ensure available educational facilities.



POLICY CM-2.3

PARTNERSHIPS WITH SCHOOLS

Strengthen partnerships with local schools to promote safe, supportive, and effective learning environments that foster school and community pride.



POLICY CM-2.4

PARENT PARTICIPATION

Support education, recreation programs, and after school activities that involve parent participation to increase high school graduation and college attendance rates.



POLICY CM-2.5

TRAINING OPPORTUNITIES

Promote and partner with local businesses, schools, and nonprofits offering education, job training, internship, and apprenticeship opportunities for Santa Ana youth and residents.



POLICY CM-2.6

EDUCATIONAL FUNDING

Enhance educational opportunities in the community by expanding and maintaining access to libraries, learning centers, and technology through innovative funding sources.



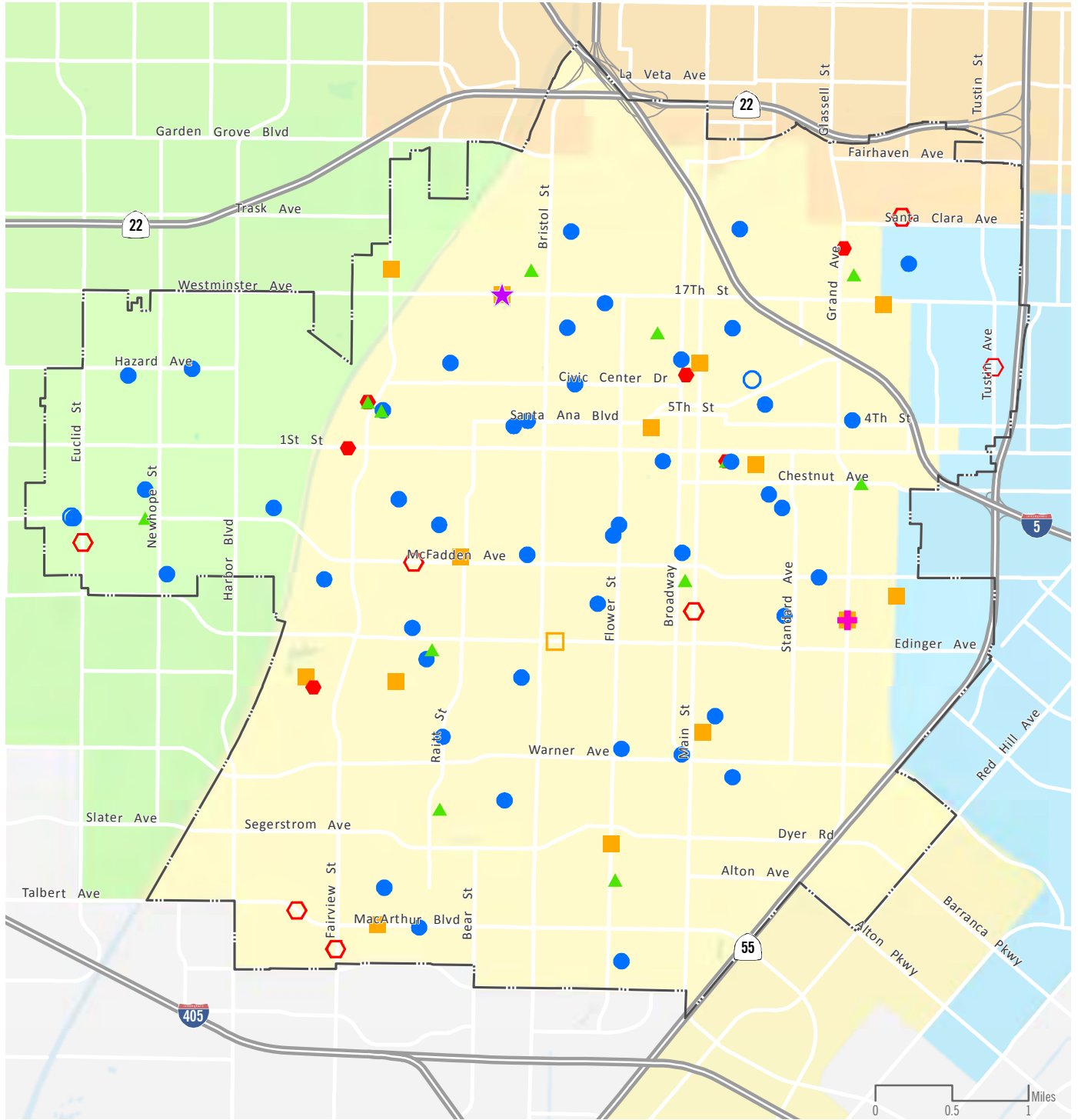
POLICY CM-2.7

LIFELONG LEARNING

Encourage lifelong learning beyond the traditional classroom environment by promoting lectures, learning circles, self-directed discussion groups, learning and skill-building activities, and other educational opportunities at local libraries, historical societies, cultural centers, recreation and community centers, and public spaces.



ABOUT THE MAP. This map shows the number, type, and distribution of public schools, the boundaries of the four school districts, Santa Ana College, and various private schools. The location of public schools and the decision to close existing or open new schools are determined by each school district based on the number of existing and projected students in a given area of the city.



Source: City of Santa Ana 2020 Date Published: 9/21/2020

School District

- Santa Ana Unified School District
- Garden Grove Unified School District
- Orange Unified School District
- Tustin Unified School District

School Type

- Public Elementary
- Public Middle
- Public High
- Public Combined
- Private Elementary
- Private High
- Private Combined
- Adult Education
- Public College



GOAL CM-3: Active Living and Well-Being

Promote the health and wellness of all Santa Ana residents.

POLICY CM-3.1

SUPPORTING HEALTH SERVICES

Collaborate with and provide support to organizations engaged in improving public health and wellness, expanding access to affordable quality health care, and providing medical services for all segments of the community. Encourage greater emphasis on expanding or improving health services to underserved areas and populations.



POLICY CM-3.2

HEALTHY NEIGHBORHOODS

Continue to support the creation of healthy neighborhoods by addressing public safety, land use conflicts, hazardous soil contamination, incompatible uses, and maintaining building code standards.



POLICY CM-3.3

HEALTHY RESIDENTIAL PROGRAMS

Invest in programs and public improvements that educate residents about opportunities to increase their physical activity and improve their health, especially in environmental justice communities with higher risk of negative public health outcomes.



POLICY CM-3.4

SAFE MOBILITY

Promote the overall safety of multimodal streets by developing local and regional programs that educate and inform motorists of nonmotorized roadway users.



POLICY CM-3.5

COMMUNITY SPACES

Encourage positive community interactions and neighborhood pride to create secure communities and promote safe public spaces.



POLICY CM-3.6

HEALTHY OPTIONS

Promote access to affordable, fresh, and healthy food options citywide through efforts such as community gardens, culinary classes, and neighborhood farmers markets.



POLICY CM-3.7

ACTIVE LIFESTYLES

Support programs that promote sports, fitness, walking, biking and active lifestyles.



POLICY CM-3.8

UNDERUTILIZED SPACES

Repurpose underutilized spaces and City-owned vacant land as a strategy to improve community health and increase the number and accessibility of opportunities for health and recreation activities. Prioritize the redevelopment of such sites within environmental justice area boundaries and other areas underserved by parks and recreation opportunities.



CONTINUED ON NEXT PAGE >>



<< GOAL CM-3: ACTIVE LIVING AND WELL-BEING

POLICY CM-3.9
PREVENTION

Coordinate with the County Health Care Agency to promote healthier communities through education, prevention, intervention programs, and other activities that address the root causes of health disparities and inequities in Santa Ana.

H Eq

POLICY CM-3.10
PUBLIC HEALTH

Explore the feasibility of establishing a City Public Health Department with a focus on enhancing local health care access and delivery of health services in the City.

H Eq



▲ Santa Ana Earth Day and Health Fest

The City of Santa Ana provides information and resources to live more sustainably and to enhance personal health, fitness, and active living through events like the 2011 Earth Day and Health Fest at Centennial Park.



Pacific Electric Park Community Garden. Residents from four neighborhoods (Eastside, Cornerstone Village, Heninger Park, and Madison Park) worked together to advocate for the conversion of underutilized land into the Pacific Electric Park and Community Gardens. Within a year of the park's opening, the garden was producing fresh produce.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table CM-1 lists each Community goal in the far

left column and, in columns to the right, identifies related policy numbers from other elements.

Goal CM-2, for example, is supported not only by the policies in this element (CM-1.1 through CM-3.7), but by three policies in the Public Services Element and Policy OS-3.6 in the Open Space Element.

TABLE CM-1. RELATED GENERAL PLAN POLICIES

Community Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
<p>CM-1: Recreation and Culture Provide opportunities for public and private recreation and cultural programs that meet the needs of Santa Ana’s diverse population.</p>	Current Element	M-3.3 M-3.5	-	PS-1 PS-1.3 PS-1.5	-	OS-1 OS-1.1 OS-1.2 OS-1.4 OS-1.10 OS-1.12 OS-2.1 OS-2.2 OS-2.3 OS-2.11 OS-2.12 OS-2.13 OS-2.14 OS-2.15	-	-	LU-2.3 LU-2.9 LU-3.10 LU-4.9	HE-3.4	-	-
<p>CM-2: Education Provide exceptional, accessible, and diverse educational programs and facilities to meet community needs.</p>	Current Element	-	-	PS-2.4 PS-2.5 PS-2.6	-	-	-	-	-	-	-	-
<p>CM-3: Active Living and Well-being Promote the health and wellness of all Santa Ana residents.</p>	Current Element	-	-	-	-	OS-1.6 OS-2.1 OS-2.2 OS-2.3 OS-2.6 OS-2.14	-	-	LU-3.9 LU-4.8	HE-1.3 HE-1.4	-	-

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element





Bao Quang Temple. Located in west Santa Ana, the temple was founded (and partially built) by Thich Quang Thanh, who was not only the abbot but also a renowned local humanitarian and artist. The temple serves as a cultural center, with its interior and exterior grounds filled with statues, artwork, and other artifacts. This image displays some of the temple's ornate interior.

IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan’s aspirations are achieved.

Implementation is in large part contingent on adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. Therefore, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE CM-2. COMMUNITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
Goal CM-1: Provide opportunities for public and private recreation and cultural programs that meet the needs of Santa Ana’s diverse population.		
1.1 ^{EJ}	Engage EJ communities on recreation and cultural programs. Incorporate community stakeholders from environmental justice communities to form an Environmental Justice Action Committee to guide the identification of recreational and cultural programming needs and desires.	PRCSA/PBA 2023
1.2 ^{EJ}	Community conversation. Plan for and conduct a community survey every two years related to community health, pollution concerns, parks, community engagement, and community service needs, with focused outreach to environmental justice priority areas, utilizing various platforms, such as social media and school events, to encourage substantial survey participation.	CMO Every two Years
1.3 ^{EJ}	Collaboration. Develop intentional, strategic partnerships with public, private, and nonprofit entities to improve health outcomes by leveraging capacity, resources, and programs around mutually beneficial initiatives that promote health, equity, and sustainability in neighborhoods within environmental justice area boundaries. Develop a comprehensive partnership policy providing guidelines that can be used throughout the City organization.	PBA/PRCSA 2022-2024
1.4 ^{EJ}	Community coordination on underutilized spaces. Coordinate with community residents, property owners, and other stakeholders to identify vacant and potentially underutilized properties and strategize how such properties could be repurposed into public parks or commercial recreation facilities.	PBA/PRCSA 2022 & ongoing
1.5 ^{EJ}	Alternative facilities. In park deficient and environmental justice areas, identify facilities that are viable alternatives to public parks and municipal facilities for recreational, cultural, and health and wellness programs, including but not limited to school facilities, facilities of faith-based and civic organizations, and privately owned recreation and entertainment facilities. Identify, inventory, and rank other resources for potential park system acquisition, expansion to existing parks, and/or parks development opportunity within the community.	PRCSA 2022
1.6 ^{EJ}	Program accessibility. To ensure residents of environmental justice area boundaries have access to recreational, cultural, and health and wellness programs, establish accessibility corridors that provide attractive, comfortable, and safe pedestrian and bike access to public recreational facilities in the Parks Master Plan (an implementation action of the Open Space Element). Identify public realm improvements needed to create these accessibility corridors. Prioritize investments for accessibility corridors in the city’s capital investment program; include investments for accessibility corridors when investments are made in new parks and recreation facilities within environmental justice area boundaries.	PRCSA/PWA 2022



TABLE CM-2. COMMUNITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
1.7 ^{EJ}	Rental property outreach. Augment the Proactive Rental Enforcement Team and Residential Response Team with additional outreach geared toward absentee owners of rental properties. Create and periodically distribute outreach materials in order to educate absentee owners about legal obligations to maintain and upkeep rental properties. Distribute information to tenants about their rights and protection, so they are not penalized for reporting or living in a dwelling unit that does not meet health and safety standards. Translate outreach efforts into Spanish, Vietnamese, and other appropriate languages. Prioritize such outreach for properties within environmental justice area boundaries.	PBA 2022 & Ongoing
1.8 ^{EJ}	Neighborhood rehabilitation. Continue to seek state and federal funding for neighborhood rehabilitation projects and collaborate with community-based organizations to identify housing issues and improvements needed, especially for housing within environmental justice area boundaries.	CDA Ongoing
GOAL CM-2: Provide exceptional, accessible, and diverse educational programs and facilities to meet community needs.		
2.1 ^{EJ}	Facilities to support lifelong learning. For areas within park deficient and environmental justice areas, conduct, maintain, and publicize an inventory of public, nongovernmental, and private facilities that can be used by organizations to support early childhood education, after school activities, libraries and learning centers, and other meetings and educational opportunities.	CMO 2024
2.2 ^{EJ}	Public realm. Identify areas in need of a public realm plan to provide attractive, comfortable, and safe walking corridors to promote accessibility to community programs or activity centers, in conjunction with the City's Active Transportation Plan.	PWA/PBA Ongoing
GOAL CM-3: Promote the health and wellness of all Santa Ana residents.		
3.1 ^{EJ}	Community health care facilities. Evaluate options to support existing and potential community health care facilities in environmental justice focus areas through a variety of mechanisms such as reduced permit fees, reduced impact fees, and tax incentives.	PBA/CMO 2023
3.2 ^{EJ}	Pedestrian access to health facilities. Ensure that new or redeveloped health care facilities include pedestrian-friendly site amenities. In areas where mobile clinics are stationed, ensure the location is safe and accessible for pedestrians, cyclists, and transit users.	PBA Ongoing
3.3 ^{EJ}	Health Metrics. Engage with the Orange County Health Care Agency and other stakeholders to monitor key health indicators to measure the success of the outcome of General Plan policies and the implementation plan, including reduction in incidence in asthma and low birth weight of infants.	PBA/CMO 2022
3.4 ^{EJ}	Prevention activities. Coordinate with the County Health Care Agency to identify the root causes of health disparities and inequities in Santa Ana, with additional detail for residents living within environmental justice area boundaries. Identify potential programmatic changes and resources to better address the root causes.	PBA/CMO 2022-2024
3.5 ^{EJ}	Environmental Education. Encourage all education institutions in Santa Ana to include curriculum regarding environmental justice and local efforts to promote clean business operations, environmental quality, and the health in our community.	PBA/CMO 2022-2024
3.6 ^{EJ}	Fresh and healthy foods. Pursue programs, incentives, and/or grants to encourage urban agriculture and small grocery or convenience stores to sell fresh foods in the city, especially those within environmental justice area boundaries. Examples include grants or loans to purchase updated equipment, publicity, or directories of healthy food outlets, or connecting stores to wholesale sources of healthy, local, or organic food.	CDA 2022
3.6A ^{EJ}	Food Deserts. Collaborate with Orange County Health Care Agency (OCHCA) to gather and map food desert data, and share publicly through the City's Environmental Quality webpage.	PBA 2024
3.7 ^{EJ}	Public health and wellness collaboration summit. Collaborate with health care providers, health and wellness advocates, and other public health stakeholders to identify ways to improve the provision of and access to health and wellness services throughout the city. Include a discussion on areas within environmental justice area boundaries and other areas underserved by parks, programs and services that support health and wellness.	PRCSA 2022 & ongoing



TABLE CM-2. COMMUNITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
3.8 ^{EJ}	Environmental soil and human health screening measures. Collaborate with Orange County Health Care Agency, and local stakeholders such as Orange County Environmental Justice and UC Irvine Public Health, in efforts to provide increase healthcare services (i.e., blood lead testing, treatment) for residents, especially those that reside in environmental justice communities. Additionally, collaborate to advocate for adjustment of the County and State policies for health and environmental screening levels to promote healthy outcomes related to lead contamination as recommended by health experts.	PBA Ongoing
3.9	Environmental Justice Staff. Identify funding and hire a full-time Environmental Justice staff member to collaborate with the community to implement the environmental justice policies and actions including community outreach, collaboration on environmental health studies, pursuing grants, and coordination with federal, state, and local agencies regarding environmental concerns in the City.	CMO 2022

Notes:

CDA - Community Development Agency

CMO - City Manager's Office

HR- Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

^{EJ} associated with environmental justice policies







Mobility Element

Santa Ana General Plan
FINAL, APRIL 2022

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Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.

MOBILITY VISION

Santa Ana envisions a balanced multimodal transportation system that supports community values. These include a vibrant local economy, healthy neighborhoods, health and wellness, and an attractive environment. Our transportation system connects major activity centers with regional labor, education, and goods markets. Context-sensitive design solutions strengthen the livability, vitality, and safety of our neighborhoods, districts, and corridors. Safe and pleasant bicycling and walking options encourage active lifestyles. While building a 21st century transportation system, the City employs best practices to protect our environment, natural resources, health, and safety.



▲ OC Streetcar Visual Simulation [cover photo]

OC Streetcar is the first modern streetcar project to be built in Orange County and will provide improved transit access to important employment, restaurant, and retail centers in Santa Ana, Garden Grove, and surrounding areas. The Streetcar will also provide a convenient “last mile” connection between Metrolink trains and other transportation modes at the Santa Ana Regional Transit Center.

Visual simulation by OCTA



MOBILITY ELEMENT

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 TABLE M-3: RELATED GENERAL PLAN POLICIES M-19

 TABLE M-4: MOBILITY ELEMENT IMPLEMENTATION M-21

RELATED ITEMS UNDER SEPARATE COVER

TRAFFIC IMPACT STUDY, OCTOBER 2020 (APPENDIX K, R-DEIR)

EIR CHAPTER 5.16, TRANSPORTATION



SOMOS - Sunday on Main Open Streets. In 2014, the City of Santa Ana hosted Orange County's first ever ciclovía, an open streets event where the streets were closed to motorized vehicles and open for people to walk and bicycle. The route connected Santa Ana's vibrant downtown to its historic South Main Corridor, with plenty of family-friendly activities, games, and information booths along the three mile route.

MOBILITY

This Mobility Element is the City's blueprint for moving people, goods, and resources throughout the community. Moving beyond mere functionality, the City seeks to improve the quality of life in Santa Ana by providing more complete streets, offering ways to be more active, and conserving our natural resources. In planning the city's transportation system for the 21st century, the City is also making our community safer, more affordable, and more livable.



INTRODUCTION

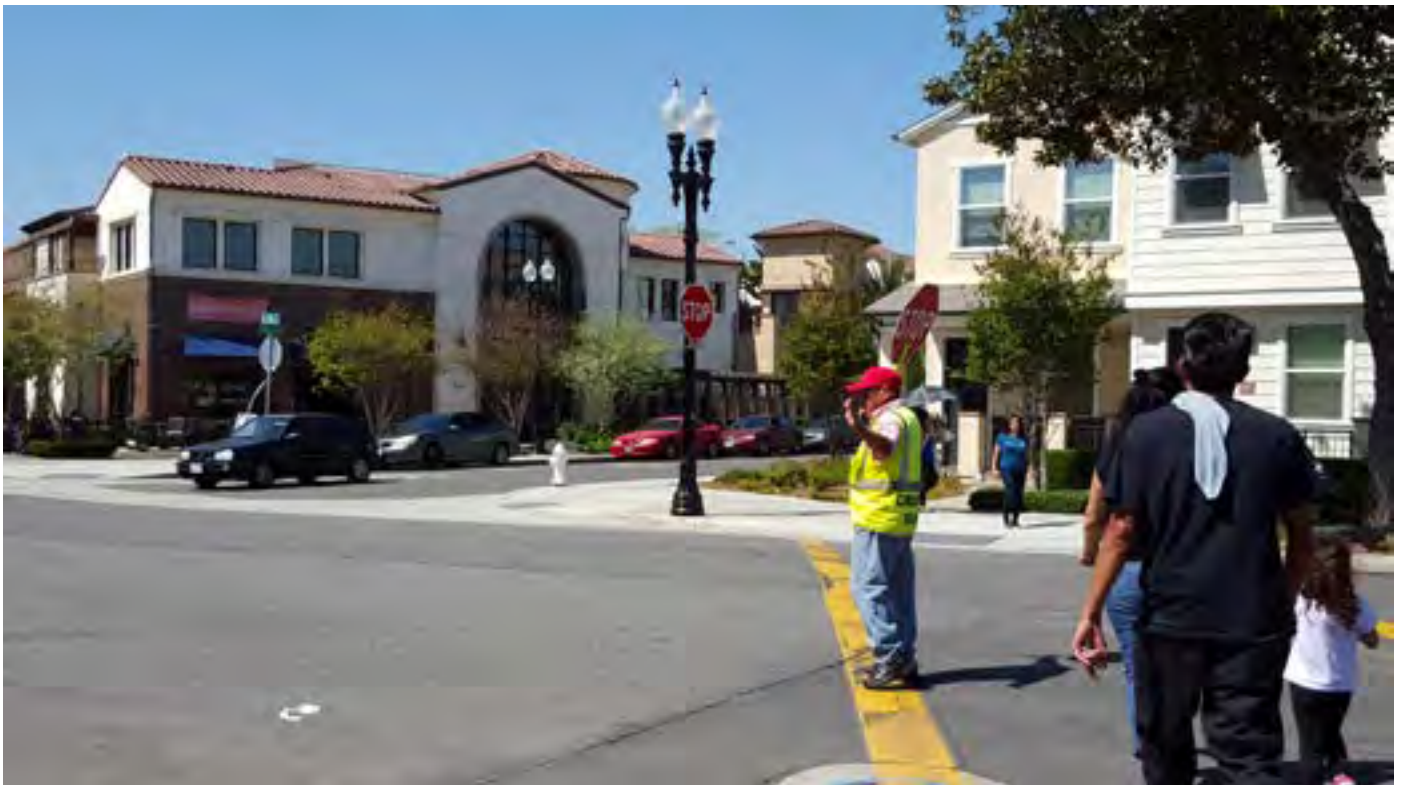
Santa Ana is a city in motion. Santa Ana’s circulation system of over 500 miles of roads keeps this thriving city of over 335,000 people on the move. Yet each of us thinks about our transportation choices in very different ways. For youth, it is about walking or biking to a school, a park, or a friend’s home. For adults, it is about getting safely and conveniently around Santa Ana or making sure children are safe in their travels. For commerce, it is about ensuring access to goods, services, and customers to improve business opportunities.

Santa Ana’s circulation system has been a vital part of its history, dating back to 1869 when the city was originally founded. At that time, the circulation system consisted primarily of dirt roads that connected agricultural fields and farms to the shops and post office. In the 1880s, the Southern Pacific Railroad and Santa Fe Railroad brought rail

transportation to the community, opening it to commerce and housing development. Seventy-five years later, freeways were constructed and later expanded, which provided convenient access for Santa Ana residents and businesses to the greater metropolitan area.

Santa Ana’s circulation system continued to evolve, with added commuter rail and transit routes not only offering options for getting around without a car, but also making Santa Ana the transit and rail hub of Orange County. Looking forward, the City will continue to advance mobility through the OC Streetcar and significant investments in bikeways and pedestrian infrastructure.

Other City planning documents related to circulation are the Alternative Transportation, Safe Mobility, Safe Routes to School, and Street Standard plans.



▲ Crossing the Street in the Lacy Neighborhood

A crossing guard helps a family safely cross Brown Street from Garfield Elementary School and its new Wellness Center (opened in 2020), which is housed in a historic Pacific Electric substation that once served the Red Car railways system.



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous circulation and mobility considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▶ Increase the amount of active transportation opportunities
- ▶ Alleviate parking congestion in commercial areas and neighborhoods
- ▶ Improve safety for bicyclists and pedestrians
- ▶ Expand the availability and frequency of transit
- ▶ Address high traffic speeds and congestion



▲ Community Input

Santa Ana’s engagement for transportation planning has been a progressive effort, starting in 2012 and extending through 2019. Multiple forums were held throughout the city on a variety of topics that began to set the stage for a transformation in how the City, its residents, and its business community think and plan for transportation. Efforts included a wide range of community open houses, workshops (pictured above), youth bike forum, health fairs, General Plan Advisory Group meetings, and many other venues to hear first-hand the concerns regarding the usability, safety, and desirability of the city’s transportation system.

▲ Programs and Activities to Promote Walking and Biking

To make bicycling and walking safer, more fun, and easy to do, the City teams with transit, health, and other local organizations to organize and promote activities such as open streets events, family-friendly bike rides, walk-to-school days, winter evening walk and ride events (pictured at top), food-focused bike rides, female-focused bike rides (pictured above), and walking tours.



POLICY FRAMEWORK

GOAL M-1: Comprehensive Circulation

A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.

POLICY M-1.1

SAFETY

Achieve zero fatalities from traffic collisions through education, enforcement, and infrastructure design.



POLICY M-1.2

BALANCED MULTIMODAL NETWORK

Provide a balanced and equitable multimodal circulation network that reflects current and changing needs.



POLICY M-1.3

TRAFFIC MANAGEMENT SYSTEMS

Utilize technology to efficiently move people and vehicles and manage motor vehicle speeds.



POLICY M-1.4

MOTOR VEHICLE LEVEL OF SERVICE

Maintain at least a vehicle level of service “D” for intersections of arterial streets, except in areas planned for high intensity development or traffic safety projects.



POLICY M-1.5

MULTIMODAL LEVEL OF SERVICE

Ensure that new development and City projects maintain or improve the current level of service for all modes of transportation.



POLICY M-1.6

COMPLETE STREETS

Transform travelways to accommodate all users through street design and amenities, such as sidewalks, trees, landscaping, street furniture, and bus shelters.



POLICY M-1.7

PROACTIVE MITIGATION

Proactively mitigate existing and new potential air quality, noise, congestion, safety, and other impacts from the transportation network on residents and business, especially in environmental justice communities.



POLICY M-1.8

ENVIRONMENTAL SUSTAINABILITY

Consider air and water quality, noise reduction, neighborhood character, and street-level aesthetics when making improvements to travelways.



POLICY M-1.9

REGIONAL CONSISTENCY

Ensure the street network is consistent with standards set in the OCTA Master Plan of Arterial Highways and the Congestion Management Program.



POLICY M-1.10

INTERGOVERNMENTAL COORDINATION

Collaborate with federal, state, SCAG, OCTA, rail authorities, and other agencies to fund and improve the regional transportation system.



CONTINUED ON NEXT PAGE >>



<< GOAL M-1: COMPREHENSIVE CIRCULATION

POLICY M-1.11 EMERGING SERVICES

Promote the development of innovative and safe travel and delivery services through partnerships with business and industry leaders.

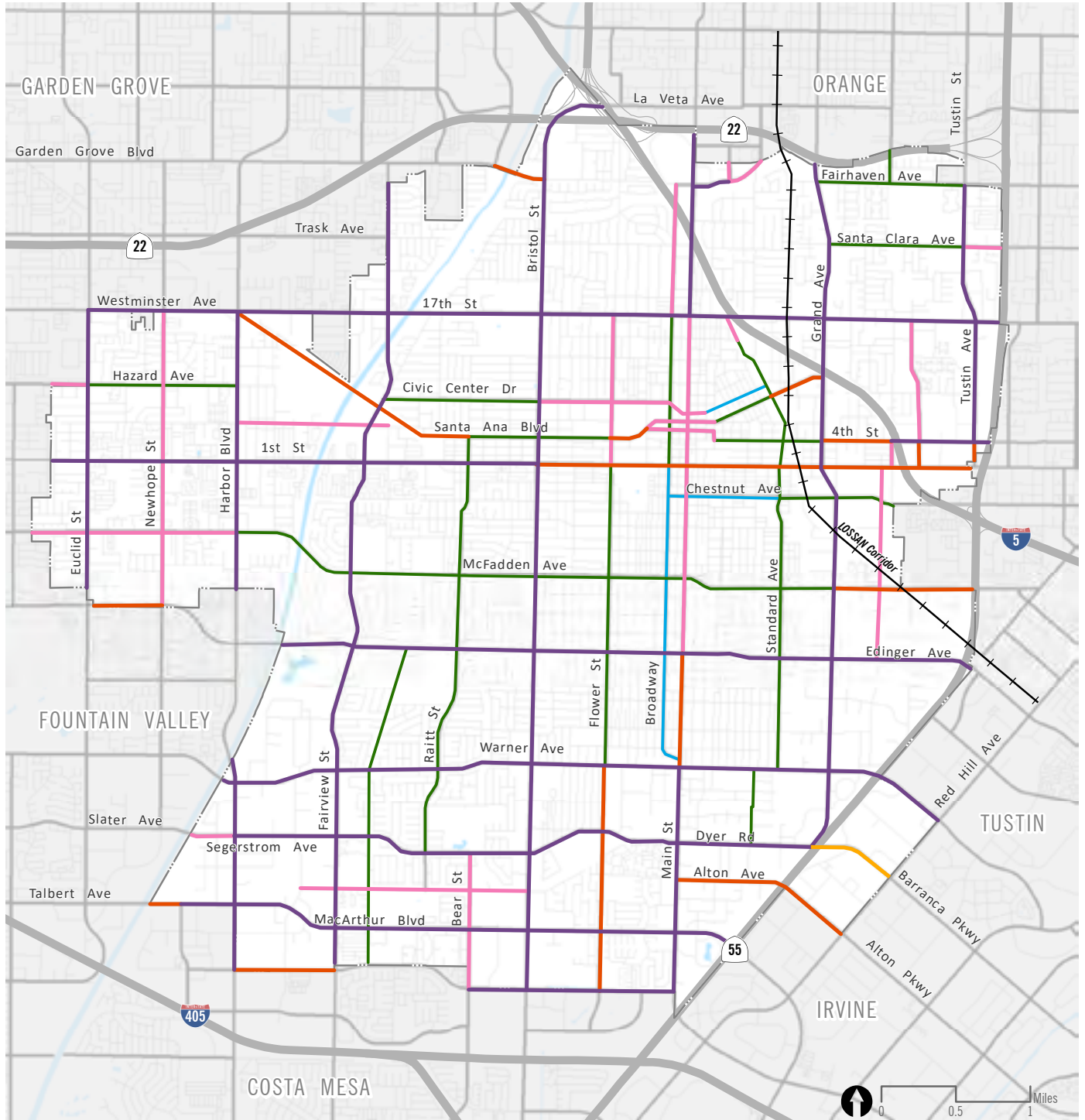
H **Eq** **S**



▲ Complete Streets Improvements along Harbor Boulevard

After the Harbor Corridor Specific Plan was adopted in 2014, the City began implementing improvements (painting, striping, and spacing for a Class 4 Cycle Track) and applying streetscape requirements to new development (wide sidewalks with street trees and lighting) to make Harbor Boulevard a more complete street and accommodate vehicles, transit users, bicyclists, and pedestrians in a safe, efficient, and attractive manner.

ABOUT THE MAP. This map displays the City's long-term plan for an integrated system of streets and highways, with classifications that correspond to the nature and purpose of each roadway. This map reflects the City's efforts to create and maintain a roadway system that fosters the safe and efficient movement of people and vehicles throughout Santa Ana. See Table M-1 for a description of each street classification. Within city limits, the thin grey lines represent local streets.



Source: OCTA Master Plan of Arterial Highways (06/20/2020) and the City of Santa Ana Date Published: 7/12/2021







- | | |
|--|--|
|  Principal Arterial |  Secondary Arterial |
|  Major Arterial |  Divided Collector |
|  Primary Arterial |  Collector |



TABLE M-1. STREET CLASSIFICATIONS

Classification	Description	Examples
Principal Arterial	A street with eight travel lanes and a center median. Typically includes bus transit, pedestrian sidewalks, and bicycle lanes. <i>Typical ROW: 144' / 126' curb-to-curb / 14' median / 10' sidewalk</i>	Dyer Road
Major Arterial	A street with six travel lanes and a center median. Typically includes bus transit, pedestrian sidewalks, and bicycle lanes. <i>Typical ROW: 120' / 100' curb-to-curb / 14' median / 10' sidewalk</i>	Bristol Street, Harbor Boulevard, and Edinger Avenue
Primary Arterial	A street with four travel lanes and a center median. Typically includes pedestrian sidewalks and may include bus transit services and bicycle lanes. <i>Typical ROW: 100' / 84' curb-to-curb / 14' median / 10' sidewalk</i>	4th Street (between Grand Avenue and Interstate 5), and Sunflower Avenue (west of Raitt Street)
Secondary Arterial	A street with four travel lanes and no center median. Typically includes pedestrian sidewalks and may include bus transit and bicycle lanes. Serves more local traffic than a Primary Arterial. <i>Typical ROW: 80' / 64' curb-to-curb / 8' sidewalk</i>	Main Street (through Downtown), and Newhope Street
Divided Collector Arterial	A street with two travel lanes and a continuous center two-way left-turn lane, but may be divided by raised median, with an expanded right-of-way to accommodate bike lanes. <i>Typical ROW: 80' / 64' curb-to-curb / 8' sidewalk</i>	Raitt Street and Standard Avenue
Collector Street	A street with two travel lanes and no center median, typically includes pedestrian sidewalks, may include shared bicycle routes. <i>Typical ROW: 56' / 40' curb-to-curb / 10' sidewalk</i>	Broadway south of 1st Street (north of Civic Center)
Local Street	A street with two travel lanes serving residences and businesses. Typically includes pedestrian sidewalks and on-street parking. May include shared bicycle routes. Local streets are the most common street type. <i>* Not part of the City's MPSH.</i>	Lacy Street, Orange Avenue, Raitt Street, Santa Clara Avenue, Wilshire Avenue



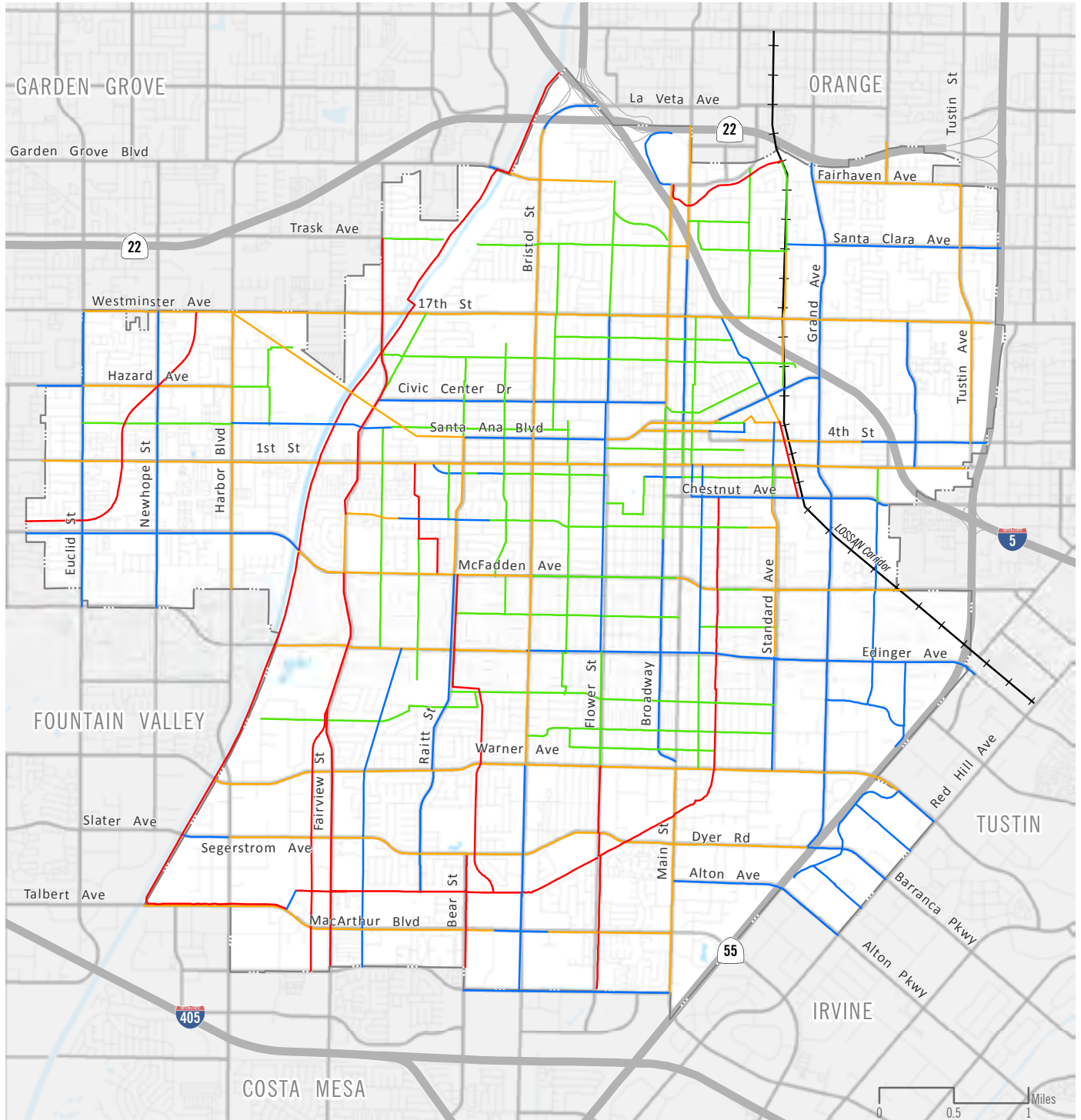
▲ Local Streets in Wilshire Square

Shown here is Russell Avenue at the intersection of Van Ness Avenue in the Wilshire Square neighborhood. Both streets offer two travel lanes, on-street parking, sidewalks, and pedestrian-scaled lighting. Russell Avenue offers wide-canopied street trees while Van Ness Avenue is lined with tall palm trees.

Photo courtesy of Lisandro Orozco



ABOUT THE MAP. This map displays the City's long-term plan for a comprehensive bicycle network, with a hierarchy of facilities that provide varying levels of design, signage, and separation from vehicles. The City intends to provide a safe and efficient system that reduces the reliance on the automobiles and facilitates an increase in bicycling by choice. Table M-2 describes each bicycle classification.



Source: City of Santa Ana (2020) Date Published: 11/8/2021

- Class I Path
- Class III Bike Route / Boulevard
- Class II Bike Lane
- Class IV Cycle Track



TABLE M-2. BIKEWAY CLASSIFICATIONS

Classification	Description	Examples
Class I Bicycle Path	Paved rights-of-way for the exclusive use of bicyclists and pedestrians. Physically separated from vehicle traffic and generally built in locations not served by streets or where vehicular cross-flows are minimized.	Santa Ana River Trail and several segments of Alton Avenue/Maple Street, Santiago Creek Trail, Flower Street, Santa Ana Gardens Channel/Bear Street, and MacArthur Boulevard
Class II Bicycle Lane	One-way routes denoted by a striped lane on a roadway to delineate the rights-of-way assigned to vehicles and bikes. Can be striped adjacent to the curb where no parking exists or striped to the left side of on-street parking lanes.	Bristol Street, Greenville Street, Memory Lane, and Ross Street
Class III Bicycle Route	Bikeways where cyclists share the travel lane with motor vehicles. Typically on low-volume roadways, such as local streets in residential neighborhoods, and may be designated by signage or roadway markings (called sharrows).	Although not always designated by signage, most streets in low-traffic-volume residential neighborhoods are classified as Class 3 routes
Class IV Cycle Track	Local roads that have been enhanced with treatments that prioritize bicycle travel. These treatments might include wayfinding signage, bollards, and traffic-calming features that facilitate safe and convenient bicycle travel, slow vehicle speeds, and minimize vehicular traffic volumes.	Bristol Street and Edinger Avenue

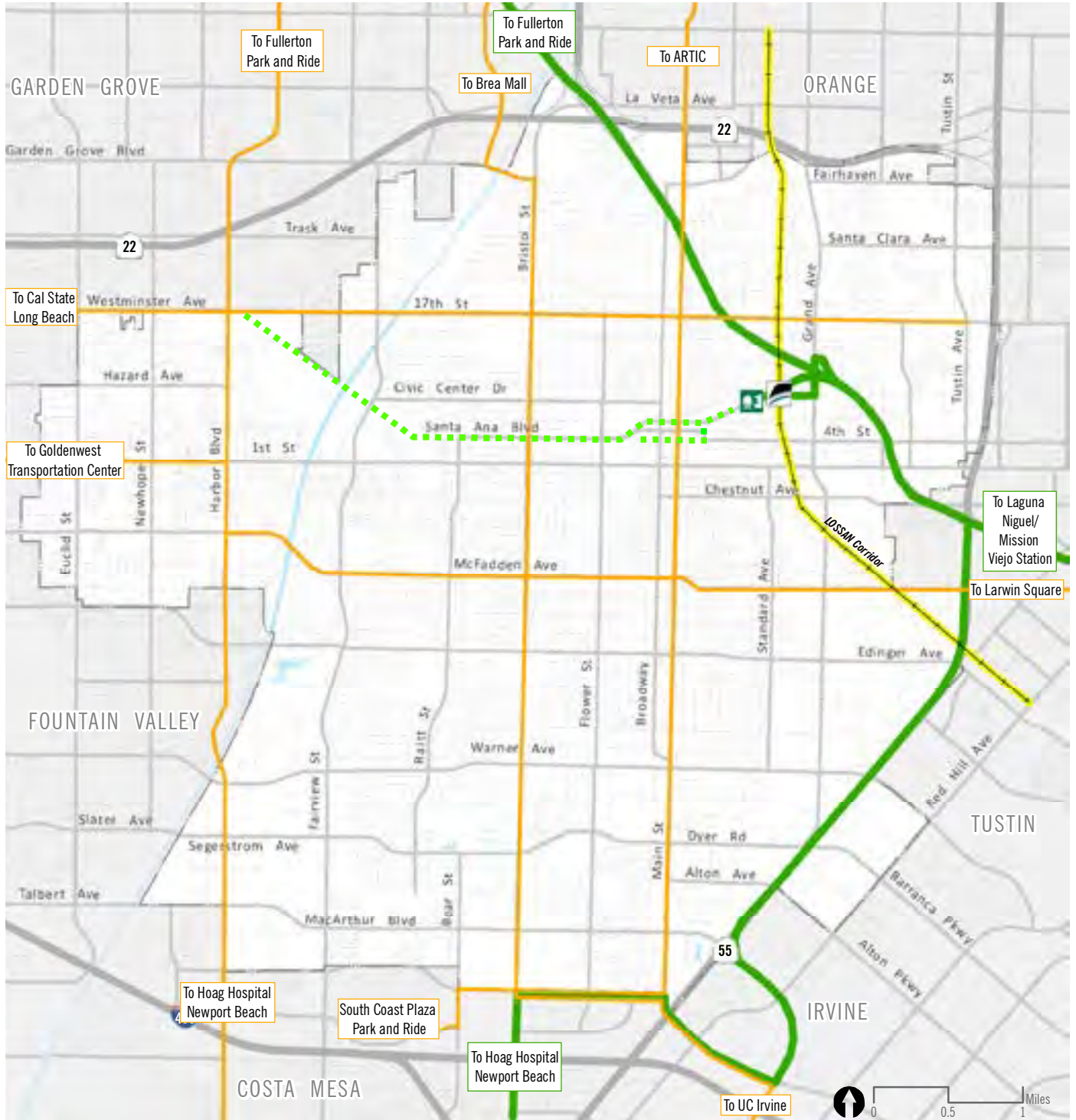


▲ **Cycle Track along Bristol Street**

As part of the Bristol Street Specific Plan, the City constructed (in 2018) a six-foot-wide bike lane, a concrete curb with plantings separating the bike lane from general traffic lanes, and a greenway separating the bike lane from the sidewalk.



ABOUT THE MAP. This map shows the long-term plans of the City and regional transit operators to expand and enhance ways for people to travel within, to, and from Santa Ana by rail, streetcar, and bus. OCTA Transit and Freeway Transit Opportunity Corridors represent bus rapid transit lines; other OCTA bus lines (not shown) run along most major streets in the city.

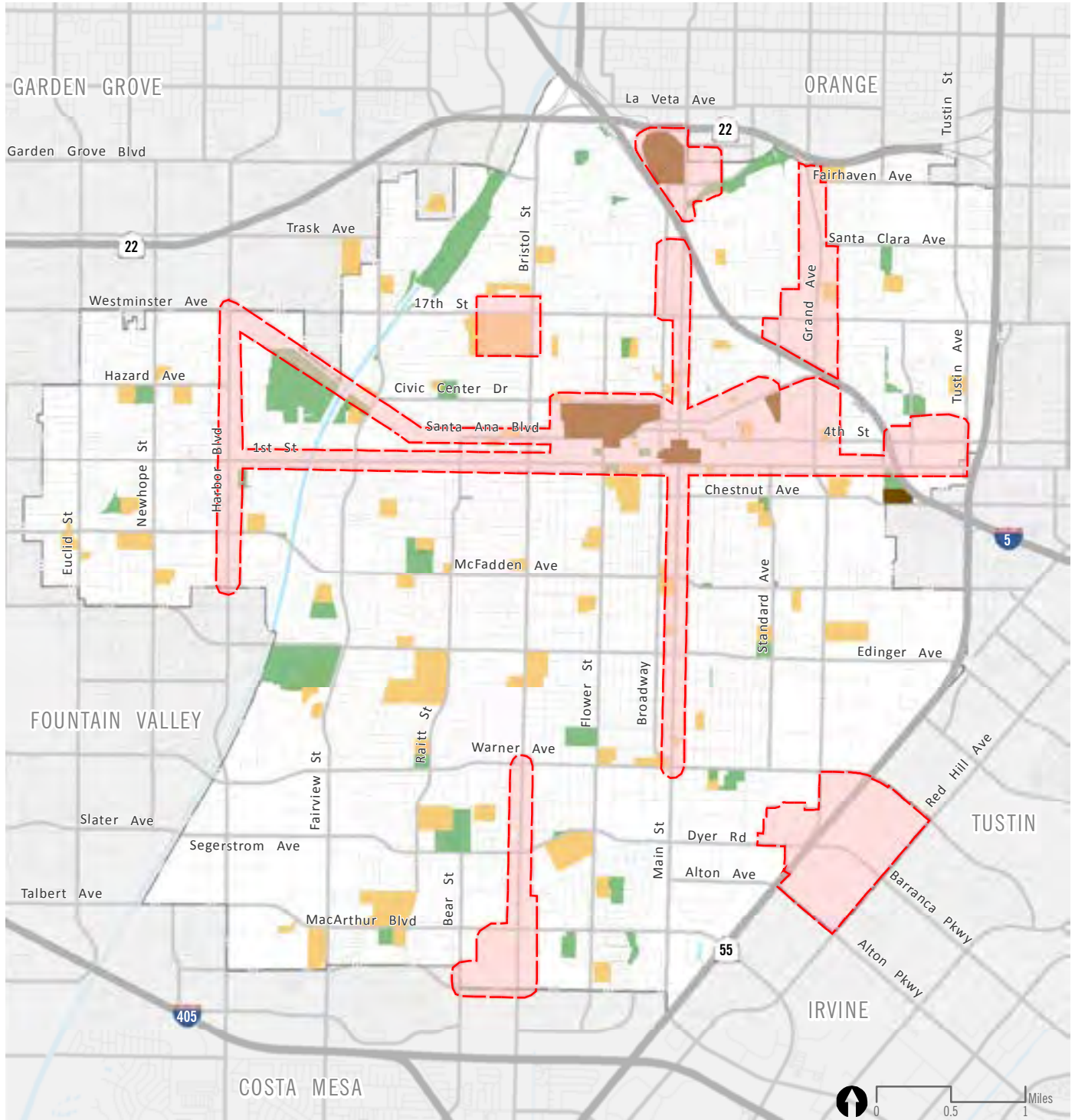


Source: OCTA OCstreetcar Overview, OCTA Transit Vision Plan (June 2020) Date Published: 9/20/2020

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



ABOUT THE MAP. This map shows areas that currently or should support high levels of pedestrian activity based on proximity to activity centers, mixed-use development, and/or transit stops. The intent is to foster a more walkable and active public realm through improvements such as wider sidewalks, safer street crossings, and enhanced streetscapes.



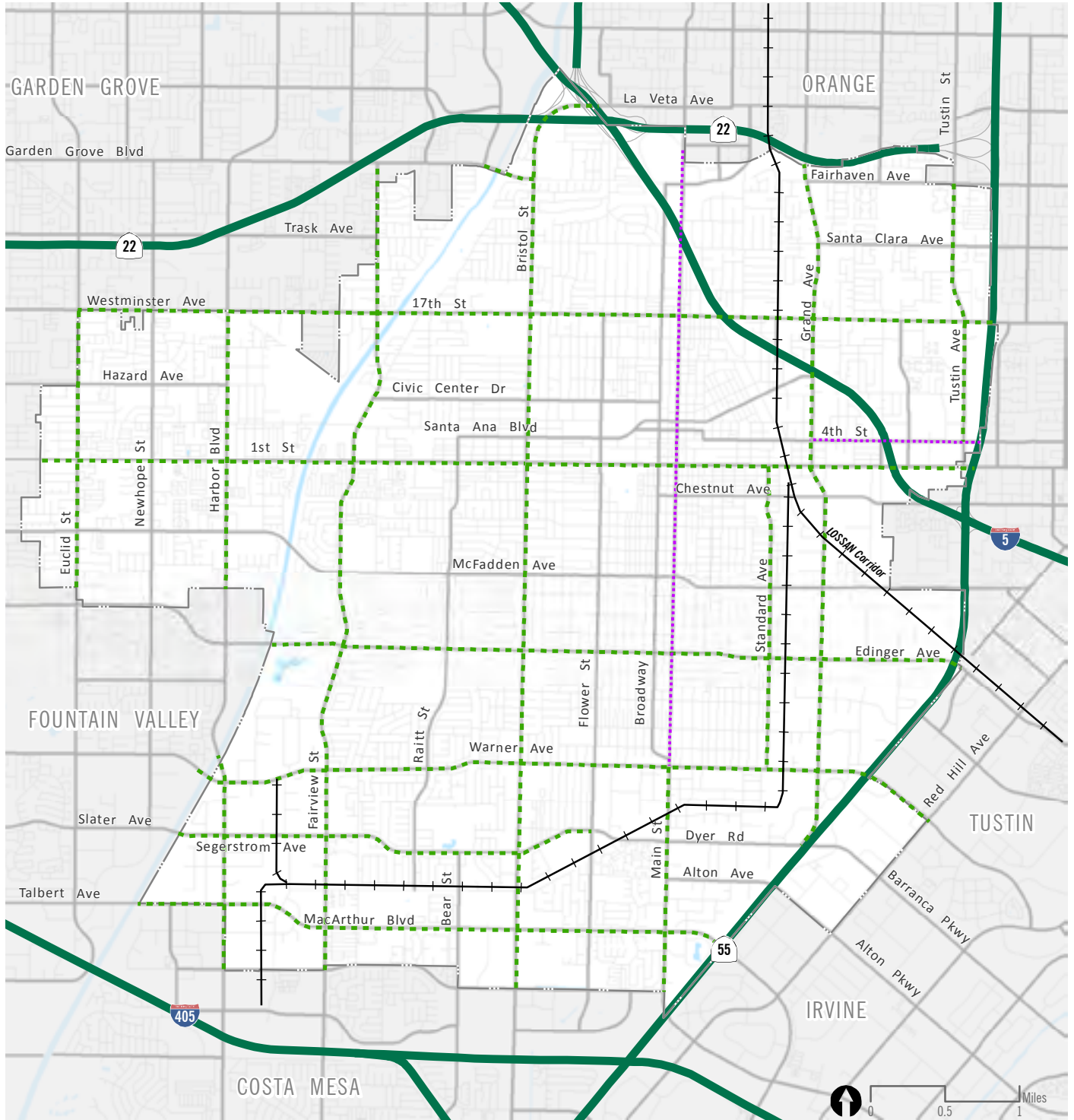
Source: City of Santa Ana 2020 Date Published: 9/20/2020

- Pedestrian Opportunity Zone
- Landmark
- Parks & Recreation
- School

FIGURE M-4
PEDESTRIAN OPPORTUNITY ZONES



ABOUT THE MAP. This map shows the network for transporting materials and goods to and from businesses in Santa Ana, and throughout southern California. The City's street system supports the national network and local businesses via designated truck routes, generally along major or primary arterials that connect to freeways. Except for local deliveries, trucks are prohibited from driving on residential streets or low-volume roadways.



Source: Truck Networks on State Highways District 12 (CalTrans 6/7/2018), California Rail Network (CalTrans 10/31/2018), U.S. Department of Transportation - Federal Highway Administration, City of Santa Ana. Date Published: 9/21/2020

Truck/Freight Rail Routes

- National Network Route
- Local Truck Route / Terminal Access Truck Route
- Local Truck Route
- | Freight Rail Line

Notes: National Network Routes are designated truck routes regulated by federal regulations (Code of Federal Regulations, Title 23, Section 658), and allow trucks that may exceed the limits established under state regulations. Local truck routes designated as a Terminal Access route allow vehicles that exceed the limits established under state regulations (California Vehicle Code Sections 35400/35401). Local truck routes allow any vehicle that exceeds 3 tons, but vehicles must meet other state regulations regarding length and width.





Santa Ana around 1920. Although much has changed in the world, the need for a multimodal transportation system remains constant. Shown here are people walking, driving, biking, and riding the Red Car along 4th Street in Santa Ana. Within the next couple of years, those living and working in Santa Ana will once again enjoy these options.

Photo courtesy of Orange County Archives

GOAL M-2: Regional Mobility

An integrated system of travelways that connects the city to the region, employment centers, and key destinations, making Santa Ana the leader in regional transportation.

POLICY M-2.1

INTERSTATE FREEWAYS

Support Caltrans and OCTA efforts to improve freeway safety, while addressing impacts to neighborhoods.



POLICY M-2.2

TRANSIT SERVICES

Support OCTA, Caltrans, and other regional and local transportation providers to enhance existing transit services to provide residents, workers and visitors with safe, affordable, accessible, convenient, reliable, and attractive transit services.



POLICY M-2.3

REGIONAL TRANSPORTATION CENTER

Continue to promote and develop the Santa Ana Regional Transportation Center (SARTC) as a major transportation hub linking Amtrak, Metrolink, the OC Streetcar, other regional systems, and first and last mile connections.



POLICY M-2.4

COMMUTER RAIL

Support the expansion of commuter rail services and Santa Ana's role as a destination along the Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor.



POLICY M-2.5

OC STREETCAR

Support development and expansion of the OC Streetcar project, connecting neighborhoods, employment centers, and Downtown Santa Ana to activity centers in Orange County.



POLICY M-2.6

HIGH FREQUENCY TRANSIT CORRIDORS

Work with OCTA to support the improvement of transit opportunity corridors to facilitate high frequency transit (e.g., bus rapid transit and other modes) along designated corridors in Santa Ana.



POLICY M-2.7

REGIONAL MOBILITY ACCESS

Enhance access to regional transit, including first and last mile connections, to encourage the use of public transit.



POLICY M-2.8

GRADE SEPARATIONS

Encourage the installation and improvement of grade separations at rail crossings that minimize impacts to adjacent properties and nonmotorized users.



POLICY M-2.9

GOODS MOVEMENT

Maintain a network of truck routes limited to arterial streets to allow for goods movement and protect residential neighborhoods from adverse impacts.



GOAL M-3: Active Transportation

A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles.

POLICY M-3.1

NONMOTORIZED TRAVELWAY NETWORK

Expand and maintain a citywide network of nonmotorized travelways within both the public and private realms that create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers.



POLICY M-3.2

NONMOTORIZED TRAVELWAY AMENITIES

Enhance nonmotorized travelways with amenities such as landscaping, shade trees, lighting, benches, crosswalks, rest stops, bicycle parking, and support facilities that promote a pleasant and safe experience.



POLICY M-3.3

SAFE ROUTES TO SCHOOLS AND PARKS

Lead the development and implementation of safe routes to schools and parks by partnering with the school districts, residents, property owners, and community stakeholders.



POLICY M-3.4

REGIONAL COORDINATION

Coordinate development of the City's active transportation and transit network with adjacent jurisdictions, OCTA, and other appropriate agencies.



POLICY M-3.5

EDUCATION AND ENCOURAGEMENT

Encourage active transportation choices through education, special events, and programs.



POLICY M-3.6

TRANSIT CONNECTIVITY

Enhance first and last mile connectivity to transit facilities through safe, accessible, and convenient linkages.



POLICY M-3.7

COMPLETE STREETS DESIGN

Enhance streets to facilitate safe walking, bicycling, and other nonmotorized forms of transportation through community participatory design.



POLICY M-3.8

SANTA ANA RIVER AND GOLDEN LOOP

Proactively pursue the improvement and restoration of the Santa Ana River natural habitat and the completion of the Golden Loop to serve as a multiuse recreational amenity.



POLICY M-3.9

NEIGHBORHOOD TRAFFIC

Develop innovative strategies to calm neighborhood traffic, increase safety, and eliminate collisions, while also maintaining access for emergency response.



GOAL M-4: Transportation, Land Use, and Design

Coordinated transportation planning efforts with land use and design strategies that encourage sustainable development and achieve broader community goals.

POLICY M-4.1

INTENSE DEVELOPMENT AREAS

Program multimodal transportation and public realm improvements that support new development in areas along transit corridors and areas planned for high intensity development.



POLICY M-4.2

PROJECT REVIEW

Encourage active transportation, transit use, and connectivity through physical improvements and public realm amenities identified during the City's Development Review process.



POLICY M-4.3

TRANSPORTATION MANAGEMENT

Coordinate with OCTA, employers, and developers to utilize TDM (transportation demand management) strategies and education to reduce vehicle trips and parking demands.



POLICY M-4.4

FAIR SHARE IMPACTS

Ensure that all development projects pay their fair share of the system improvements necessary to accommodate the transportation needs of their projects.



POLICY M-4.5

LAND USE DEVELOPMENT DESIGN

Ensure that building placement and design features create a desirable and active streetscape, by prioritizing pedestrian access directly from the street and placing parking lots to the rear of a development site.



POLICY M-4.6

ROADWAY CAPACITY ALTERNATIVES

Promote reductions in automobile trips and vehicle miles traveled by encouraging transit use and nonmotorized transportation as alternatives to augmenting roadway capacity.



POLICY M-4.7

PARKING

Explore and implement a flexible menu of parking options and other strategies to efficiently coordinate the response to parking demands.



POLICY M-4.8

NOISE MITIGATION

Encourage physical and operational improvements to reduce noise levels around major roads, freeways, and rail corridors, in particular around sensitive land uses.



POLICY M-4.9

AIR POLLUTION MITIGATION

Utilize land use, building, site planning, and technology solutions to mitigate exposure to transportation-related air pollution, especially in environmental justice focus areas.



GOAL M-5: Sustainable Transportation Design

A transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.

POLICY M-5.1

ENHANCED STREET DESIGN

Improve the beauty, character, and function of travelways with amenities such as landscaped parkways and medians, bike lanes, public art, and other amenities.

H S

POLICY M-5.2

RAIL CORRIDORS

Coordinate with rail service providers to improve and maintain the aesthetics of rail corridors, reduce noise levels, and mitigate traffic conflicts and other environmental hazards.

H Eq S

POLICY M-5.3

TRAVEL VIEWS

Promote the undergrounding of utilities and the reduction of visual clutter along travelways.

S

POLICY M-5.4

GREEN STREETS

Leverage opportunities along streets and public rights-of-way to improve water quality through use of landscaping, permeable pavement, and other best management practices.

S

POLICY M-5.5

STREET DESIGN

Design and retrofit streets based on their combined land use context and road function to achieve safety objectives.

H Eq S

POLICY M-5.6

CLEAN FUELS AND VEHICLES

Encourage the use of alternative fuel vehicles and mobility technologies through the installation of supporting infrastructure.

S

POLICY M-5.7

INFRASTRUCTURE CONDITION

Enhance travelway safety by maintaining streets, alleys, bridges, sidewalks, lighting, and other transportation infrastructure in excellent condition.

S Eq

POLICY M-5.8

TRAFFIC SAFETY

Prioritize the safety of all travelway users when designing transportation improvement and rehabilitation projects.

H S



Transit Hub. In 1985, the Santa Ana Regional Transportation Center (SARTC) was erected on the site of the former Atchison, Topeka and Santa Fe Railway depot that was built in 1933 and closed in 1982. The SARTC now serves as the hub of Amtrak's Pacific Surfliner and Metrolink's Orange County lines, and shares use of the railroad with the Burlington-Northern Santa Fe and Union Pacific, which serve the city's industrial sector. Santa Ana continues to lead the rail revolution—most importantly, the planned OC Streetcar, set to begin operations in 2022/23.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table M-1 lists each Mobility goal in the far left column and, in columns to the right, identifies related policy numbers from other elements.

Goal M-2, for example, is supported not only by the policies in this element (M-1.1 through M-5.8), but also by Policy CN-3.11 in the Conservation Element, Policy N-1.3 in the Noise Element, Policy S-2.3 in the Safety Element, and Policy UD-7.5 in the Urban Design Element.

TABLE M-3. RELATED GENERAL PLAN POLICIES

Mobility Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
<p>M-1: Comprehensive Circulation A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.</p>	CM-1.1	Current Element	EP-3.4	PS-1.8	CN-1.9 CN-1.10 CN-1.14	OS-2.6 OS-2.14	N-2.1	-	LU-4.5	HE-1.13 HE-1.14 HE-1.8	-	-
<p>M-2: Regional Mobility An integrated system of travelways that connects the city to the region, employment centers, and key destinations, making Santa Ana the leader in regional transportation.</p>	-	Current Element	-	-	CN-3.11	-	N-1.3	S-2.3	-	-	-	UD-7.5
<p>M-3: Active Transportation A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles.</p>	CM-3.4 CM-3.7	Current Element	-	-	-	OS-1.2 OS-1.6 OS-1.7 OS-2.3	-	-	LU-1.7	-	-	UD-3.6 UD-5.4

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



TABLE M-3. RELATED GENERAL PLAN POLICIES

	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
Mobility Goals												
M-4: Transportation, Land Use, and Design Coordinated transportation planning efforts with land use and design strategies that encourage sustainable development and achieve broader community goals.	-	Current Element	-	-	CN-1.10	-	-	-	LU-1.6 LU-2.10 LU-3.6	HE-1.5	-	UD-3.4 UD-3.5
M-5: Sustainable Transportation A transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.	-	Current Element	-	-	CN-1.11 CN-1.12	-	-	-	-	-	-	UD-3.1 UD-3.2 UD-7.2

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



▲ **Santa Ana River Trail**

Nearly four linear miles of trails run along the Santa Ana River through the city’s western area. The City’s vision for the river includes preserving and restoring natural habitat, acquiring land for improvements, protecting water quality, and promoting the Santa Ana River Trail as a nonmotorized transportation route to serve the region. This photo shows a bicyclist along the trail as it passes under the 1st Street bridge.



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. Therefore, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE M-4. MOBILITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL M-1: Comprehensive Circulation A comprehensive circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.		
1.1	Cross-agency collaboration. Coordinate with external agencies to address the impacts of new regional transportation projects on the local network and accommodate complete street practices.	PWA Ongoing
1.2	MPAH. Coordinate with external agencies to ensure the OCTA Master Plan of Arterial Highways accommodates current and future demand for all users while prioritizing the safety of people utilizing non-automobile modes of transportation.	PWA 2022-2035
1.3	Complete streets design. Update the City’s standard plans to include complete streets design strategies.	PWA 2025
1.4	Reduce collisions. Minimize parking from arterial streets to reduce vehicular, bicycle, and pedestrian conflicts.	PWA Ongoing
1.5	Capital Improvement Program. Prepare the annual Capital Improvement Program that corresponds with the City’s general plan goals and implementation actions.	PWA Annually
1.6	Asset Management database. Explore the benefits of an asset management database to coordinate ongoing maintenance of streets, parkway and the public realm.	PWA Ongoing
1.7	Transportation network safety. Continue ITS to provide enhanced safety and efficiency features on the transportation network, including traffic signal synchronization.	PWA Ongoing
1.8	Impact fees. Secure development impact fees and dedications for project-related transportation improvements during City review and approval processes.	PWA 2021-2035
GOAL M-2: Regional Mobility Integrated system of travelways that connects the City to the region, employment centers, and key destinations, making Santa Ana the leader in regional transportation.		
2.1	Cross-agency planning. Work with OCTA and regional transportation agencies on the Long-Range Transportation Plan and to expand bus and rail transit services, particularly transit priority corridors.	PWA/PBA- Ongoing



TABLE M-4. MOBILITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
2.2	Cross-agency coordination. Coordinate with OCTA and transportation agencies to identify a funding, operation, and maintenance plan for the OC Streetcar.	PWA Ongoing
2.3	Bus turnouts. Construct bus turnouts on arterial streets according to OCTA design standards.	PWA Ongoing
2.4	Freeway improvement projects. Participate in Caltrans Advisory Working Groups freeway improvement projects to evaluate benefits and impacts to the Santa Ana local streets.	PWA Ongoing
2.5	Grade separation. Pursue implementation of grade separation between rail crossings and roadways at Santa Ana Boulevard, Seventeenth Street, and Grand Avenue.	PWA 2022-2035
2.6	Regional transit planning. Develop the Santa Ana Regional Transportation Center (SARTC) Master Plan.	PWA/PBA/ CDA 2022-2035
2.7	Wayfinding program. Refine the City's wayfinding signage program to direct travelers to activity centers, Downtown, and Civic Center.	PWA 2022-2035
<p>GOAL M-3: Active Transportation A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles.</p>		
3.1	Active transportation planning. Develop and pursue implementation of a comprehensive active transportation plan.	PWA 2022-2035
3.2	Circulation connectivity. Close the Golden Loop network between Memory Lane and Santiago Creek and between Santiago Park and Lincoln Avenue/Santiago Street.	PWA/PRCSA Ongoing
3.3	Pedestrian accessibility. Implement the City ADA Transition Plan to cost-effectively enhance pedestrian accessibility, with guidance from the Sidewalk Connectivity Plan.	PWA Ongoing
3.4 ^{EJ}	Pedestrian opportunity zones. Prepare public realm plans in pedestrian opportunity zones.	PWA/PBA 2022-2035
3.5	Safe routes to schools and parks. Develop and pursue implementation of a Safe Routes to School Plan and a Safe Routes to Parks Plan.	PWA/PRCSA Ongoing
3.6	Drinking water access. Create a network of public water fountains / bottle fill stations that promote the City's award-winning water, conservation, and substitution of bottled water for affordable public drinking water.	PWA 2022-2035
<p>GOAL M-4: Transportation, Land Use, and Design Coordinated transportation planning efforts with land use and design strategies that encourage sustainable development and achieve broader community goals.</p>		
4.1	Municipal Code update. Amend the code to require parking studies to evaluate requests for parking reductions in all development projects.	PBA 2024
4.2	Downtown transportation planning. Prepare comprehensive Downtown transportation and parking management plan that involves Downtown stakeholders and addresses downtown activity, economic growth, and operational improvements.	PWA/PBA/ CDA 2025
4.3	Downtown transportation improvements. Study the Downtown parking structure facilities, involving Downtown stakeholders, to identify potential operational improvements and monitor the program.	CDA/PWA 2025
4.4 ^{EJ}	Residential parking. Reevaluate the Residential Permit Parking Program to ensure it complies with state law and best practices.	PWA Ongoing
4.5	Citywide Design Guidelines update. Update the Citywide Design Guidelines to strengthen pedestrian and cyclist linkages to development centers and residential neighborhoods and coordinate on-site landscape with public realm landscaping.	PBA/PWA 2022-2027
4.6	Safe travelways. Provide City interagency review of physical improvements and related design standards within travelways and the public realm.	PWA Ongoing




TABLE M-4. MOBILITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
4.7	Bike parking and amenities. Update the City bike parking ordinance to require new major development to provide long-term bike locker parking and amenities, and incentives for inclusion in existing development.	PBA 2022-2027
4.8	Ensure safety. Utilize the City's project review processes to identify and maintain landscaped setbacks along public rights-of-way.	PWA Ongoing
4.9	Trip reduction. Continue to evaluate alternative trip reduction program best practices for City employees, and implement a program that is cost-effective.	HR Ongoing
4.10	Vehicle miles traveled. Maintain vehicle miles traveled (VMT) guidelines in compliance with SB 743.	PWA/PBA Ongoing
4.11	Cross-agency coordination. Maintain ongoing coordination of land use and transportation impacts through joint powers authority agreements with adjacent jurisdictions.	PWA Ongoing
4.12	School partnerships. Pursue partnerships with local school districts to improve coordination of review process for new and rehabilitated school facility improvements, to promote safe and well-designed student pick-up/drop-off.	PWA/PD Ongoing

GOAL M-5: Sustainable Transportation

A transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.

5.1	Safe travelways. Continue design practices that facilitate the safe use of the travelways.	PWA Ongoing
5.2	Street designs. Participate in state and regional transportation agency forums to affect policies for universal street design standards to ensure standards are user friendly, cost-effective, and sustainable.	PWA Ongoing
5.3	Street improvements. Incorporate low impact development (LID) strategies to infiltrate, treat, or harvest urban stormwater runoff in street improvement projects.	PWA Ongoing
5.4	Municipal/development code update. Update the City's design standards and municipal codes regarding landscaping and amenities in the public realm and street parkways, to promote aesthetically pleasing and sustainable corridors.	PWA 2025
5.5	Tree preservation. Re-evaluate the City's street tree maintenance and preservation programs to ensure fiscal sustainability and aesthetically pleasing trees over the long term.	PWA 2022-2035
5.6	Traffic calming. Develop or update neighborhood traffic management plans to facilitate traffic calming measures appropriate and reasonable for the area.	PWA Ongoing
5.7 	Parking management strategies. Evaluate parking management strategies, such as parking assessment districts, to facilitate parking in areas programmed for future development.	CDA 2022
5.8	Air quality improvements. Participate in inter-jurisdictional efforts to promote improvements in air quality and to meet state and federal mandates through advanced technology and TDM programs.	PBA/PWA 2021-2035
5.9	Rail service. Coordinate with rail and transit service providers to address aesthetics, ongoing maintenance, safety, and noise concerns along rail corridors.	PWA Ongoing
5.10	Street medians. Complete construction of medians on major arterial streets.	PWA 2022-2035
5.11	Underground utilities program. Continue to implement the program to underground utilities on arterial streets.	PWA 2022-2035
5.12	Transportation network. Provide upkeep of the City's transportation network based upon an established maintenance schedule.	PWA Ongoing

Notes:

CDA - Community Development Agency

CMO - City Manager's Office


HR - Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

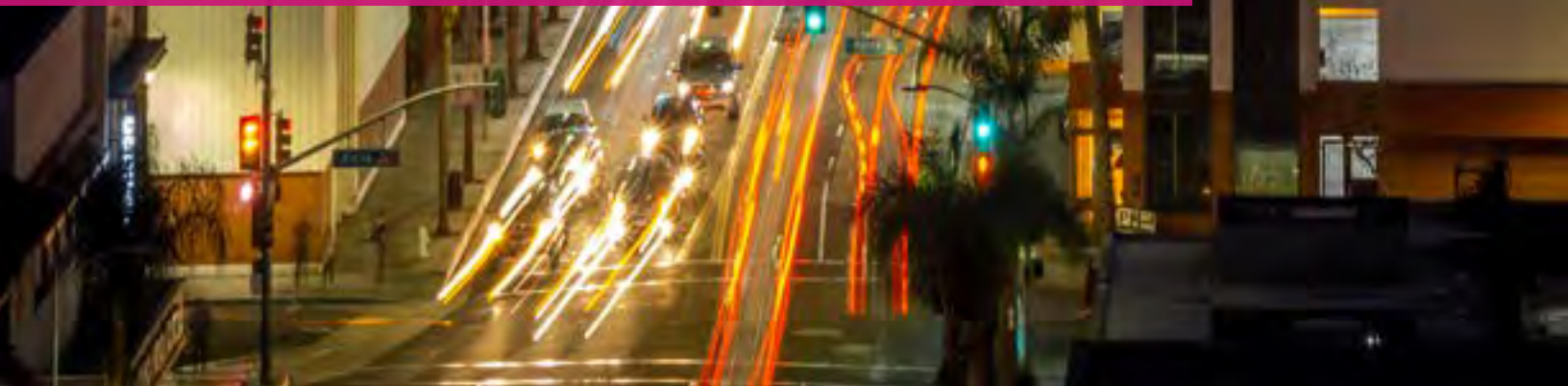
 associated with environmental justice policies





Economic Prosperity Element

Santa Ana General Plan
FINAL, APRIL 2022



A SHARED VISION

Santa Ana is a city that promotes the health and wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq EJ EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes "EJ" in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents' economic wellbeing.



▲ Downtown Santa Ana at night [cover photo]

Downtown Santa Ana is a gathering place for artists, entrepreneurs, and multiple industries. Multiple partnerships between the City, other local agencies, local businesses, and residents reflect the creation of a tight-knit, thriving community that seeks out a shared vision of economic prosperity. The image above shows nighttime activity looking south along Main Street, with 5th Street in the foreground as a cross street.

Photo courtesy of Lisandro Orozco



ECONOMIC PROSPERITY ELEMENT

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COMMUNITY CONSIDERATIONS EP-03

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 GOAL EP-1: JOB CREATION AND RETENTION..... EP-04

 GOAL EP-2: DIVERSE ECONOMIC BASE EP-07

 GOAL EP-3: BUSINESS FRIENDLY ENVIRONMENT EP-09

 GOAL EP-4: ECONOMIC DEVELOPMENT STRATEGIES EP-11

RELATED GENERAL PLAN POLICIES EP-13

IMPLEMENTATION EP-14

TABLES

 TABLE EP-1: RELATED GENERAL PLAN POLICIES EP-13

 TABLE EP-2: ECONOMIC PROSPERITY ELEMENT
 IMPLEMENTATION EP-14

RELATED ITEMS UNDER SEPARATE COVER

SANTA ANA ECONOMIC INDICATORS REPORT, MAY 2020

SANTA ANA FOCUS AREAS FEASIBILITY AND FISCAL IMPACT
ANALYSIS, MAY 2020



Science, education, and commerce. This view of Santa Ana displays the broad range of amenities, assets, and opportunities found across the city. The Discovery Cube (left foreground) provides hands-on exhibits and special programs to bring the wonder of science to people of all ages. The headquarters of Rancho Santiago Community College District can be seen along Broadway, opposite the Discovery Cube. In the background (far left) are the headquarters of Caltrans District 12 and the 15-story Tower 1851 in the Metro East district. Direct access to four major freeways enables businesses to attract customers and workers throughout southern California.

ECONOMIC PROSPERITY

The purpose of the Economic Prosperity Element is to ensure Santa Ana's local economy, and its role in the broader regional economy, expands, maintains, and enhances job opportunities; attracts and retains a balance of business types; provides sufficient revenue for public services; and contributes to the overall quality of life experienced by the city's residents.



INTRODUCTION

Santa Ana is a unique, historic, urban city with significant opportunities to capitalize on its many assets: a diverse and multicultural community; a great location to live, work, and do business; and high quality public facilities and services.

To thrive, the City must continue to diversify its economy to realize more jobs in the community, more urban renewal, and expanded revenue to support the growing demands on City services.

Key to the City's success is making budget decisions that balance the needs of the community with the City's long-term viability. This will require prioritizing spending through annual City budgets and preparing for increased demands on the City's infrastructure and more services as this community grows.

The goals and policies of this element will inform and guide decisions across City government. The City intends that its allocation of resources, the operation of its agencies, and the application of its regulatory authority will cause the local economy to grow and diversify. The City further intends that local economic growth and diversification will reduce and ameliorate poverty, increase overall prosperity, improve health and wellness outcomes, expand housing opportunities, and increase quality of life choices available to city residents.



▲ The growth of a local favorite

Above are small businesses that operate in a commercial center along 17th Street in eastern Santa Ana. One of these businesses is Mariscos El Yaqui, which started as a taco truck in Santa Ana in 2010 and opened a fixed location in 2019. The casual Mexican restaurant continues to operate both locations and is renowned throughout Orange County.



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous economic considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▷ Developing local talent and a skilled workforce
- ▷ Broad economic goals
- ▷ Maintain a business-friendly environment
- ▷ Attract industries with living wage jobs
- ▷ Invest in downtown and citywide
- ▷ Highlight the city's unique and attractive qualities
- ▷ Expand employment opportunities for youth
- ▷ Support small businesses



▲ Economic Development Resources

Santa Ana's One-Stop Center offers a range of services associated with employment, job training, and counseling for adults and youths. Cooperación Santa Ana offers training, coaching, and incubation to low-income residents and families of Santa Ana interested in growing additional income streams and developing their businesses.



▲ Community Input

The community expressed their desires to see broader economic and workforce development, job training for local residents, and greater support and economic success for small businesses during all phases of the General Plan preparation, including at events such as a community meeting in 2016 (pictured above) and focused input such as the 2017 General Plan Advisory Group meetings.



POLICY FRAMEWORK

GOAL EP-1: Job Creation and Retention

Foster a dynamic local economy that provides and creates employment opportunities for all residents in the city.

POLICY EP-1.1 PROTECT INDUSTRIAL

Protect industrial uses that provide quality job opportunities, including middle-income jobs; provide for secondary employment and supporting uses; and maintain areas where smaller emerging industrial uses can locate in a multitenant setting.

Eq S

POLICY EP-1.2 ATTRACT BUSINESS

Strengthen and expand citywide business attraction efforts in order to achieve the city's full employment potential.

Eq S

POLICY EP-1.3 LIVING-WAGE EMPLOYMENT

Promote new and retain existing job-producing businesses that provide living-wage employment opportunities.

Eq S

POLICY EP-1.4 JOB SKILLS

Pursue available financial and tax incentives to improve residents' employment skills and workforce preparation.

Eq Ed

POLICY EP-1.5 ACCESS THROUGH EDUCATION

Support education and employment training on a citywide basis to improve access to higher-wage and emerging occupations.

Eq Ed

POLICY EP-1.6 COMPREHENSIVE APPROACH

Collaborate with chambers of commerce, educational institutions, and other partners to prepare residents to seek and thrive in current and emerging employment environments.

Ed

POLICY EP-1.7 TARGETED RESOURCES

Target business attraction and retention resources to firms with high positive net revenue implications for local government, particularly those engaged in business-to-business taxable sales transactions.

S

POLICY EP-1.8 GROWING TAX BASE

Collaborate with the chambers of commerce to promote fiscal stability and growth of sales tax and employment generating businesses in the city.

S

POLICY EP-1.9 AVOID CONFLICT OF USES

Avoid potential land use conflicts by prohibiting the location of sensitive receptors and noxious land uses in close proximity.

H Eq^{EJ} S

POLICY EP-1.10 CREATIVE CLASS

Target the attraction of arts and culture related industries to create jobs, attract investments, and stimulate the local economy through tourism.

C S





Advances in manufacturing technology. Santa Ana College provides training, certificates, and degrees in manufacturing technology, giving people the job skills to compete in and adapt to industry changes. Jobs in manufacturing provide living wages, and economic forecasts continue to project continued growth and demand for high-skilled labor.

Photo courtesy of Santa Ana College

Harveys: retail and manufacturing in one place. What started in a garage in 1998 in Santa Ana is now a burgeoning operation that produces and sells about 60,000 purses a year. A former diesel truck repair yard was converted by Harveys in 2019 into a place where retail sales and manufacturing occur in the same location.

Photo courtesy of Harveys



GOAL EP-2: Diverse Economic Base

Maintain and enhance the diversity and regional significance of the city's economic base.

POLICY EP-2.1

HIGH-GROWTH BUSINESSES

Promote economic development opportunities in high-growth business clusters that match the changing skillset of the city's resident population.

Eq S

POLICY EP-2.2

DELIBERATE INVESTMENT

Pursue business attraction and retention prospects in sectors which broaden and strengthen the local economy.

Eq S

POLICY EP-2.3

COMPLEMENTARY BUSINESSES

Encourage the development of mutually beneficial and complementary business clusters within the community.

Eq S

POLICY EP-2.4

COMMUNITY-LED ECONOMIC DEVELOPMENT

Support community-based economic development initiatives, such as buy-local campaign, marketing strategies, and worker cooperatives.

Eq^{EJ} S Ed

POLICY EP-2.5

SUFFICIENT INDUSTRIAL LAND

Ensure sufficient availability of industrial zoned properties and businesses that provide employment opportunities for the city's resident population.

Eq S

POLICY EP-2.6

SMALL BUSINESS ASSISTANCE

Support and encourage small business development, incubators, and microenterprises through start-up assistance and identification of fiscal resources for entrepreneurship.

Eq S Ed

POLICY EP-2.7

INFRASTRUCTURE AS AN AMENITY

Provide state-of-the-art infrastructure systems with sufficient capacity to attract emerging businesses, encourage efficient public service delivery, and foster a sustainable community.

C S

POLICY EP-2.8

EMERGING BUSINESSES

Pursue and grow emerging business and industry that further fiscal and environmental sustainability of the community.

S

POLICY EP-2.9

ENERGY CONSERVATION

Collaborate with utility providers and regional partners to encourage business and industry to improve performance in energy efficiency, water conservation, and waste reduction.

S

CONTINUED ON NEXT PAGE >>



<< EP-2: DIVERSE ECONOMIC BASE

POLICY EP-2.10 GREEN BUSINESS

Support the growth of a diverse green business sector that facilitates and promotes environmental sustainability and creates a competitive advantage for business attraction activities.

H S

POLICY EP-2.11 GOODS PRODUCING SECTOR

Support economic development initiatives and land use strategies that preserve and foster an environment that allows the goods producing sector to thrive.

S

POLICY EP-2.12 RESILIENCY

Collaborate with governmental agencies and businesses to develop, maintain, and deploy physical and financial strategies that enable businesses of all sizes and their employees to withstand and recover from the acute impacts of flooding, extreme weather events, and public health epidemics or pandemics.

H Eq S



◀ Buy-Local Campaign

Locally owned businesses are the backbone of our local economy and the foundation of Santa Ana's unique culture. Locally owned businesses are also more likely to recirculate revenue to other local suppliers.

GOAL EP-3: Business Friendly Environment

Promote a business friendly environment where businesses thrive and build on Santa Ana's strengths and opportunities.

POLICY EP-3.1

LEVERAGE HISTORIC AND CULTURAL ASSETS

Market the city's historic and cultural assets to increase the attraction of businesses and their employees to Santa Ana's places and destinations.



POLICY EP-3.2

CITY BRANDING

Promote Santa Ana as a "Smart City" and regional leader in sustainability, equity, innovation, place making, collaboration, and community pride in products made in Santa Ana.



POLICY EP-3.3

MITIGATE IMPACTS

Promote the development of sustainable and equitable new land use plans that proactively reduces negative health and economic impacts on existing residents and businesses, especially in environmental justice communities.



POLICY EP-3.4

COMPLETE COMMUNITIES

Encourage the development of "complete communities" that provide a range of housing, services, amenities, and transportation options to support the retention and attraction of a skilled workforce and employment base.



POLICY EP-3.5

SIMPLIFY THE PROCESS

Provide a streamlined development process and assist businesses with permit processing.



POLICY EP-3.6

RESPONSIVE TO TRENDS

Maintain flexible and up-to-date land use regulations that are responsive to changing business trends, best practices, technological advancements, and community needs.



POLICY EP-3.7

FACILITATING INVESTMENT

Promote a solution-based customer focus in order to facilitate additional development and investment in the community.



POLICY EP-3.8

COMPREHENSIVE ANALYSIS OF LAND USE

Pursue a balance of fiscal and qualitative community benefits when making land use decisions.



POLICY EP-3.9

CIVIC CULTURE AND COMMUNITY SERVICE

Facilitate a business culture that encourages community service and wellness programs for residents and employees.



CONTINUED ON NEXT PAGE >>



<< EP-3 BUSINESS FRIENDLY ENVIRONMENT

POLICY EP-3.10 RETHINKING STRIP-COMMERCIAL

Promote the creation of distinctive neighborhood serving districts through the renovation or redevelopment of existing strip-commercial development.

S

POLICY EP-3.11 IMPROVE IMAGE

Create vibrant public spaces through arts and culture projects that enhance urban quality of life, expand the tax base, and improve regional and community image.

C H S



▲ Downtown Santa Ana Artwalk

Since 1999, the Downtown Santa Ana Artwalk has been an epicenter of creativity, expression, and inspiration for artists, art enthusiasts, and those who simply want to engage in a vibrant, living city filled with culture.

Photo courtesy of Downtown Inc.

GOAL EP-4: Economic Development Strategies

Promote strategies that create an economic development mindset integrated throughout City Hall.

POLICY EP-4.1

ECONOMIC DEVELOPMENT RESPONSIBILITY

Promote a spirit in which economic development is the responsibility of each elected official, appointed official, and City employee through ongoing quality customer service.

C **Ed**

POLICY EP-4.2

ECONOMIC DEVELOPMENT TRAINING

As financial resources are available, invest in economic development training for staff, elected and appointed officials, and key community stakeholders.

Ed

POLICY EP-4.3

BUSINESS VISITATION

Encourage frequent dialogue between City representatives and owners and managers of businesses operating in Santa Ana.

S **Ed**

POLICY EP-4.4

ECONOMIC DEVELOPMENT STRATEGY

Adopt and regularly update a comprehensive economic development strategic plan, either as a stand-alone plan or as part of the City's Strategic Plan.

C

POLICY EP-4.5

ECONOMIC DEVELOPMENT PARTNERS

Collaborate effectively with regional economic development partners to achieve specific measurable goals for Santa Ana.

Ed

POLICY EP-4.6

PUBLIC-PRIVATE PARTNERSHIPS

Prioritize municipal initiatives and investments in areas in which private sector businesses and property owners are voluntarily providing private funding through special financing districts (such as assessment districts and business improvement districts).

S



◀ Public/Private Partnerships

A unique collaboration between local government agencies, education partners, community organizations, and business leaders, the Santa Ana WORK Center is committed to preparing the competitive workforce our local businesses and industries need to thrive while connecting people to better skills, better jobs, and better lives.





One Broadway Plaza. At 37 stories and reaching almost 500 feet at its peak, the mixed-use tower will become the tallest building in Orange County and an iconic landmark for Santa Ana. Roughly half the building would be residential with the other half designed for professional office.

RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table EP-1 lists each Economic Prosperity goal in the far

left column and, in columns to the right, identifies related policy numbers from other elements.

Goal EP-1, for example, is supported not only by the policies listed in this element (EP-1.1 through EP-4.6), but also by Policy CM-2.5 in the Community Element and three policies in the Land Use Element.

TABLE EP-1. RELATED GENERAL PLAN POLICIES

Economic Prosperity Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
<p>EP-1: Job Creation and Retention Foster a dynamic local economy that provides and creates employment opportunities for all residents in the city.</p>	CM-2.5	-	Current Element	-	-	-	-	-	LU-2.1 LU-2.2 LU-2.7	-	-	-
<p>EP-2: Diverse Economic Base An integrated system of travelways that connects the city to the region, employment centers, and key destinations, making Santa Ana the leader in regional transportation.</p>	-	-	Current Element	-	CN-1.10 CN-1.13	-	-	-	LU-1.8 LU-1.10 LU-2.4 LU-2.6 LU-3.1	-	-	-
<p>EP-3: Business Friendly Environment Promote a business friendly environment where businesses thrive and build on Santa Ana’s strengths and opportunities.</p>	CM-1.6 CM-1.8 CM-1.11	-	Current Element	-	-	-	-	-	LU-2.5 LU-2.8 LU-3.4	HE-2.1	HP-2.5	-
<p>EP-4: Economic Development Strategies Promote strategies that create an economic development mindset integrated throughout City Hall.</p>	-	-	Current Element	-	-	-	-	-	-	-	-	-

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. Therefore, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and the targeted timeline for accomplishment.

TABLE EP-2. ECONOMIC PROSPERITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL EP-1: Job Creation and Retention		
Foster a dynamic local economy that provides and creates employment opportunities for all residents in the City.		
1.1	Economic Development Strategic Plan. Pursue funding and update the City’s Economic Development Strategic Plan every three years to report on economic trends, describe targeted industry clusters, identify economic issues, inform infrastructure and land use priorities, develop strategies for addressing near- to mid-term economic issues, and identify new initiatives in the private sector, within the context of long-term goals.	CDA 2023
1.2	Fiscal impacts of land use changes. Document the potential economic and fiscal impacts associated with significant land use plan amendments involving land use or intensity revisions.	CDA 2021
1.3	Economic indicators. Explore the use of key economic indicators to identify the need for new strategies and establish priorities for public investment. This data will be used in the development of the City’s Economic Development Strategy Plan and also updated bi-annually on the City’s economic development website.	CDA 2022
1.4	Integrity of industrial areas. Review the permitted uses in industrial zones and consider removing uses that do not need to be in an industrial zone; identify areas where new warehousing development would not be consistent with the desire to maintain manufacturing and other industrial uses that have higher employment per acre than warehousing.	CDA Ongoing
1.5	Broker outreach. Conduct outreach meetings with commercial and industrial real estate brokers to discuss the types of businesses considering a Santa Ana business location; identify challenges that discourage business from locating in the city; implement a plan to address such challenges.	CDA 2021
1.6	Business development targets. Prepare and regularly update a business development target list that identifies the types of businesses that are most likely to be interested in a Santa Ana business location, the types of businesses most likely to employ city residents, types of businesses that broaden the local economy, and the types of businesses expected to generate higher net revenues for the City or to create shared revenue opportunities; target the City’s business attraction efforts on these types of businesses.	CDA Ongoing



TABLE EP-2. ECONOMIC PROSPERITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
1.7	Living wage jobs. Prepare and regularly update a living wage calculation for Santa Ana; prepare and regularly update a list of the types of businesses in which the average wage is above a living wage for Santa Ana; incorporate this information into the City's business incentives program.	CDA 2022
1.8	Workforce development for City residents. Provide an informational program—including an annual public workshop, information on the City's website, and printed collateral—to inform the public about available training, education, and assistance for employment skills and workforce preparation; partner with Santa Ana Unified School District, the chambers of commerce, and community organizations to make this information widely available throughout the community.	CDA 2022 & annually
1.9	Retail attraction. Conduct an annual retail market demand analysis to identify types of stores for which the city leaks retail spending; focus market efforts on these types of business; incorporate a focus on these types of businesses into the City's business assistance and business incentive programs.	CDA 2023
1.10	Creative class. Develop and implement programs to celebrate arts and culture and to promote the works of local artists; develop marketing collateral for artists and creative industries businesses.	CDA Ongoing
1.11	Employ local initiative. Continue to support local initiatives like worker cooperatives and develop a package of business incentives like reduced business license fees to encourage Santa Ana businesses to hire local residents.	CDA 2021
1.12	Tourism action. Assist in the planning and strategic use of public-private partnerships to develop new permanent facilities and attractions through the implementation of a tourism marketing district.	CDA 2021
1.13	Promote development opportunities. Maintain updated inventory of citywide vacant properties. Continue to promote these opportunities and incentives like the City's Opportunity Zone to the broker and development community to develop into commercial and residential projects beneficial to the sales and property tax base of the City.	CDA Ongoing
1.14	Foster Development through Financing Assistance. Utilize economic financing tools such as enhanced infrastructure financing districts, community revitalization investment authorities, and the Statewide Community Infrastructure Program to finance economic development and infrastructure projects that provide community-wide benefits.	CDA 2023
GOAL EP-2: Diverse Economic Base		
Maintain and enhance the diversity and regional significance of the city's economic base.		
2.1	Business attraction. Participate in state and national economic development organizations. Attend trade shows and market Santa Ana to high-growth business clusters for Orange County, consistent with the Economic Development Strategic Plan.	CDA Ongoing
2.2	Business incubator. Explore the feasibility of establishing a business incubator/business accelerator in Santa Ana.	CDA 2022
2.3	Green business recruitment. Conduct a study to identify the types of green businesses best suited to a Santa Ana business location; market the city to these types of businesses.	CDA 2022
2.4	Communication Technology. Partner with public and private enterprises to facilitate communication technology, such as fiber optics, to address current and future technology needs relative to available resources and ensure that the city maintains a competitive business environment.	PWA Ongoing
2.5	Wireless Telecommunication. Update the local Wireless Telecommunication Design Guidelines to incorporate best industry practices, consistency with federal requirements, and community considerations.	PWA 2021



TABLE EP-2. ECONOMIC PROSPERITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL EP-3: Business Friendly Environment		
Promote a business friendly environment where businesses thrive and build on Santa Ana’s strengths and opportunities.		
3.1	Historic and cultural resources. Conduct an outreach program with commercial and industrial brokers focused on the City’s historical and cultural assets and how these assets can be beneficial to businesses and their employees; develop marketing collateral focused on the City’s historical and cultural assets.	CDA 2021
3.2	Economic development ombudsman. Pursue funding and establish an ombudsman position in the Economic Development Division to assist new businesses in navigating the building and permitting processes.	CDA 2022
3.3	Business outreach and retention. Continue to support existing business attraction and retention programs. Maintain partnerships with the Santa Ana Chamber of Commerce and other nonprofit organizations. Continue to reach out to national retailers and employers.	CDA Ongoing
3.4	Business relocation assistance. Continue to promote and market the Recycling Market Development Zone. Develop a program to assist businesses that want to relocate from functionally obsolete strip commercial locations to new distinctive neighborhood commercial districts.	CDA Ongoing
3.5 EJ	Green business incentives. Continue to promote and market the Recycling Market Development Zone. Develop an incentive program to encourage nonpolluting industry and clean green technology companies that reduce environmental impacts and the carbon footprint to locate to the city. Encourage existing businesses to invest in technology and best practice to transition to sustainable business practices.	CDA Ongoing
3.6	Customer service survey. Develop and maintain a customer service survey to evaluate and identify opportunities to improve permit and licensing procedures. Train appropriate business counter staff on enhanced customer service methods for the public.	CDA/PBA 2022
3.7	Software upgrade. Upgrade permit processing software to streamline review, allow the submission of electronic applications, reduce costs, and monitor processing time.	PBA 2022
3.8	Promote gathering spaces. Develop the role of the Arts and Culture Division of the Community Development Agency to coordinate various arts, culture, and historical programs that promote creative gathering spaces and experiences in Santa Ana.	CDA/PBA On-going
3.9	Marketing strategy. Pursue funding and develop and maintain a branding and marketing strategy and materials to promote Santa Ana and maximize the effectiveness of the City’s communication materials, website, and urban placemaking elements.	CDA 2023
3.10	Business license. Consider reduction of business tax assessment to support small businesses in the city and coordinate voter approval as needed.	CDA/Finance Ongoing
GOAL EP-4: Economic Development Strategies		
Promote strategies that create an economic development mindset integrated throughout City Hall.		
4.1	Economic development training. Each year, provide budget funds for at least one staff member and one elected or appointed official to attend an economic development training program through the California Association for Local Economic Development or a similar program.	CDA Ongoing
4.2	Business outreach. Conduct a monthly business breakfast workshop with a different sector of the local economy or a different geographic area each month in order for elected officials and senior staff to keep businesses apprised of what Santa Ana is doing for economic development and to hear directly from local businesses about the advantages and challenges of operating a business in the city.	CDA Ongoing

Notes:

CDA - Community Development Agency

CMO - City Manager's Office

HR- Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

EJ associated with environmental justice policies



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Public Services Element

Santa Ana General Plan
FINAL, APRIL 2022



A SHARED VISION

Santa Ana is a city that promotes the health and wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq **Eq**^{EJ} EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes "EJ" in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents' economic wellbeing.



▲ **Maintaining utility systems 24-7 [cover photo]**

The City's Public Works Agency is responsible for building and maintaining all storm drains, sewers, and water facilities to ensure our residents enjoy the benefits of a safe and sanitary infrastructure system. This infrastructure system is critically important but is generally unseen because its major components form an expansive system of pipes, channels, tubes, and shafts that run across and underneath the streets and easements in Santa Ana. This image shows repair and maintenance work on utility pipes conducted at 3:30 am on a Wednesday morning in January 2018.



PUBLIC SERVICES ELEMENT

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RELATED ITEMS UNDER SEPARATE COVER

INFRASTRUCTURE TECHNICAL REPORT FOR HYDROLOGY, SEWER, WATER, & WATER QUALITY, JUNE 2020 (APPENDIX H-A, DEIR)

WATER SUPPLY DEMAND TECHNICAL REPORT, MAY 2020 (APPENDIX H-B, DEIR)

EXISTING CONDITIONS REPORT FOR FIRE AND POLICE SERVICES, SEPTEMBER 2019 (APPENDIX J-A, DEIR)

SERVICE PROVIDER QUESTIONNAIRE RESPONSES, VARIOUS DATES (APPENDIX J-B, DEIR)

VULNERABILITY ASSESSMENT REPORT, JULY 2020

EIR CHAPTERS: 5.14, PUBLIC SERVICES; 5.18, UTILITIES AND SERVICE SYSTEMS



Hack for Health: The City's public library system provides venues for activities such as the 2017 Hack for Health program (shown here at the Main Library TeenSpace) that included the construction of a model of Santa Ana to observe the barriers to health in our neighborhoods. The program was initiated by the Alliance for a Healthy OC and executed by Downtown Inc.

Photo courtesy of Startup Santa Ana

PUBLIC SERVICES

The purpose of the Public Services Element is to provide Santa Ana's diverse population with quality services and infrastructure, including accessible public facilities and enhanced public safety. Anticipated growth will require the City to fulfill community needs and to ensure proper management of those needs. It is important that public facilities and services are equitably distributed and maintained at sustainable levels throughout the community.



INTRODUCTION

The basic needs of Santa Ana residents for health, education, welfare, safety, and recreation are met by a city's public facilities and services. The City's business and institutional communities also rely on resilient and cost-effective utility, safety, and education systems to operate and to attract and retain their workforce.

The quality and types of facilities and services are influenced by the community's needs and desires, the short- and long-term costs of providing public services, and the availability of public and private resources.

A wide range of City entities and external agencies work together closely to provide the full spectrum of services and facilities.

The City maintains its own police department and contracts with the Orange County Fire Authority to provide public safety services. The City's Parks and Library agencies manage and deliver recreational and educational resources and programming. The Public Works Agency is responsible for building and maintaining all public streets, local storm drainage, sewers, and water facilities.

The City maintains an overall Capital Improvements Program (CIP) to identify, plan for, and fund public service and facility improvement projects for each fiscal year. The CIP is informed by the General Plan policies and implementation plan as well as master plans and strategic plans associated with each area of public service and responsible agency.



▲ **McFadden Triangle Park**

Leveraging grant funds, the City opened the McFadden Triangle Park in 2012, providing a 0.80-acre pocket park and bike stop along the Santa Ana River Trail while restoring habitat and providing stormwater management.



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous public service considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▶ Improve public safety through crime reduction and community-oriented policing
- ▶ Enhance ongoing maintenance of public facilities
- ▶ Ensure clean drinking water
- ▶ Augment public services and programs
- ▶ Improve education opportunities
- ▶ Provide public services in an efficient and cost-effective manner



▲ Ongoing Community Outreach and Engagement

As part of the community oriented policing philosophy, the Santa Ana Police Department is expanding partnerships with local organizations and neighborhood association, enhancing transparency initiatives, and expanding community engagement (shown above is the Pizza with Police event).



▲ Community Input

Residents communicated their needs to feel safer and have access to well-maintained public facilities while continuing to rely on the efficient provision of public services during all phases of the General Plan preparation, including at events such as a community meeting in 2016 (pictured above) and focused input such as the 2017 General Plan Advisory Group meetings.



POLICY FRAMEWORK

GOAL PS-1: Public Facilities

Provide quality and efficient facilities that are adequately funded, accessible, safe, and strategically located.

POLICY PS-1.1 MAINTENANCE AND DESIGN

Provide and maintain public facilities that reinforce community identity through high quality design.



POLICY PS-1.2 EQUITABLE DISTRIBUTION

Ensure public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved and/or within environmental justice area boundaries.



POLICY PS-1.3 CULTURAL AND COMMUNITY CENTERS

Support the expansion, creation, and continued operation of cultural and community institutions and organizations that serve Santa Ana residents.



POLICY PS-1.4 CIVIC CENTER ENHANCEMENTS

Explore opportunities to activate the Civic Center by incorporating social, cultural, and entertainment venue programming, and improving infrastructure and connectivity to Downtown and surrounding neighborhoods.



POLICY PS-1.5 COMMUNITY BENEFIT

Collaborate with community stakeholders to expand recreational, educational, and cultural opportunities; promote active lifestyles; and maximize community benefit.



POLICY PS-1.6 FACILITY LOCATIONS

Support land use decisions related to community facilities that preserve quality of life for the city's residents and surrounding community.



POLICY PS-1.7 SUSTAINABLE AND RESILIENT PRACTICES

Require the development or rehabilitation of any public facility or capital improvement to incorporate site design and building practices that promote sustainability, energy efficiency, and resiliency.



POLICY PS-1.8 ACCESS FOR ALL

Improve connectivity and ADA special needs accessibility at all public facilities.



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<< PS-1 PUBLIC FACILITIES

POLICY PS-1.9 SUPPORTIVE HOUSING

Collaborate with community stakeholders to identify and encourage the development of suitable sites for housing with support services.



POLICY PS-1.10 FAIR SHARE

Require that new development pays its fair share of providing improvements to existing or creating new public facilities and their associated costs and services.



POLICY PS-1.11 SAFETY

Remove actual and perceived safety concerns that create barriers to physical activity by requiring adequate lighting, street visibility, and areas of clear connectivity, especially for new projects or improvements within environmental justice area boundaries.

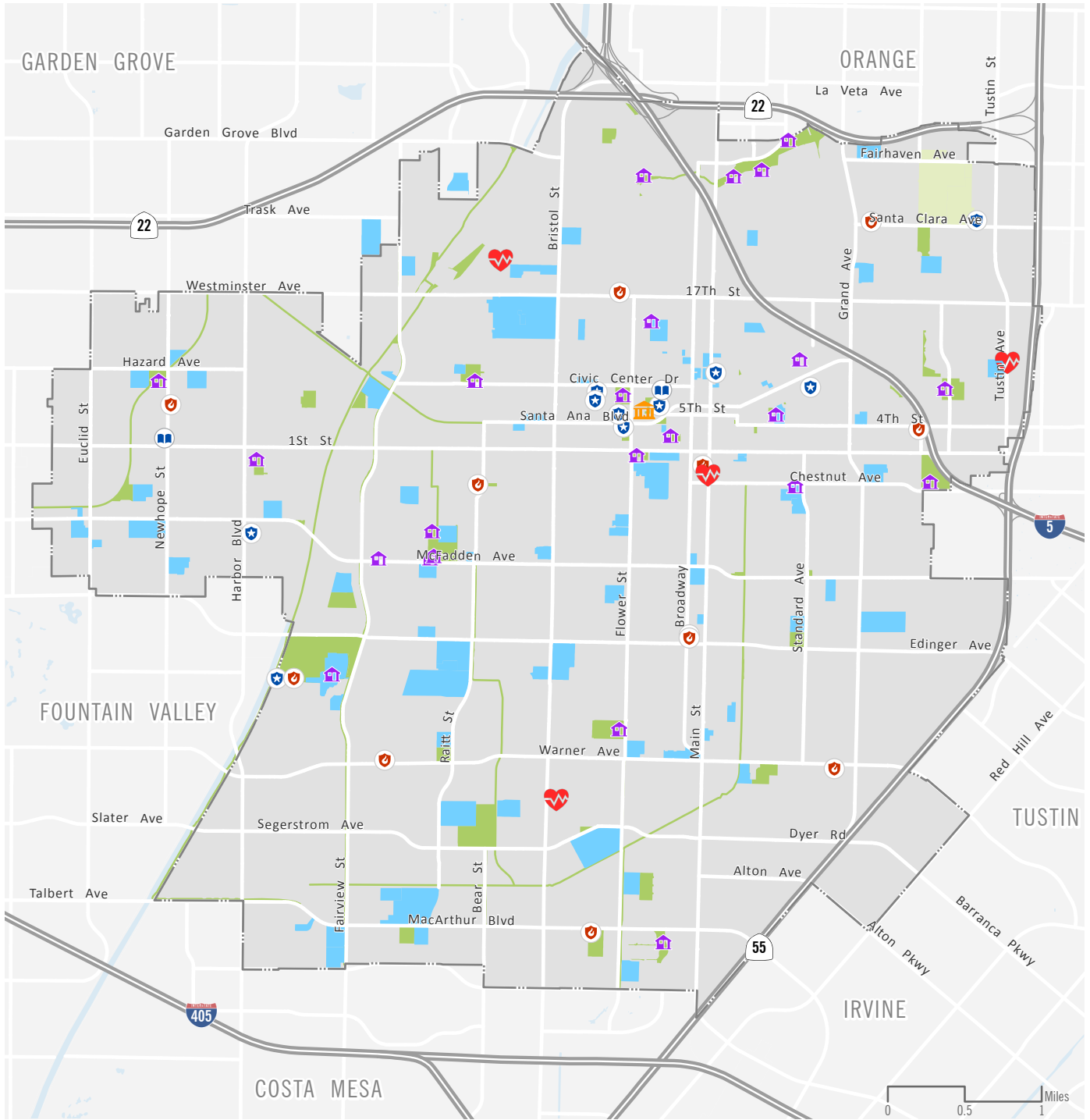


▲ Roosevelt-Walker Community Center

The community center (opened 2018) is a joint-use facility where the City and the Santa Ana Unified School District share space to provide the neighborhood, its students, and their families with services. Portions of the center are open during school hours and operated by the City to offer self-enrichment classes to the community, and other areas are open after school hours and on weekends to provide the community with recreational opportunities, a community garden, and educational classes and workshops.









ABOUT THE MAP. This map shows the number, type, and distribution of facilities that provide public services for safety, education, health, and recreation. The City seeks to ensure an equitable distribution of access to these facilities to ensure high levels of public service for all Santa Ana residents. Note that the police and fire symbols near Centennial Regional Park represent a joint training facility.



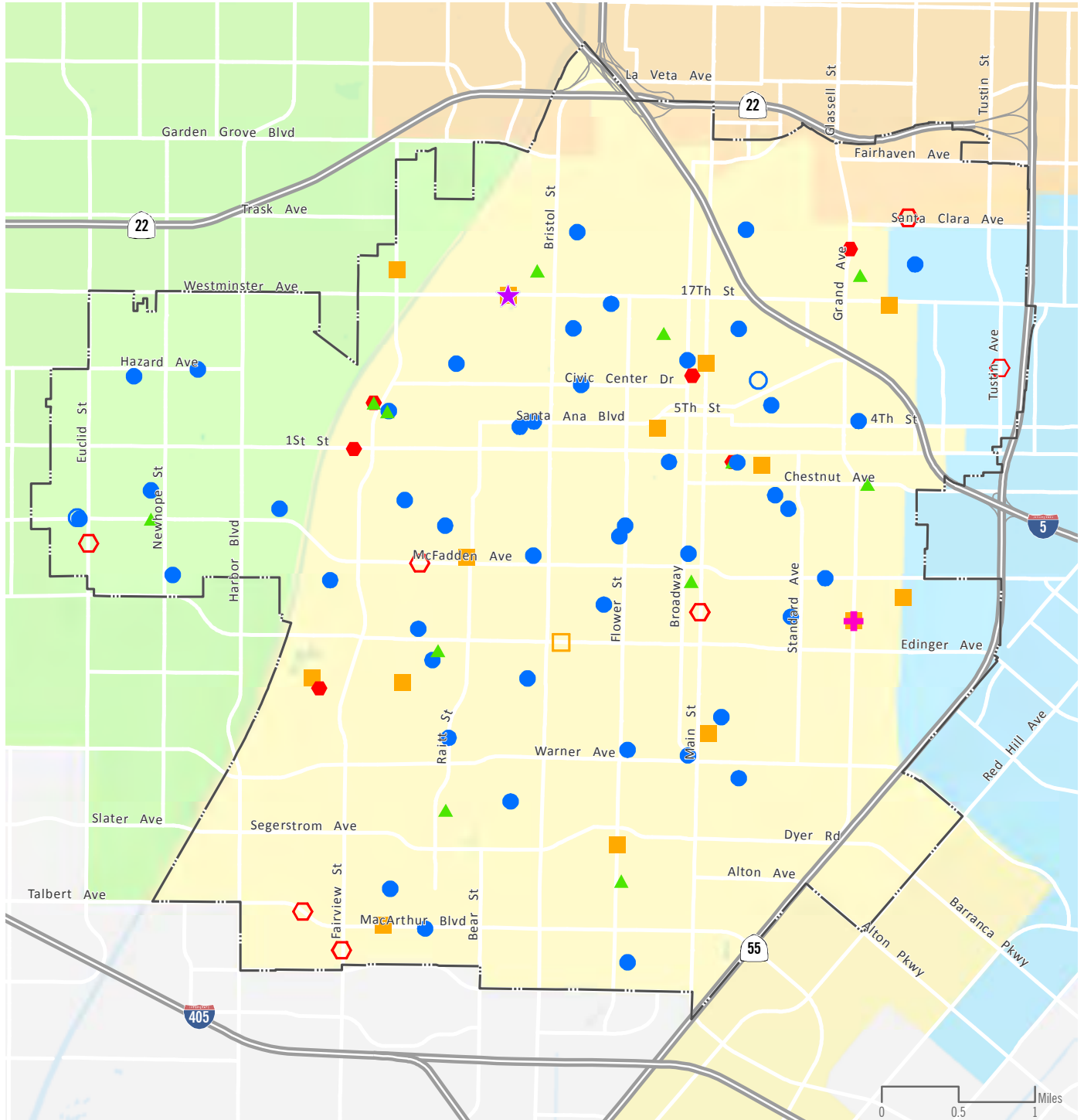
Source: City of Santa Ana 2020, PlaceWorks 2020 Date Published: 9/19/2020

Public Facility

-  Civic Center
-  Library
-  Medical Center
-  Police Station
-  Fire Station
-  Community Center
-  Cemetery
-  Public Parks/Trails
-  School



ABOUT THE MAP. This map shows the number, type, and distribution of public schools, the boundaries of the four school districts, Santa Ana College, and various private schools. The location of public schools and the decision to close existing or open new schools are determined by each school district based on the number of existing and projected students in a given area of the city.



Source: City of Santa Ana 2020 Date Published: 9/21/2020

School District

- Santa Ana Unified School District
- Garden Grove Unified School District
- Orange Unified School District
- Tustin Unified School District

School Type

- Public Elementary
- Public Middle
- Public High
- Public Combined
- Private Elementary
- Private High
- Private Combined
- Adult Education
- Public College

FIGURE PS-2
SCHOOLS AND SCHOOL DISTRICTS



GOAL PS-2: Public Safety

Preserve a safe and secure environment for all people and property.

POLICY PS-2.1 PUBLIC SAFETY AGENCIES

Collaborate with the Police Department and the Fire Authority to promote greater public safety through implementing Crime Prevention through Environmental Design (CPETD) principles for all development projects.

S **Ed**

POLICY PS-2.2 CODE COMPLIANCE

Require all development to comply with the provisions of the most recently adopted fire and building codes and maintain an ongoing fire inspection program to reduce fire hazards.

Ed

POLICY PS-2.3 CRIME PREVENTION

Coordinate, partner, and build relationships with community members and stakeholders to develop and implement crime prevention strategies through restorative practices that focus on rehabilitation, community service, and public safety.

Eq **Ed**

POLICY PS-2.4 COMMUNITY PARTNERSHIPS

Provide alternative methods to improve police services that support community partnerships, build public trust, and proactively address public safety issues.

Eq **Ed**

POLICY PS-2.5 SAFETY PROGRAMS

Promote early childhood education and prevention programs that improve public safety and maintain ongoing community education opportunities.

Ed

POLICY PS-2.6 SCHOOL SAFETY

Collaborate with local schools to establish and implement comprehensive and coordinated services that enhance the security and safety of students, educators, and administrators on and off campus.

Ed

POLICY PS-2.7 STAFFING LEVELS

Increase staffing levels for sworn peace officers, fire fighters, emergency medical responders, code enforcement, and civilian support staff to provide quality services and maintain an optimal response time citywide, as resources become available.

Eq

POLICY PS-2.8 EFFICIENCY STANDARDS

Ensure that equipment, facilities, technology, and training for emergency responders are updated and maintained to meet modern standards of safety, dependability, and efficiency.

S

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<< PS-2 PUBLIC SAFETY

POLICY PS-2.9 QUALITY EMPLOYEES

Enhance public safety efforts by actively seeking a diverse and talented pool of public safety candidates who possess the values and skills consistent with those of the community.

Eq Ed

POLICY PS-2.10 EMERGENCY MANAGEMENT PLANS

Maintain, update, and adopt an emergency operations plan and hazard mitigation plan to prepare for and respond to natural or human generated hazards.

H S

POLICY PS-2.11 RESILIENT FACILITIES AND INFRASTRUCTURE

Coordinate with utilities and public agencies to develop, maintain, relocate, and/or upgrade critical local and regional public facilities and infrastructure systems to ensure their resiliency during times of extreme weather or natural disasters, or toxic emission release.

S

POLICY PS-2.12 AUTOMATIC MUTUAL AID

Participate in agreements for automatic and mutual aid with other local, state, federal, and nongovernmental emergency service providers to improve protection services and emergency response throughout the region.

S

POLICY PS-2.13 EXTREME HEAT

Maintain an adequate amount and distribution of cooling centers throughout the city, with consideration given to areas with concentrations of those most vulnerable to the dangers of extreme heat.

H S

POLICY PS-2.14 VULNERABLE POPULATIONS

Coordinate with and encourage the use of community-based networks to aid vulnerable populations in preparing for emergencies and provide assistance with evacuation and recovery.

H Eq S Ed

POLICY PS-2.15 RECOVERY

Coordinate with the County and other local agencies to reestablish and expedite services to assist affected residents and businesses in the short- and long-term recovery from emergencies and natural disasters.

H S



GOAL PS-3: Utility Infrastructure

Supply, maintain, and expand City services and infrastructure improvements through innovative funding options and sustainable practices.

POLICY PS-3.1

SERVICE PARTNERSHIPS

Partner with service providers to ensure access to a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, public spaces, and public agencies.

Eq S

POLICY PS-3.2

WASTEWATER SERVICE

Provide and maintain wastewater collection facilities which adequately serve existing land uses and future development projects while maximizing cost efficiency.

Eq S

POLICY PS-3.3

WASTEWATER TECHNOLOGY

Explore new technologies that treat and process wastewater that reduce overall capacity needs of centralized wastewater systems.

S

POLICY PS-3.4

DRAINAGE FACILITIES

Expand and maintain storm drain facilities to accommodate the needs of existing and planned development.

Eq

POLICY PS-3.5

GREEN INFRASTRUCTURE

Incorporate sustainable design and Low Impact Development (LID) techniques for stormwater facilities and new development to achieve multiple benefits, including enhancing, preserving, and creating open space and habitat; reducing flooding; and improving runoff water quality.

S

POLICY PS-3.6

WATER SERVICE

Provide water quality and service that meets or exceeds State and Federal drinking water standards.

H S

POLICY PS-3.7

EMERGENCY CONNECTIONS

Maintain emergency connections with local and regional water suppliers in the event of delivery disruption.

H S

POLICY PS-3.8

CONSERVATION STRATEGIES

Promote cost-effective conservation strategies and programs that increase water use efficiency.

S

POLICY PS-3.9

HOUSEHOLD RECYCLING

Expand household recycling services and educational awareness programs.

S Ed

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<< PS-3 UTILITY INFRASTRUCTURE

POLICY PS-3.10
DEVELOPMENT PROJECTS

Encourage new development and reuse projects to incorporate recycling and organics collection activities aligned with state waste reduction goals.

S

POLICY PS-3.11
WASTE COLLECTION

Support infill development projects that provide adequate and creative solutions for waste and recycling collection activities.

S

POLICY PS-3.12
SEWER AND WATER

Maintain and upgrade sewer and water infrastructure through impact fees from new development and explore other funding sources.

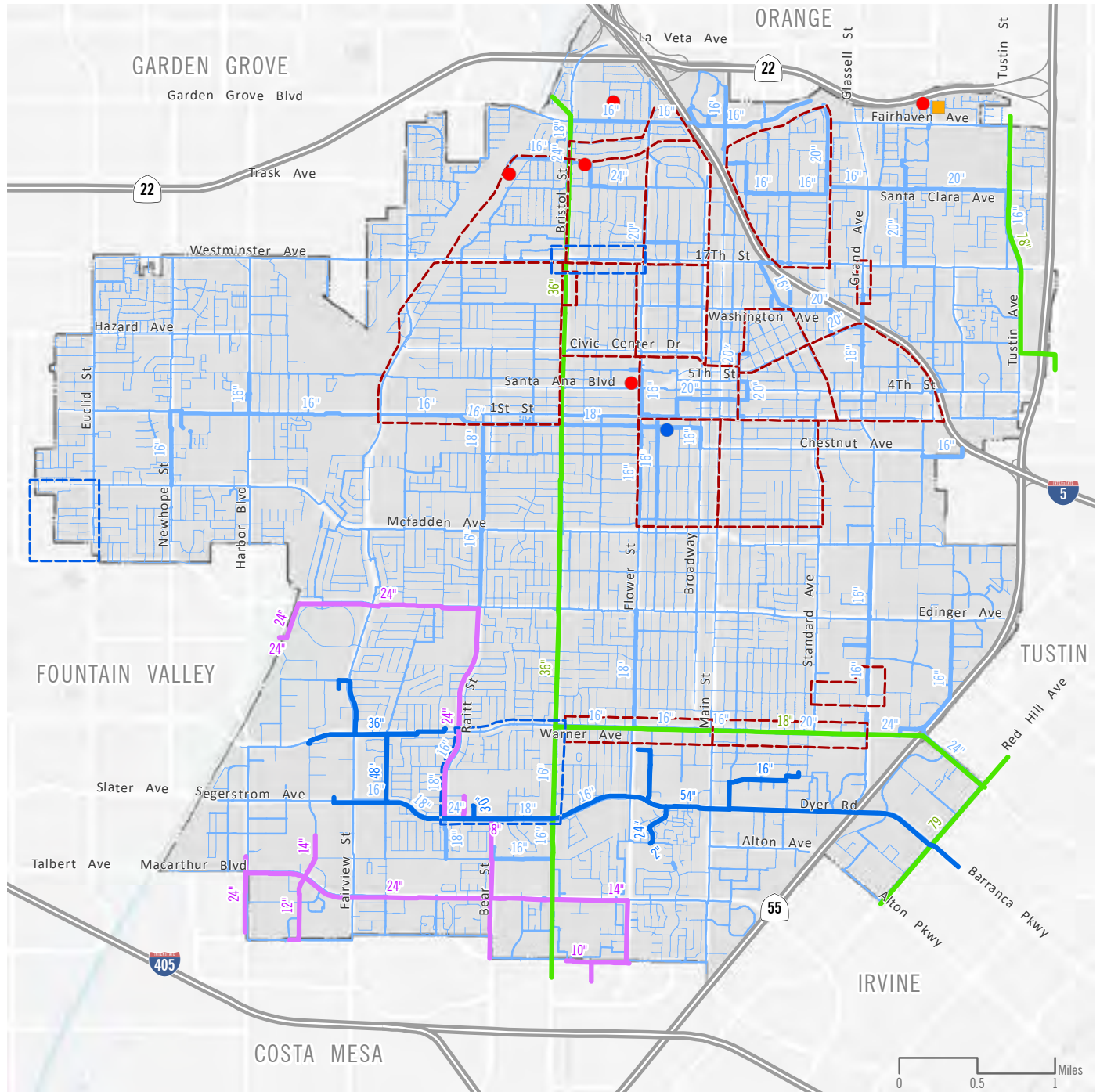
H S



▲ **Water System Maintenance**

The City's Water Resources Division constantly strives to meet the challenges of conservation, environmental compliance, sustainability, and community education while serving the needs of all of the city's water users.

ABOUT THE MAP. This map shows current and planned facilities that make up the local and regional water system. The City strives to provide clean water and maintain a water system that is reliable, resilient, and cost-effective for residents, businesses, and other uses in Santa Ana.

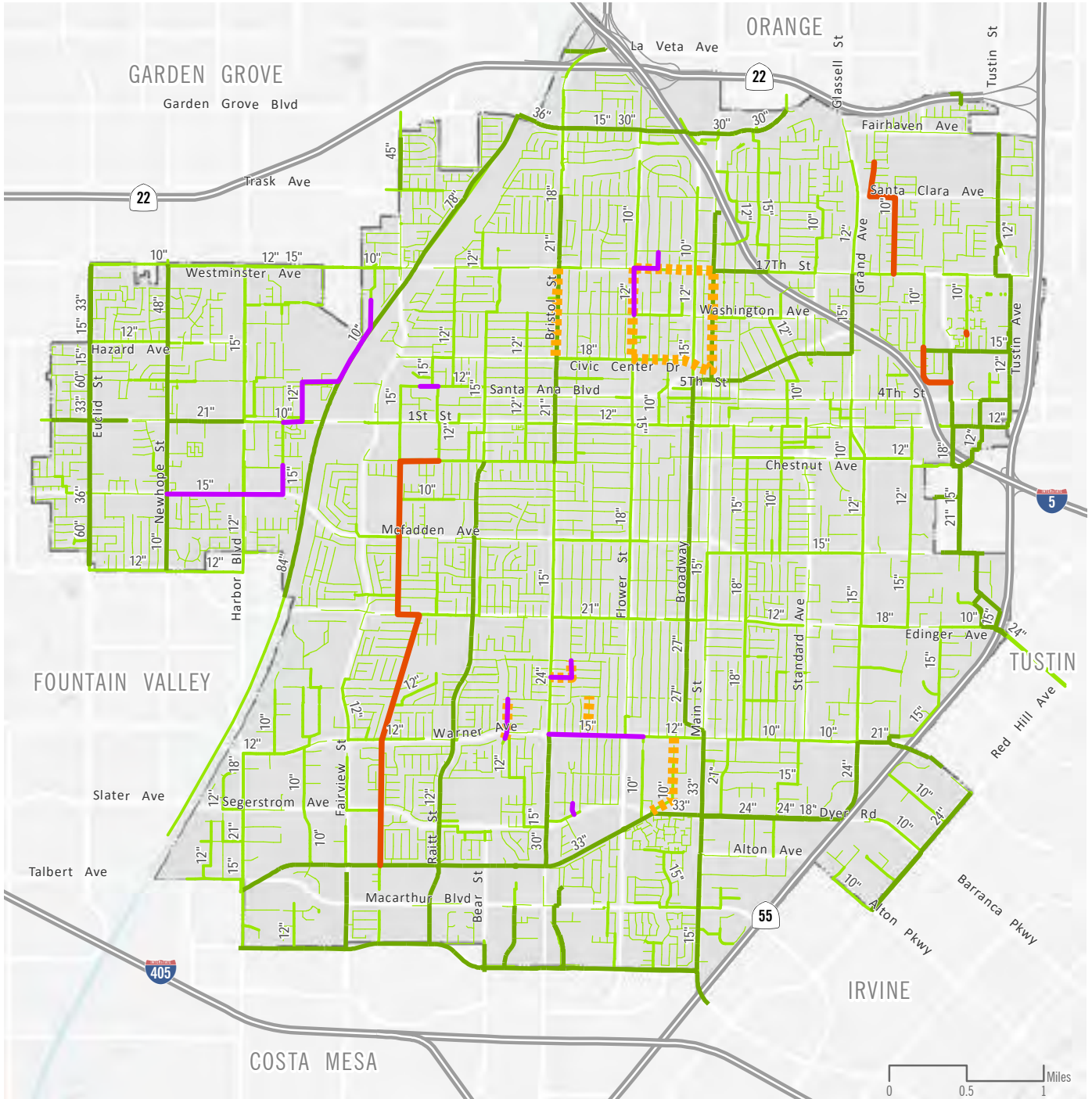


Source: Fuscoe 2020 Date Published: 6/3/2020

- | | | |
|----------------------------|--|---|
| Other Water Lines | Santa Ana Municipal Utilities Water Lines | Proposed Improvements |
| IRWD Water Lines | 15" - 30" in Diameter | Groundwater Well Improvement Project |
| MWD Water Lines | 9" - 14" in Diameter | Groundwater Well Improvement Project Completed |
| OCWD Reclaimed Water Lines | 8" and Below in Diameter | Groundwater Well Improvement Project in City 208/19 CIP |
| | | Water Improvement Project |
| | | Water Improvement Project (completed) |



ABOUT THE MAP. This map shows current and planned facilities that make up the local and regional wastewater system. The City strives to maintain a wastewater system that is reliable, resilient, and cost-effective for residents, businesses, and other.



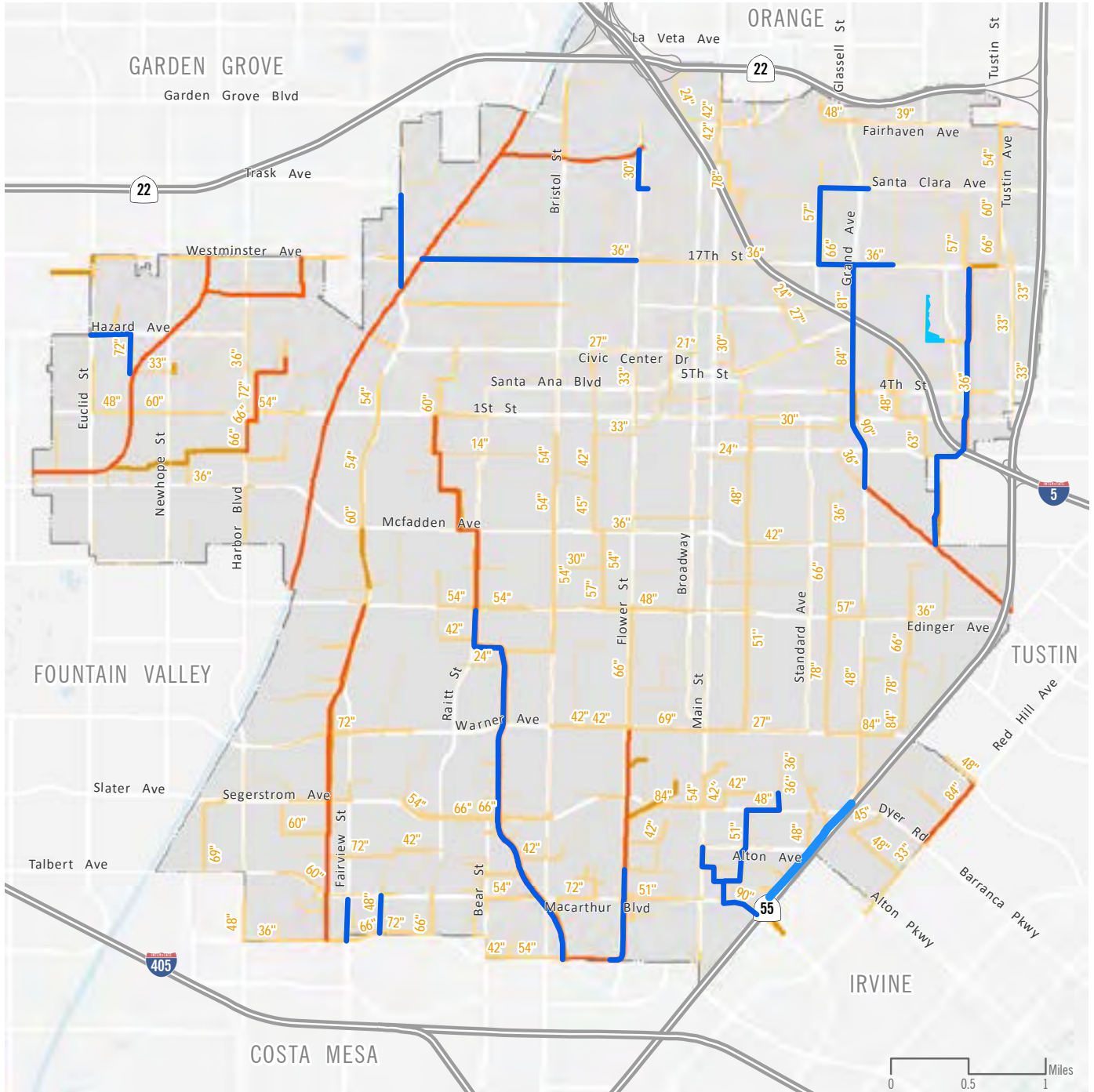
Source: Fuscoe 2020 Date Published: 6/3/2020

- | | | |
|-----------------------------|-----------------------------|---|
| City Sewer Pipelines | OCSD Sewer Pipelines | Proposed Improvements |
| — 9" - 84" in Diameter | — OCSD Sewer Lines | — OCSD Proposed Trunk Line |
| — 8" and Below in Diameter | | — Sewer Master Plan Recommended (City Sewer Facilities) |
| | | — City CIP Project 2018/19 |

**FIGURE PS-4
WASTEWATER FACILITIES**



ABOUT THE MAP. This map shows current and planned facilities that make up the local and regional stormwater drainage system. The City strives to provide safety from flood hazards, prevent pollution, and maintain a drainage system that is reliable, resilient, and cost-effective for residents, businesses, and other uses in Santa Ana.



Source: Fuscoe 2020 Date Published: 6/3/2020

City Storm Drain Facilities

- ▬ Trapezoidal Channel
- ▬ 12"-42" Storm Drain Pipe
- ▬ 42"-96" Storm Drain Pipe
- ▬ Storm Drain Pipe (Diameter Undetermined)

OCFCD Facilities

- ▬ Storm Drain Lines

Storm Drain Improvement

- ▬ Master Plan of Drainage Recommended Improvement
- ▬ OCPW 7-Year CIP Project
- ▭ Mabury Park Stormwater Capture Project



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table PS-1 lists each Public Services goal in the far left column and, in columns to the right, identifies related policy numbers from other elements.

Goal PS-3, for example, is supported not only by the policies listed in this element (PS-1.1 through PS-3.12), but also by five goals and policies in the Conservation Element, two policies in the Safety Element, and Policy UD-1.7 in the Urban Design Element.

TABLE PS-1. RELATED GENERAL PLAN POLICIES

Public Services Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
PS-1: Public Facilities Provide quality and efficient facilities that are adequately funded, accessible, safe, and strategically located.	CM-1.2 CM-1.4 CM-1.5 CM-1.7 CM-1.8 CM-2.2	M-3.2 M-5.7	-	Current Element	CN-3.9	OS-2.14 OS-3.1	-	S-1.4 S-3.1 S-3.3	LU-1.9 LU-4.9	HE-1.5	-	UD-2.10
PS-2: Public Safety Preserve a safe and secure environment for all people and property.	CM-2.1 CM-2.3	-	-	Current Element	-	OS-2 OS-2.2 OS-2.9 OS-2.10 OS-3.1 OS-3.2	-	-	-	HE-1.8	-	UD-1.4
PS-3: Utility Infrastructure Supply, maintain, and expand City services and infrastructure improvements through innovative funding options and sustainable practices.	-	-	-	Current Element	CN-4.3 CN-4.4 CN-4.5 CN-4.6	-	-	S-1.3 S-3.3	-	-	-	UD-1.7

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. Therefore, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE PS-2. PUBLIC SERVICES ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL PS-1: Public Facilities		
Provide quality and efficient facilities that are adequately funded, accessible, safe, and strategically located.		
1.1	Equity audit. Conduct an audit of the equitability of where and how public facilities and services are provided throughout the city; develop and implement an action plan to improve the equitability of the provision of public facilities and services based on the findings of the audit.	PRCSA/PWA 2023
1.2	Accessibility audit. Alone or in conjunction with the equity audit, conduct an audit of accessibility at City-owned public facilities in accordance with the Americans with Disabilities Act (ADA); development and implement an action plan to remedy ADA accessibility shortcomings.	PWA 2024
1.3	Development impact fees. Conduct a review of the City’s development impact fees to determine if changes in the amount of fees are warranted to adequately offset additional strain on existing infrastructure systems.	PWA 2022
1.4 ^{EA}	Fiscal priority for public improvements. Identify City fiscal and operational procedures and potential thresholds involved in the prioritization of general funds for public programming, service, or infrastructure improvements for residents living within environmental justice area boundaries.	CMO 2021 & annually
1.5	Public-private partnerships. Explore methods to upgrade public facilities and services through public-private partnerships.	PRCSA 2022
1.6	Capital Improvement Program. Conduct annual review and update of the Capital Improvement Program to ensure adequate and timely provision of public facility and municipal utility provisions.	PWA Ongoing
1.7	Infrastructure master plans. Perform periodic (approximately every 10 years) water/sewer resource studies and master plans to identify deficiencies and deferred maintenance for the city’s infrastructure systems, including cost estimates; develop nexus calculations to determine new development’s fair share cost to upgrade infrastructure systems.	PWA Ongoing
1.8	Secondary use of City-owned infrastructure. Identify City water facilities that can accommodate recreation and/or public art amenities.	PWA 2023
1.9	Alternative energy for water resources. Identify projects from the completed Alternative Energy Feasibility Study for water resources, to be included in the Capital Improvement Plan.	PWA 2022



TABLE PS-2. PUBLIC SERVICES ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL PS-2: Public Safety Preserve a safe and secure environment for all people and property.		
2.1	Approach to police service. Collaborate with community partners to formulate a comprehensive service approach for police services composed of public education, outreach, technology, and partnerships with the public.	PD 2022
2.2	Crime prevention. Coordinate with law enforcement and community-based organizations to identify public and private funding for crime and violence prevention programs, with a focus on trauma-informed prevention, intervention programs for youth, and restorative justice.	PD Ongoing
2.3	Law enforcement training. Create a plan for diversifying law enforcement funding from budget surpluses or existing police budgets for training on cultural competency, interactions with people with special needs or mental health issues, and de-escalation tactics.	PD 2024
2.4	Emergency police responses. Consider a call for service policy analysis to identify ways to reduce response times to emergency calls.	PD 2024
2.5	Crime data. Explore options for making crime data publicly available through the City's website.	PD 2022
2.6	Safety survey. Complete a community satisfaction survey to determine community sentiment related to police actions to target gang and violent crime.	PD 2022
2.7	Reintegration program. Investigate the feasibility of establishing programs for formerly incarcerated residents of the community to help them become involved in the community in a healthy and productive way.	PD 2022
2.8	Student success. Invest in public safety by working with Santa Ana Unified School District to provide alternative programs to detention and expulsion and re-entry programs.	CMO/PD 2022
2.9	Comprehensive Safe Schools Plan. Coordinate with local school districts on an ongoing basis to assist in the review and update of a Comprehensive Safe School Plan for each school in Santa Ana.	PWA 2030
2.10	Community policing. Consider the creation of a youth mentorship pathways program to further community-based police programming and enhance transparency and community engagement.	PD 2022
2.11	Sanctuary City. Evaluate the Sanctuary City Ordinance periodically to ensure that city law enforcement protects undocumented persons from deportation, harassment, or harm.	CMO Annually
2.12	Health needs assessment. In partnership with community organizations, explore conducting a health needs assessment for undocumented residents and provide recommendations to support their health and well-being.	PBA/CMO 2022-2024
2.13	Emergency service grant funding. Pursue grant funding on an ongoing basis to increase police and fire staffing levels, improve police and fire facilities and equipment, and improve community safety services and programs.	PD/OCFA Ongoing
2.14	Emergency service impact fee. Consider conducting a development impact fee feasibility study and nexus report to assess the potential for establishing development impact fees for police and fire services.	PD/OCFA 2022
2.15	Community partners. Partner with community organizations to establish and administer police programs that support community partnerships, build public trust, and proactively address public safety issues.	PD Ongoing
2.16	Urban vehicle study. Work with emergency responders to ensure that vehicles can efficiently navigate an increasingly urban environment with narrower lanes and tighter turn radii. Evaluate all new development projects to ensure emergency vehicle accessibility.	PD/OCFA Ongoing



TABLE PS-2. PUBLIC SERVICES ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
<p>GOAL PS-3: Utility Infrastructure Supply, maintain, and expand City services and infrastructure improvements through innovative funding options and sustainable practices.</p>		
3.1	Stormwater management. Require all new development and significant redevelopment projects within the city to incorporate best management practices for stormwater capture and treatment per municipal NPDES (National Pollutant Discharge Elimination System) permit requirements.	PWA Ongoing
3.2	Urban runoff mitigation. Require new development and substantial remodels to prepare and submit an urban runoff mitigation plan to the City's Engineering Division.	PWA Ongoing
3.3	Telecommunication. Establish requirements for the installation of state-of-the-art internal telecommunications technologies in new development projects.	PBA 2024
3.4	Telecommunication master plan. Adopt a fiber optic telecommunications master plan that considers residential and nonresidential users.	PWA 2021
3.5	Utility improvements. Prepare a study to inform determining the fair share costs of necessary water, sewer, and storm drain improvements for projects in land use focus areas.	PWA 2021 & ongoing
3.6	Wastewater treatment. Continue to collaborate with regional partners to capture, treat, and recycle wastewater.	PWA Ongoing
3.7	Water quality. Continue participation in international taste competitions to foster awareness of high-quality public water and community pride.	PWA Annually
3.8	Water quality report. Continue to publish the annual water quality report on the City's website and advertise it to the community.	PWA Ongoing
3.9	Emergency water. Coordinate with neighboring water utilities to continue multiple emergency interconnection practices and maintain mutual aid program participation.	PWA Ongoing
3.10	Water-efficient programs. Continue to collaborate with regional water agencies to promote and provide resources and rebates for the installation of water-efficient fixtures and landscapes.	PWA Ongoing
3.11	Service rates. Continue to perform periodic (approximately every five years) cost of service studies and recommend prudent affordable water and sewer rates.	PWA Ongoing
3.12	Infrastructure funding. Continue to pursue grant funding and low-cost loans for improving and upgrading the water and sewer systems.	PWA Ongoing
3.13	Administrative streamlining. Research best practices for streamlining administrative processes and providing services online. Survey city customers to identify optimal service models.	PBA 2023
3.14	Technology upgrades. Prepare a schedule of technology upgrades and necessary resources to expand online services that maximize economies of scale and inter-department solutions. Upgrades should include both physical and process improvements, such as establishing electronic plan checking, the digitization of City records and the citywide records management process, and online appointment scheduling system.	PBA/Finance 2022-2024
3.15	Agenda management. Consider enhancements to the agenda management system to ensure public meetings run smoothly, increase internal efficiency, document decisions proficiently, and maintain public transparency.	CMO 2022

Notes:

CDA - Community Development Agency

CMO - City Manager's Office

HR- Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

EJ associated with environmental justice policies





Hydropower: The City's Public Works Agency purchases millions of kilowatt-hours every year to operate well pumps and booster pumps to deliver clean water. The City continuously evaluates and implements onsite renewable energy systems (shown here is a hydropower project) to offset some of this electric load, lowering electric bills and reducing the associated greenhouse gas emissions.





Conservation Element

Santa Ana General Plan
FINAL, APRIL 2022



A SHARED VISION

Santa Ana is a city that promotes the health & wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq Eq EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes “EJ” in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.



▲ A view of the mountains [cover photo]

On a clear day, you can see for miles in all directions, including the surrounding mountains and hills (visible here are the Chino Hills and San Gabriel Mountains). As efforts to improve the region’s air quality continue, residents will enjoy not only enhancements to such views but also, and more importantly, a healthier setting for all of life’s daily activities.

Photo courtesy of Lisandro Orozco



CONSERVATION ELEMENT

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RELATED ITEMS UNDER SEPARATE COVER

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INFRASTRUCTURE TECHNICAL REPORT, JUNE 2020 (APPENDIX H-A, DEIR)

BIOLOGICAL AND NATURAL RESOURCE INVENTORY AND ASSESSMENT, MAY 2020 (APPENDIX D, DEIR)

EIR CHAPTERS: 5.2, AIR QUALITY; 5.3, BIOLOGICAL RESOURCES; 5.5, ENERGY; 5.6, GEOLOGY AND SOILS; 5.7, GREENHOUSE GAS EMISSIONS; 5.9, HYDROLOGY AND WATER QUALITY; 5.11, MINERAL RESOURCES

ENERGY WORKSHEET, JUNE 2020 (APPENDIX F, DEIR)

ENVIRONMENTAL JUSTICE BACKGROUND AND ANALYSIS, OCTOBER 2021



Water Smart Landscaping. With Southern California continuing to grow and limited water resources, it is more important than ever to conserve the large amount of water normally used to maintain grass lawns. Residents and businesses can be a part of the solution by replacing grass areas with landscape designs and plants that require less water.

CONSERVATION

The Conservation Element identifies the community's natural resources and communicates the benefits for retention, enhancement, and development of these reserves toward improving quality of life and the environment as a whole. The Conservation Element will guide the City in its efforts to prioritize sustainability and enhance the environment for current and future generations.



INTRODUCTION

The protection and management of our air, water, and energy resources are essential for a healthy, sustainable, and equitable path forward. Additionally, the preservation of the remaining stretches of undisturbed plant and wildlife environment, such as in Santiago Park, is important to residents.

The City conducts numerous programs and maintains local and regional partnerships to educate people about and incentivize the conservation of natural resources. Additional planning and policy direction is provided in the Santa Ana Climate Action Plan, which represents the City's commitment to a more sustainable future and enhanced quality of life by reducing emissions, water demand, and energy usage.

A special focus of the Conservation Element is the reduction of health hazards due to air pollution, water contamination, or soil contamination. While the City addresses the topic of environmental justice throughout nearly every element of the General Plan, the Conservation Element contains the mapping and tabular identification of the issues affecting environmental justice communities in Santa Ana and the boundaries of those communities.



▲ Tree City USA

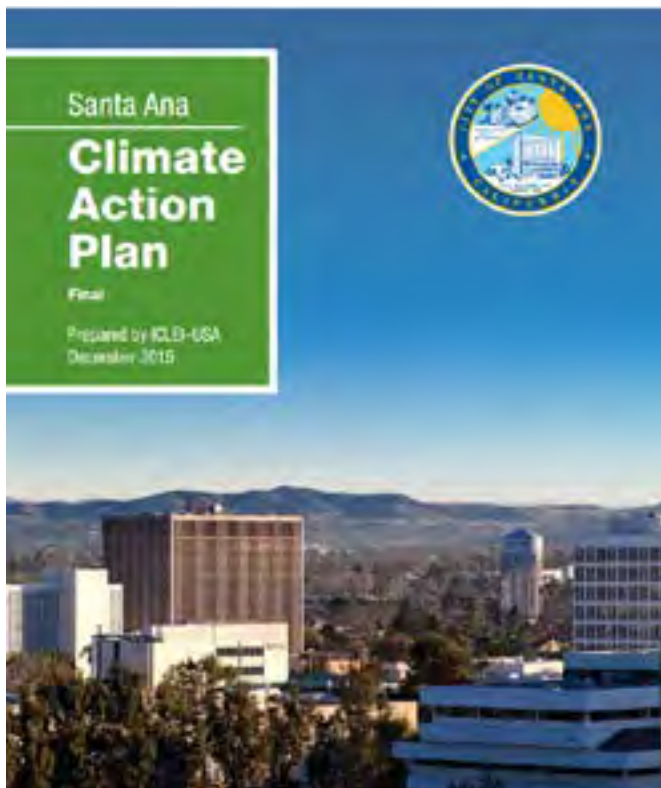
The City of Santa Ana has been a part of the Tree City USA program for 20 years, since it was first recognized in 1999. The city's urban forest consists of 60,000 healthy and attractive trees that improve the look, feel, and health of our community. The use of an extensive urban forest is proven to reduce the heat island effect, lowering surface and air temperatures during peak summer temperatures.

COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous conservation considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▶ Build and develop in a sustainable manner
- ▶ Ensure healthy air, water, and soil conditions
- ▶ Support renewable resources
- ▶ Preserve the natural environment
- ▶ Maintain a robust urban forest



▲ Climate Action Plan

In 2015, the City adopted a Climate Action Plan to develop and implement strategies aimed at reducing greenhouse gas (GHG) emissions from City operations and the community. GHG emissions have the potential to adversely affect the environment because they contribute, on a cumulative basis, to climate change. Climate change is increasing the weather-related risks, such as extreme heat waves, which can impact human health, infrastructure, and the reliability of the water supply.



▲ Community Input

Residents consistently communicated their desire for clean air, clean water, and a more sustainable approach to living, doing business, planning, and building. This input was received during all stages of the General Plan preparation, including at events such as Art Walk (pictured above in September 2016) and focused input such as the 2017 General Plan Advisory Group meeting.





Santiago Creek Trail. Santiago Creek trail is a pleasant natural space filled with several species of trees, birds, and plants that connects with the paved, multiuse trail that extends 8.5 miles northeast near the Santiago Oaks Regional Park. While on a hike, run, or bike ride on the trail, visitors can enjoy a unique view and learn about its history and its inhabitants from various information stands.

POLICY FRAMEWORK

GOAL CN-1: Air Quality and Climate

Protect air resources, improve regional and local air quality, and minimize the impacts of climate change.

POLICY CN-1.1

REGIONAL PLANNING EFFORTS

Coordinate air quality planning efforts with local and regional agencies to meet or exceed State and Federal ambient air quality standards in order to educate the community on and protect all residents from the health effects of air pollution.



POLICY CN-1.2

CLIMATE ACTION PLAN

Consistency with emission reduction goals highlighted in the Climate Action Plan shall be considered in all major decisions on land use and investments in public infrastructure.



POLICY CN-1.3

EDUCATION

Promote efforts to educate businesses and the general public about air quality standards, reducing the urban heat island effect, health effects from poor air quality and extreme heat, and best practices they can make to improve air quality and reduce greenhouse gas emissions.



POLICY CN-1.4

DEVELOPMENT STANDARDS

Support new development that meets or exceeds standards for energy-efficient building design and site planning.



POLICY CN-1.5

SENSITIVE RECEPTOR DECISIONS

Study the impacts of stationary and non-stationary emission sources on existing and proposed sensitive uses and opportunities to minimize health and safety risks. Develop and adopt new regulations avoiding the siting of facilities that potentially emit increased pollution near sensitive receptors within environmental justice area boundaries.



POLICY CN-1.6

NEW AND INFILL RESIDENTIAL DEVELOPMENT

Promote development that is mixed use, pedestrian friendly, transit oriented, and clustered around activity centers.



POLICY CN-1.7

HOUSING AND EMPLOYMENT OPPORTUNITIES

Improve the city's jobs/housing balance ratio by supporting development that provides housing and employment opportunities to enable people to live and work in Santa Ana.



POLICY CN-1.8

PROMOTE ALTERNATIVE TRANSPORTATION

Promote use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.



CONTINUED ON NEXT PAGE >>



<< GOAL CN-1: AIR QUALITY AND CLIMATE

POLICY CN-1.9 PUBLIC INVESTMENT ALTERNATIVE TRANSPORTATION INFRASTRUCTURE

Continue to invest in infrastructure projects that support public transportation and alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.



POLICY CN-1.10 TRANSPORTATION MANAGEMENT

Continue to support and invest in improvements to the City's Transportation Management System, including projects or programs that improve traffic flow and reduce traffic congestion.



POLICY CN-1.11 PUBLIC INVESTMENT IN LOW- OR ZERO EMISSION VEHICLES

Continue to invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and to transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.



POLICY CN-1.12 SUSTAINABLE INFRASTRUCTURE

Encourage the use of low or zero emission vehicles, bicycles, nonmotorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.



POLICY CN-1.13 CITY CONTRACT PRACTICES

Support businesses and contractors that use reduced-emissions equipment for city construction projects and contracts for services, as well as businesses that practice sustainable operations.



POLICY CN-1.14 TRANSPORTATION DEMAND MANAGEMENT

Require and incentivize projects to incorporate transportation demand management techniques.



POLICY CN-1.15 COMMUNITY EMISSIONS REDUCTION

Collaborate with the South Coast Air Quality Management District and local stakeholders in advance of designation as a priority community for air monitoring and reduction, and implement measures and strategies identified in other air monitoring and emissions reduction plans that are applicable to and feasible for Santa Ana.



POLICY CN-1.16 INDIRECT SOURCE RULES

Support the development of regional legislation such as the drayage truck rule, advanced clean truck route, and heavy-duty low NOx rule by the South Coast Air Quality Management District.



<< CN-3 AIR QUALITY AND CLIMATE

POLICY CN-1.17
INDOOR RECREATION

Encourage new development to provide indoor recreation space when located in areas with high levels of localized air pollution or if site is adjacent to freeways or heavy industrial uses.

H **Eq**

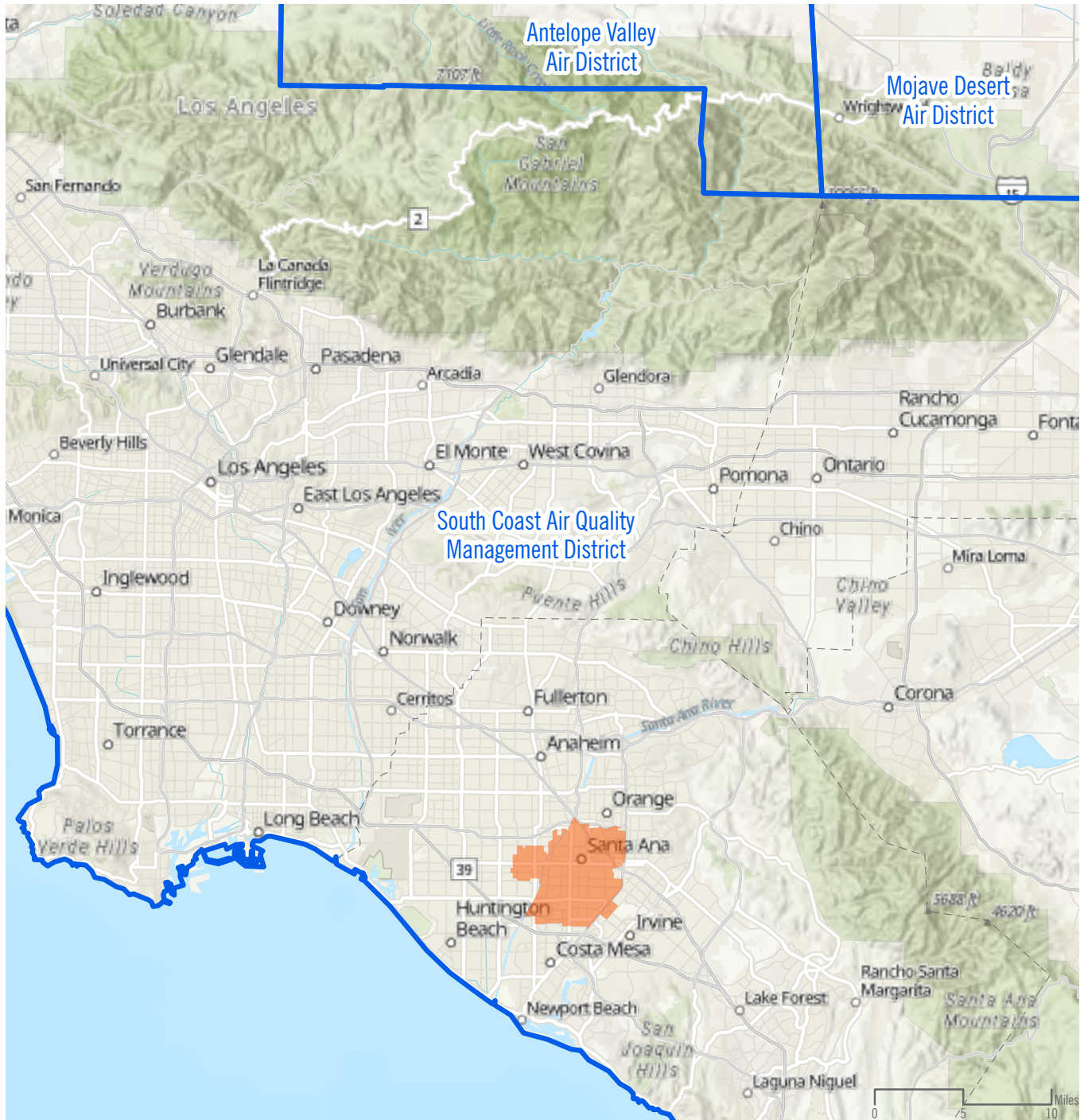
POLICY CN-1.18
PUBLIC INVESTMENT IN PARKS

Coordinate with park renovation and new development to address air quality and climate impacts by reducing the heat island affect by providing green infrastructure and shade, and reducing air pollution by providing vegetation that removes pollutants and air particles.

H **Eq** **S**



ABOUT THE MAP. This map shows the boundaries of the South Coast Air Quality Management District, which is the agency responsible for regulating air pollution and maintaining clean air standards to protect public health. The District primarily controls emissions from stationary sources of air pollution (e.g., land uses), and the California Air Resources Board and Cal/US EPA regulate mobile sources (e.g., cars and trucks).



Source: CARB 2020 Date Published: 5/18/2020

 Air District

**FIGURE CN-1
AIR QUALITY MANAGEMENT DISTRICT**



GOAL CN-2: Natural Resources

Preserve and enhance Santa Ana’s natural and environmental resources while maintaining a balance between recreation, habitat restoration, and scenic resources.

POLICY CN-2.1 NATIVE WILDLIFE HABITAT PROTECTION

Protect and enhance natural vegetation in parks and open spaces for wildlife habitat, erosion control, and to serve as noise and scenic buffers.

S

POLICY CN-2.2 BIODIVERSITY PRESERVATION

Collaborate with State and County agencies to promote biodiversity and protect sensitive biological resources.

S

POLICY CN-2.3 RESOURCE MANAGEMENT

Efficiently manage soil and mineral resource operations to eliminate significant nuisances, hazards, or adverse environmental effects on neighboring land uses.

H S

POLICY CN-2.4 SCENIC PRESERVATION

Ensure that development, open space and travelways surrounding key destinations, historic sites, recreational areas, and open space protects visual corridors, community aesthetics, and scenic preservation.

H S



▲ Santa Ana River

Nearly four linear miles of trails run along the Santa Ana River through the city’s western area. The City’s vision for the river includes preserving and restoring natural habitat, acquiring land for improvements, protecting water quality, and promoting the Santa Ana River Trail as a nonmotorized transportation route to serve the region. This photo shows bikers and walkers on the bridge connecting the Santa Ana River Trail, Edna Park, and 17th Street Triangle Park.



GOAL CN-3: Energy Resources

Reduce consumption of and reliance on nonrenewable energy, and support the development and use of renewable energy sources.

POLICY CN-3.1 INTERAGENCY COORDINATION

Consult with regional agencies and utility companies to pursue energy efficiency goals and expand renewable energy strategies.



POLICY CN-3.2 EDUCATION PROGRAMS

Support education programs to provide information on energy conservation and alternatives to nonrenewable energy sources.



POLICY CN-3.3 DEVELOPMENT PATTERNS

Promote energy-efficient development patterns by clustering mixed use developments and compatible uses adjacent to public transportation.



POLICY CN-3.4 SITE DESIGN

Encourage site planning and subdivision design that incorporates the use of renewable energy systems.



POLICY CN-3.5 LANDSCAPING

Promote and encourage the planting of native and diverse tree species to improve air quality, reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation with special focus in environmental justice areas.



POLICY CN-3.6 LIFE CYCLE COSTS

Encourage construction and building development practices that use renewable resources and life cycle costing in construction and operating decisions.



POLICY CN-3.7 ENERGY CONSERVATION DESIGN AND CONSTRUCTION

Incorporate energy conservation features in the design of new construction and rehabilitation projects.



POLICY CN-3.8 ENERGY-EFFICIENT PUBLIC FACILITIES

Promote and encourage efficient use of energy and the conservation of available resources in the design, construction, maintenance, and operation of public facilities, infrastructure, and equipment.



POLICY CN-3.9 ENERGY GENERATION IN PUBLIC FACILITIES

Encourage and support the generation, transmission, use, and storage of locally distributed renewable energy in order to promote energy independence, efficiency, and sustainability.



CONTINUED ON NEXT PAGE >>



<< CN-3 ENERGY RESOURCES

**POLICY CN-3.10
ENERGY CONSERVATION IN PUBLIC PROJECTS**

Work with businesses and contractors that use energy-efficient practices in the provision of services and equipment for City construction projects.

S

**POLICY CN-3.11
ENERGY-EFFICIENT TRANSPORTATION
INFRASTRUCTURE**

Continue to support public and private infrastructure for public transportation such as bus routes, rail lines, and the OC Streetcar.

S



▲ **Fleet Vehicles**

The City of Santa Ana uses alternative-fueled vehicles to conserve natural resources and lower emissions. The propane-fueled Ford F-550 truck shown here will reduce carbon dioxide emissions by about 55,000 pounds over its lifetime. While minimizing smog-producing hydrocarbons and virtually eliminating particulate matter, the vehicle will lessen noise levels by about 50 percent compared to its diesel counterparts.

Photo courtesy of Roush Clean Tech



GOAL CN-4: Water Resources

Conserve and replenish existing and future water resources.

POLICY CN-4.1

WATER USE

Encourage and educate residents, business owners, and operators of public facilities to use water wisely and efficiently.

S **Ed**

POLICY CN-4.2

LANDSCAPING

Encourage public and private property owners to plant native or drought-tolerant vegetation.

S **Ed**

POLICY CN-4.3

RECYCLED WATER SYSTEMS

Continue to coordinate with the Orange County Water District, Orange County Sanitation District, and developers for opportunities to expand use of reclaimed water systems.

S

POLICY CN-4.4

IRRIGATION SYSTEMS

Promote irrigation and rainwater capture systems that conserve water to support a sustainable community.

S **Ed**

POLICY CN-4.5

WATER SUPPLY

Continue to collaborate with Orange County Water District and Metropolitan Water District to ensure reliable, adequate, and high quality sources of water supply at a reasonable cost.

S

POLICY CN-4.6

WATER QUALITY

Work with public and private property owners to reduce storm water runoff and to protect the water quality percolating into the aquifer and into any established waterway.

S

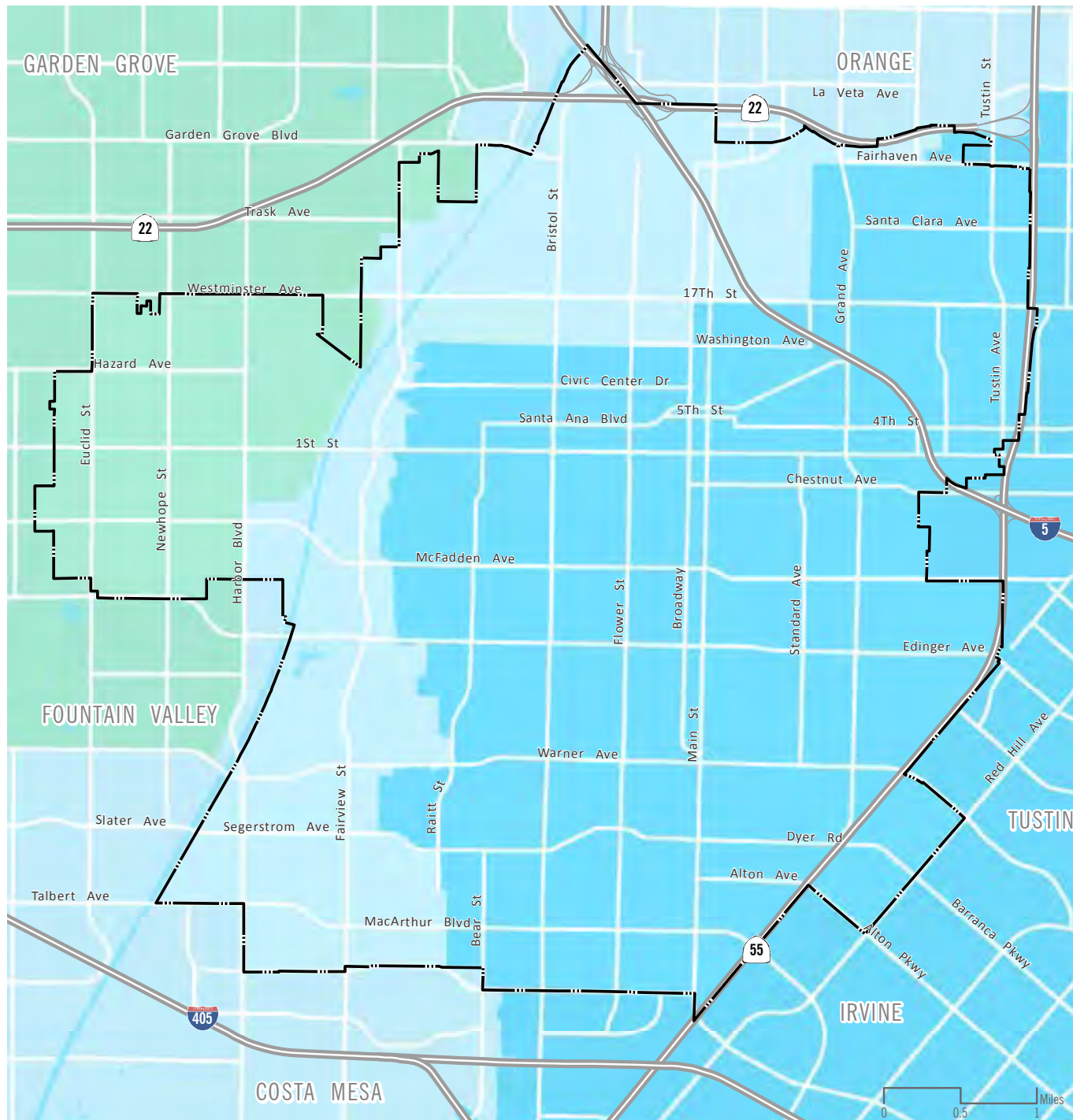


◀ Santa Ana Water Tower

Built in 1928, the historic water tower stands 153 feet tall and is still used today to maintain water pressure for residents. The tower is considered a Landmark structure on the Santa Ana Register of Historical Properties (#253).

Photo by Chet Frohlich

ABOUT THE MAP. This map shows the boundaries of the three watersheds in the city. When a drop of water falls inside one of these watersheds, it flows toward larger bodies of water (see legend). The water travels either by soaking into the ground or by running directly into the water body. Healthy watersheds help project water quality for both people and nature.



Source: Fuscoe 2020 Date Published: 8/3/2020

- Watershed**
- Anaheim Bay-Huntington Harbour
 - Santa Ana River
 - Newport Bay

**FIGURE CN-2
WATERSHEDS**



ENVIRONMENTAL JUSTICE COMMUNITIES

Our Core Values reinforce the City’s commitment to enabling all persons to enjoy equal access to healthy environments, healthy foods, parks and recreational facilities, and civic engagement opportunities. However, the City recognizes that throughout our communities, some bear a disproportionate burden of pollution and associated health risks.

ENVIRONMENTAL JUSTICE

The concept of environmental justice seeks to correct this inequity by reducing pollution and increasing public investments in these communities, and ensuring their input is considered in decisions that affect them.

State law enacted through Senate Bill 1000 (2016) requires all cities and counties to update public policies to address environmental justice. The City has opted for an “environmental justice in all policies” approach to ensure the topic is present alongside the multitude of issues and topics that affect our communities.

It should be noted that the goals, policies, and implementation actions presented in the General Plan build upon the important work that Santa Ana residents and stakeholders have already started to improve conditions for residences, childcare centers, schools, medical facilities, senior care centers, and parks and recreation facilities throughout the city.

ENVIRONMENTAL JUSTICE COMMUNITIES

An environmental justice community is an area of the city where residents have the highest risk of exposure to pollution in the air, water, and soil. This pollution may be caused by passing vehicles (cars and trucks) or by the daily activities of businesses and institutions. Residents in these areas also tend to be burdened by socioeconomic and health issues, such as higher rates of language barriers, poverty, and asthma. Such areas also tend to experience lower rates of investment and improvements from individuals, private companies, and public agencies. All of these factors can lead to unequal opportunities to lead a healthy and prosperous life.

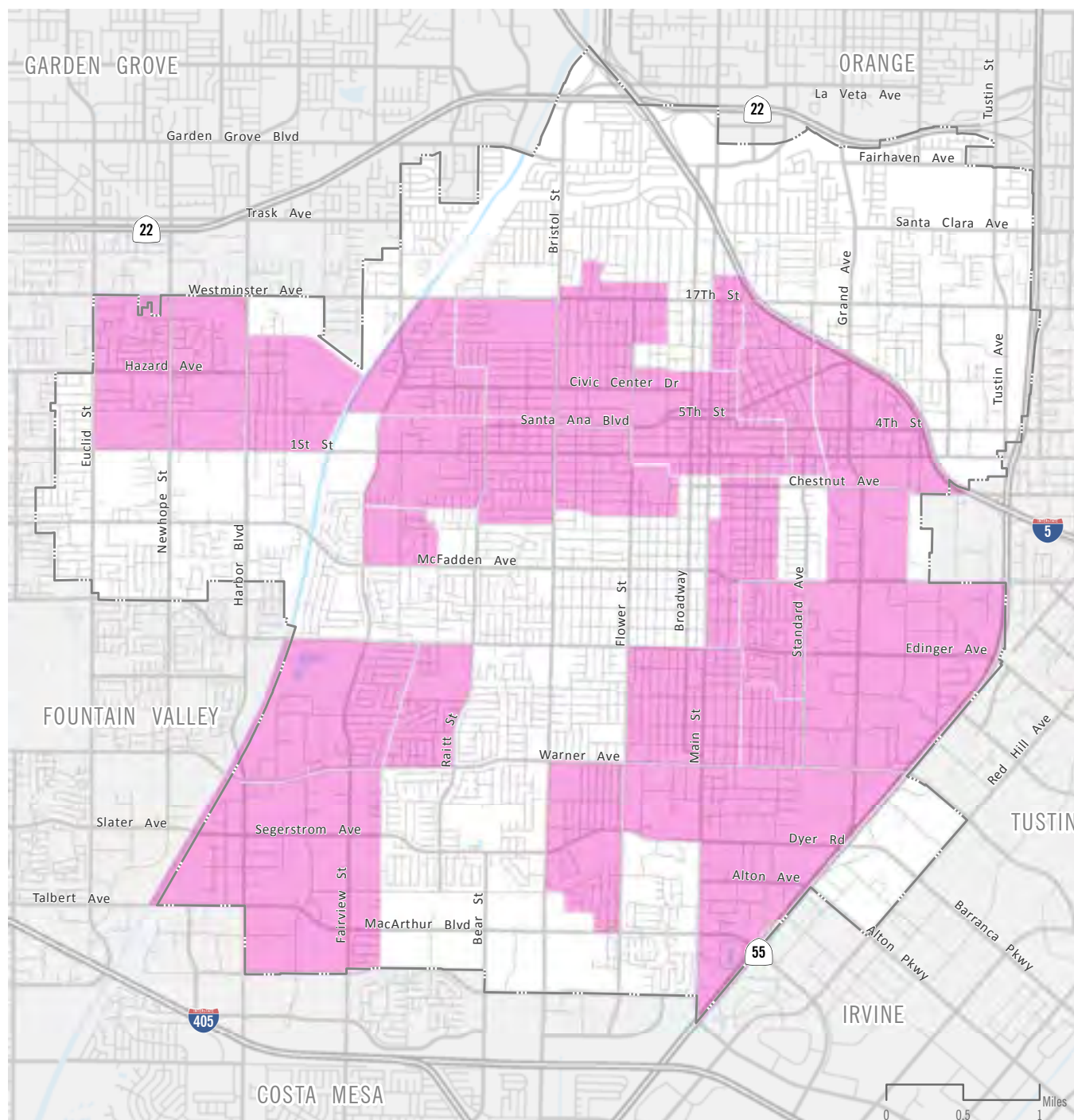
The City uses a mapping tool from CalEPA called CalEnviroScreen (CES, Version 4.0) to identify the most vulnerable and disadvantaged areas in Santa Ana. The CES tool measures 21 indicators for every census tract in California related to people’s exposure to pollution and quality of life. The results for each census tract are combined and measured against every other census tract, producing a composite score that ranks census tracts from the least impacted to the most impacted.

Those ranked in the top 25 percent—with values between 75 and 100 percent—are considered disadvantaged or environmental justice communities. This top 25th percentile score is also referred to as an upper quartile score. Figure CN-3 maps areas of Santa Ana considered to be environmental justice communities. Table CN-1 provides more detail on the neighborhoods that overlap the environmental justice areas.

The mapped environmental justice communities represent the areas where the City’s policies will emphasize and prioritize improving existing environmental conditions, expanding access to public facilities and resources, and augmenting opportunities for civic engagement.



ABOUT THE MAP. This map shows the boundaries of Santa Ana’s environmental justice communities based on data from CalEPA’s CalEnviroScreen tool. The boundaries represent the areas where the City’s policies will emphasize and prioritize improving existing environmental conditions, expanding access to public facilities and resources, and augmenting opportunities for civic engagement.



Source: CalEnviroScreen 4.0 Date Published: 11/1/2021

Environmental Justice Communities

**FIGURE CN-3
ENVIRONMENTAL JUSTICE COMMUNITIES**

Environmental Justice Community: The City uses a mapping tool from CalEPA called CalEnviroScreen (CES) to identify the most vulnerable and disadvantaged areas in Santa Ana. The CES tool measures 21 indicators for every census tract in California related to people’s exposure to pollution and quality of life. The results for each census tract are combined and measured against every other census tract, producing a composite score that ranks census tracts from the least impacted to the most impacted. Those ranked in the top 25 percent—shown with values between 75 and 100 percent—are considered and referred to as an environmental justice area, environmental justice community, or disadvantaged community.



TABLE CN-1. CALENVIROSCREEN SCORES FOR ENVIRONMENTAL JUSTICE COMMUNITIES

Census Tract	Neighborhood(s)	Low Income	Percentile Score & Quartile Rank			Variables in the Upper Quartile	
			Composite	Pollution	Population	Pollution	Population
6059074003	Delhi	No	86	99	56	AQ DPM TD CS GW HZ L	LB
6059074300	Delhi, Madison Park	Yes	89	93	73	AQ CS GW HZ L SW	LB ED HB
6059074200	Delhi, Madison Park, Memorial Park	Yes	81	82	71	AQ GW L HZ	ED LI POV
6059074005	Sunwood Central, Rosewood Baker, South Coast	Yes	76	79	65	AQ L	ED LI
6059074108	Centennial Park	Yes	82	89	66	AQ L CS HZ	LB ED
6059074106	n/a	Yes	76	89	56	AQ CS GW HZ	LB ED
6059074109	Valley Adams	Yes	77	81	65	AQ L HZ	ED HB
6059089004	Riverview West	Yes	82	77	77	AQ DPM L	ED LI POV HB
6059089001	Riverview West	Yes	80	70	79	AQ	ED LI POV HB
6059089105	Santa Anita	Yes	81	65	83	AQ L TD	ED LI POV HB
6059074403	Cornerstone Village, Lyon St	Yes	81	94	57	AQ TD CS HZ	ED LI POV HB
6059074406	Lyon St, Saddleback View	Yes	93	94	79	AQ DPM TD CS SW L	ED LI POV HB LB
6059074602	Madison Park, Pacific Park	Yes	82	83	72	AQ CS HZ L	ED LI POV HB
6059074502	Cedar Evergreen, Madison Park	Yes	88	90	76	AQ CS GW HZ L	ED LI POV HB
6059074405	French Court, French Park, Lacy, Logan, Pacific Park	Yes	91	94	77	AQ DPM TD CS SW L	ED LI POV HB
6059075002	Downtown, French Park, Heninger Park, Lacy, Pacific Park, Willard	Yes	90	83	86	AQ DPM CS HZ SW L	LB ED LI POV

Rankings

Quartile 1 = Good	Quartile 2 = Moderate	Quartile 3 = Poor	Quartile 4 = Challenged (Upper)
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Variable in the CES 4.0 model:

Pollution Exposure	Environmental Effects	Sensitive Population	Socioeconomic Factors
AQ = Air Quality (incl. Ozone, PM2.5, Toxic Releases)	CS = Toxic Cleanup Sites	LB = Low Birth Weight	LI = Linguistic Isolation
DPM = Diesel Particulate Matter	GW = Groundwater Threats		POV = Poverty
TD = Traffic Density	HZ = Hazardous Waste		HB = Housing Burden
L = Lead	SW = Solid Waste Sites/Facilities		ED = Educational Attainment
			UE = Unemployment

Note: Indicators not ranked in upper quartile: air quality (ozone); air quality (PM2.5); drinking water contaminants; pesticide use; impaired water bodies; asthma; cardiovascular disease. Low income status consistent with Assembly Bill 1550 and mapping by the California Air Resources Board.



TABLE CN-1. CALENVIROSCREEN SCORES FOR ENVIRONMENTAL JUSTICE COMMUNITIES

6059074901	Flower Park, Heninger Park, Pico Lowell	Yes	88	76	87	AQ CS HZ L	ED LI POV UE
6059075201	Artesia Pilar	Yes	84	81	78	AQ HZ L	LB ED LI POV UE HB
6059075202	Artesia Pilar	Yes	82	84	72	AQ CS HZ L	ED LI UE HB
6059074801	Artesia Pilar, Central City	Yes	85	83	77	AQ HZ L	ED LI POV
6059075004	French Court, Santa Ana Triangle	Yes	83	79	76	AQ DPM TD L	ED LI POV HB
6059074805	Bella Vista	Yes	77	63	79	AQ	ED LI POV HB
6059075100	Flower Park, Washington Square, Willard, Floral Park, West Floral Park	Yes	77	83	64	AQ CS HZ L	ED LI
6059074802	Casa Bonita, Artesia Pilar	Yes	76	88	58	AQ CS HZ L	ED LI POV

Rankings

Quartile 1 = Good	Quartile 2 = Moderate	Quartile 3 = Poor	Quartile 4= Challenged (Upper)
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Variable in the CES 4.0 model:

Pollution Exposure

Environmental Effects

Sensitive Population

Socioeconomic Factors

AQ = Air Quality (incl.

CS = Toxic Cleanup Sites

LB = Low Birth Weight

LI = Linguistic Isolation

Ozone, PM2.5, Toxic Releases)

GW = Groundwater Threats

POV = Poverty

DPM = Diesel Particulate Matter

HZ = Hazardous Waste

HB = Housing Burden

TD = Traffic Density

SW = Solid Waste Sites/Facilities

ED = Educational Attainment

L = Lead

UE = Unemployment

Note: Indicators not ranked in upper quartile: air quality (ozone); air quality (PM2.5); drinking water contaminants; pesticide use; impaired water bodies; asthma; cardiovascular disease. Low income status consistent with Assembly Bill 1550 and mapping by the California Air Resources Board.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table CN-2 lists each Conservation goal in the far left column and, in columns to the right, identifies related policy numbers from other elements.

Goal CN-2, for example, is supported not only by the policies listed in this element (CN-1.1 through CN-3.11), but also by Policy M-3.8 in the Mobility Element, two policies in the Open Space Element, Policy LU-4.4 in the Land Use Element and Policy UD-3.7 in the Urban Design Element.

TABLE CN-2. RELATED GENERAL PLAN POLICIES

Conservation Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
CN-1: Air Quality and Climate Protect air resources, improve regional and local air quality, and minimize the impacts of climate change.	-	M-1.8 M-4.9	EP-2.10	-	Current Element	OS-2.5 OS-2.7 OS-2.8	-	S-2 S-2.1 S-2.2 S-2.3 S-2.4 S-2.5 S-2.6	LU-3.8 LU-3.9 LU-4.3	-	-	UD-2.10
CN-2: Natural Resources Preserve and enhance Santa Ana’s natural and environmental resources while maintaining a balance between recreation, habitat restoration, and scenic resources.	-	M-3.8	-	-	Current Element	OS-3.4 OS-3.7 OS-3.8	-	-	LU-4.4	-	-	UD-3.7
CN-3: Energy Resources Reduce consumption of and reliance on nonrenewable energy, and support the development and use of renewable energy sources.	-	M-5.6	EP-2.9	PS-1.7	Current Element	OS-3.5 OS-3.6	-	-	LU-4.3	-	-	UD-2.11
CN-4: Water Resources Conserve and replenish existing and future water resources.	-	M-1.8 M-5.4	EP-2.9	PS-3.6 PS-3.8	Current Element	OS-1.13 OS-3.6	-	-	LU-4.3	-	-	-

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE CN-3. CONSERVATION ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL CN-1: Air Quality and Climate		
Protect air resources, improve regional and local air quality, and minimize the impacts of climate change.		
1.1 ^{EJ}	Air quality planning. Review existing and monitor the development of new air monitoring and emissions reduction plans prepared by the South Coast Air Quality Management District. Gather and evaluate measures and strategies in such plans for their applicability to and feasibility for Santa Ana.	PBA 2022 & annually
1.2 ^{EJ}	Community identification. Coordinate with the South Coast Air Quality Management District and local stakeholders to pursue a priority community designation for eligible environmental justice areas of the city , with focus on areas with unique needs and highest pollution burden as identified in the CalEnviroScreen tool. If such designation is not awarded, seek grant funds for activities such as local air quality monitoring.	PBA 2022 & Ongoing
1.3 ^{EJ}	Proactive engagement. Collaborate with the South Coast Air Quality Management District and local stakeholders in environmental justice areas experiencing local air pollutions issues to outline objectives and strategies for monitoring air pollution in advance of the establishment of a community emissions reduction and/or air monitoring plan.	PBA 2022 & Ongoing
1.4 ^{EJ}	Health risk criteria. Establish criteria for requiring health risk assessments for existing and new industries, including the type of business, thresholds, and scope of assessment. Review existing and establish new regulation to reduce and avoid increased pollution near sensitive receptors within environmental justice area boundaries.	PBA 2022-2027
1.5 ^{EJ}	Agency permits. Monitor the South Coast Air Quality Management District permitting and inspection process and the Orange County Health Care Agency to identify businesses in Santa Ana with potential hazardous materials or by-products, with a special focus on environmental justice communities. Serve as a liaison for residents to identify potential emission violations. Share information and data with the community on the City’s Environmental Quality web page.	PBA 2022 & Ongoing
1.6 ^{EJ}	Emissions monitoring. Coordinate with the South Coast Air Quality Management District to monitor existing air measurements and recommend new air measurements and locations.	PBA 2022 & Ongoing
1.7 ^{EJ}	Truck idling. Evaluate strategies to reduce truck idling found or reported in areas with sensitive receptors, with a priority placed on environmental justice areas.	PBA/PD 2022-2024



TABLE CN-3. CONSERVATION ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
1.8 EJ	Improve older trucks. Promote the City’s Vehicle Replacement Plan and explore the replacement of older trucks through City participation in regional incentive programs and education of Santa Ana private fleet owners of program opportunities.	PWA 2022
1.9 EJ	Indirect source rules. Support the development of indirect source rules, drayage truck rules, advanced clean truck routes, and heavy-duty low NOx rules by the South Coast Air Quality Management District.	CMO Ongoing
1.10 EJ	Interagency team. Establish an environmental quality interagency team to evaluate, monitor, and make recommendations to address air quality and environmental hazard issues, with a special focus on environmental justice areas. Publish results and information on the City’s website through a dedicated Santa Ana Environmental Quality web page.	PBA 2022 & Ongoing
1.11 EJ	Public education. Augment existing outreach programs to improve public awareness of State, regional and local agencies’ roles and resources to identify, monitor, and address air quality and other environmental hazards in the community.	PBA/PWA Ongoing
1.12 EJ	Data collection for emissions plans. Coordinate with the South Coast Air Quality Management District to explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of information needed (new or updated), potential data sources and needed resources, and strategies to engage residents and collect information.	PBA 2022
1.13 EJ	Community survey on healthy lifestyles. Plan for and conduct a community survey of residents every two years related to community health, pollution, parks, community engagement, and community services, with focused outreach for environment justice concerns and priority areas (tie into other City efforts like Strategic Plan, park and recreation planning, community benefits, etc.). Report findings of survey through the various media platforms and utilize input to inform periodic evaluation and update of General Plan.	CMO Every two Years
1.14 EJ	Expanded interactions. Identify opportunities to expand regular attendance and support neighborhood associations and community groups to hold regular meetings with City staff and decision-makers in neighborhoods within environmental justice communities, so that residents, community organizations and businesses can communicate their unique issues and needs, as well as their recommendations on how best to implement environmental quality, environmental health, and environmental justice policies. Arrange for language interpretation services as needed at these meetings so that all residents can participate.	PBA/CMO Ongoing
1.15 EJ	Expanded representation. Expand representation of residents from neighborhoods within environmental justice area boundaries by extending residents from such areas to become board, commission, and task force members as openings occur.	PBA/CMO Ongoing
1.16 EJ	City budget. Evaluate the City’s budget and financial policies to include direction for prioritizing public services and improvements within environmental justice area boundaries. Augment budget meeting presentations to include a section dedicated to the status of actions and improvements to address the needs of residents within environmental justice area boundaries.	CMO Annually
1.17	Transportation Demand Management. Collaborate with the South Coast Air Quality Management District, Orange County Transportation Authority, and other transportation planning agencies to develop a transportation demand management program for small businesses and new multifamily housing in the city to educate and incentivize employees and residents to consider transit, carpool, and active transportation travel choices.	PBA/PWA 2023
1.18	Support transit. Support local and regional land use and transportation plans that increase mass transit usage and reduce vehicle trips.	PWA Ongoing
1.19	Climate Action Plan. Review and update the City’s Climate Action Plan.	PWA 2023
<p>GOAL CN-2: Natural Resources Preserve and enhance Santa Ana’s natural and environmental resources while maintaining a balance between recreation, habitat restoration, and scenic resources.</p>		
2.1	Native planting. Evaluate opportunities in parks, open spaces, scenic linkages, and greenway corridors to restore native vegetation and establish, where appropriate, native plantings that require limited water and fertilizer. Restoration and establishment of native planting should not limit pedestrian and recreation access.	PRCSA/ PWA 2021 & ongoing



TABLE CN-3. CONSERVATION ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
2.2	Santiago Creek. Continue working with regional agencies, including the Orange County Flood Control District, to identify opportunities to enhance the natural qualities of Santiago Creek to protect habitat and reintroduce native plants and animals.	PRCSA 2022 & ongoing
2.3	Channel improvement plans. Partner with the County of Orange to explore best practices in greenbelt and channel improvement plans for the Santa Ana River and Santiago Creek to preserve natural vegetation.	PRCSA/PWA 2022
2.4	Preservation of natural and historic resources. Collaborate with local indigenous tribes and other stakeholders to identify and evaluate potential incentives in the municipal code to encourage protection and enhancement of natural and historic resources.	PBA Ongoing
2.5	Programming. Incorporate the city’s natural resources into City plans and recreational programming to facilitate and encourage healthy, safe recreational activities.	PRCSA 2021 & ongoing
GOAL CN-3: Energy Resources Reduce consumption of and reliance on nonrenewable energy, and support the development and use of renewable energy sources.		
3.1	CALGreen voluntary measures. Evaluate the feasibility of adopting CALGreen building code nonresidential voluntary measures as mandatory measures by the City.	PBA 2023
3.2	LEED/ENVISION certification. Evaluate the feasibility of requiring all major renovations and new construction of City-owned facilities over 5,000 square feet to earn a LEED New Construction Silver Certification or greater. Evaluate feasibility of requiring all existing City-owned facilities larger than 25,000 square feet to obtain the LEED Buildings: Operations & Maintenance Certification. Evaluate the feasibility of requiring all major renovations and new construction of City-owned infrastructure facilities to earn ENVISION Bronze Certification. Consider providing incentives and recognition for new commercial, multifamily projects, and neighborhoods to obtain LEED certification. Incentives may include expedited permitting, rebates on or reduced building permit fees, and density bonuses.	PBA/PWA 2022
3.3	Green design guidelines. Update Citywide Design Guidelines to incorporate energy conservation principles, including passive heating and cooling, siting, shading, and material choices. Provide examples of site plans that illustrate energy conservation principles.	PBA 2023
3.4	Retrofitting existing buildings. Support and encourage retrofitting existing buildings to achieve energy optimization. Partner with Southern California Edison and other stakeholders to provide incentives, rebates, and expedited permitting for energy retrofit projects and to make residents, property owners, and businesses aware of such programs.	PBA/PWA Ongoing
3.5	Funding energy projects. Partner with local businesses, community organizations, and advocacy groups to seek creative financing sources for renewable energy retrofit and new development projects, including subsidized or other low-interest loans, on-bill repayment, and the option to pay for system installation through long-term assessments on individual property tax bills. For affordable housing projects involving City funds, require and incentivize affordable housing developers to meet energy-efficiency goals.	PBA/CDA 2023 & Ongoing
3.6	Funding mechanism clearinghouse. Establish and maintain a clearinghouse of information on available funding alternatives for renewable energy projects, rates of return, and other information to support developers and community members interested in pursuing renewable energy projects.	PWA/CDA 2022
3.7	Public awareness. Create educational programs to sustain public awareness of the importance of resource conservation (e.g., energy, water, and open space), the continued existence of long-term resource demand challenges, and specific conservation tactics that are recommended.	PWA Ongoing
3.8	Clean electricity. Coordinate with Southern California Edison to expand the availability of clean/renewable energy services throughout the city, and to explore alternative energy technologies.	PWA 2023
3.9	Local solar photovoltaics (PV). Continue to pursue partnerships with government entities and private companies to establish a range of incentive programs to retrofit existing buildings with photovoltaic panels. Incentives could include reduced fees, expedited permit processing, tax incentives, and reduced energy bills. Provide educational resources to residents, property owners, and businesses regarding PV panels and available incentive programs.	PBA 2023



TABLE CN-3. CONSERVATION ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
3.10	Electricity storage. Consider partnering with local Southern California Edison and local community organizations to pursue opportunities for electricity storage at the building scale, separate from the utility-scale storage operated by Southern California Edison. As battery technologies improve, promote the use of distributed electricity storage at commercial and residential buildings.	CMO 2022
3.11	Natural carbon sequestration. Reduce the amount of carbon dioxide that would otherwise be released into the atmosphere through the continued maintenance and expansion of the city’s urban forest and development of other green infrastructure. Explore options to include green infrastructure requirements in new public realm plans.	PWA Ongoing
GOAL CN-4: Water Resources Conserve and replenish existing and future water resources.		
4.1	Water education. Provide educational outreach materials for residents and businesses on proper water use and other water conservation practices.	PWA Ongoing
4.2	Water smart landscapes. Promote awareness of the City Landscape and Parkway Improvement Guidelines to require public projects and new private development to incorporate drought-tolerant landscaping. Continue to encourage drought-tolerant retrofits through the Turf Removal Rebate Program and educate property owners about incentives available through the SoCal WaterSmart program to public and private property owners for planting native or drought-tolerant vegetation.	PWA/PBA 2022
4.3	Green stormwater management. Identify opportunities for the installation of stormwater best management practices in the public rights-of-way, parking lots, parks, or public buildings, for inclusion into the Capital Improvement Program.	PWA Ongoing
4.4	Water recycling. Pursue funding to implement the first phase of the City of Santa Ana Recycled Water Master Plan, with an emphasis on local water recycling programs and cooperation with regional water recycling efforts.	PWA 2023

Notes:

CDA - Community Development Agency

CMO - City Manager’s Office

HR- Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

EJ associated with environmental justice policies



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Open Space Element

Santa Ana General Plan
FINAL, APRIL 2022

A SHARED VISION

Santa Ana is a city that promotes the health & wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq **Eq^{EJ}** EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes “EJ” in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.



▲ Pacific Electric Park and Community Gardens [cover photo]

Four Santa Ana neighborhoods (Cornerstone Village, Eastside, Heninger Park, and Madison Park) came together and asked the City to build a unique park adjacent to the old Pacific Electric train right-of-way. The 1.39-acre park, shown above, opened in 2018 and includes a playground, exercise equipment, community garden, restroom, drinking fountain, park benches, trees, native plants, and shaded areas.



OPEN SPACE ELEMENT

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COMMUNITY CONSIDERATIONS OS-03

POLICY FRAMEWORK OS-05

 GOAL OS-1: PARKS, OPEN SPACE, AND RECREATION OS-05

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 OPPORTUNITIES OS-12

 GOAL OS-3: PARK MAINTENANCE, STEWARDSHIP,
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RELATED ITEMS UNDER SEPARATE COVER

BIOLOGICAL AND NATURAL RESOURCE INVENTORY AND ASSESSMENT,
MAY 2020 (APPENDIX D, DEIR)

ENVIRONMENTAL JUSTICE BACKGROUND AND ANALYSIS, OCTOBER 2021

EIR CHAPTERS: 5.1, AESTHETICS; 5.3, BIOLOGICAL RESOURCES;
5.10, LAND USE AND PLANNING; 5.15, RECREATION



Madison Park. Children and adults alike had fun playing at Madison Park during the Summer Night Lights program (shown here in July 2019). The Summer Night Lights program was held in partnership with the Madison Park Neighborhood Association.

OPEN SPACE

The purpose of the Open Space Element is to identify, preserve, and add open space areas that provide value to the community and enrich the quality of life. Such lands or waters provide value in the form of recreation, health, biodiversity, wildlife conservation, and aesthetics. Additionally, open spaces are used for climate change mitigation and adaption, flood risk reduction, managed natural resources production, agricultural production, and protection from hazardous conditions. The Open Space Element will guide the City in its efforts to plan for open space lands in what is largely a built-out, urban environment.



INTRODUCTION

Open space is a limited and valuable resource that provides multiple benefits to those living and working in Santa Ana. It provides a place of relaxation and reprieve from the urban environment. It also offers a place to gather, celebrate, learn, or exercise, whether one is alone, with friends or family, or with other members of the community. Open space is so important that its presence (or absence) can profoundly shape the physical, social, mental, and economic health and well-being of our communities.

The City boasts dozens of parks and joint use facilities, hundreds of recreational programs and classes, and miles of off-street trails weaving through neighborhoods and along the Santa Ana River. These varied resources provide hundreds of acres for public open space and recreation.

The City continues to explore ways to provide more open space and a more equitable distribution across our many communities. The demands for new open space and the pressures on existing open space will rise alongside planned growth on our corridors and around current and future activity centers.

To create more open space in an urban environment where nearly every parcel is developed requires new approaches, creative solutions, and strong partnerships. A parks master plan is underway to better define and guide the City's strategies and investments in the coming years. The City will also continue to engage with regional partners to expand the public use and connectivity of the Santa Ana River Parkway.



▲ Party in the Park (Memorial Park)

In partnership with the City of Santa Ana, Santa Ana Unified School District, and County of Orange, Active Learning created and leads Party in the Park (held annually at Memorial Park) to promote healthy and active lifestyles through games, activities, dance classes, and more.

Photo courtesy of Active Learning



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous open space considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and/or community strengths:

- ▶ More open space and community centers
- ▶ More equitable distribution of open space
- ▶ Improve park safety and accessibility
- ▶ Enhance facility maintenance
- ▶ Increase public events and programming
- ▶ Expand senior services



▲ Centennial Skatepark

The skatepark at Centennial Park offers street skaters large area with several banks of stairs, rails, ledges, fun boxes, and other obstacles. The park's design and layout ensure that every level of skater can have fun and challenge themselves.



▲ Community Input

Residents consistently expressed their desire to increase the amount of parks, open space, and programming during all stages of the General Plan preparation, including youth outreach events (map above from June 2016 event) and focused input such as the 2017 General Plan Advisory Group meeting.





Santiago Park. One of the city's largest parks, the 34.4-acre community park provides a wide range of open spaces and recreational facilities. Shown above is the Santiago Creek Bike Trail that runs through the park and northeast over eight miles through the cities of Orange and Villa Park, until it connects into the Santiago Oaks Regional Park. Santiago Park also has many other features, such as sports facilities, an archery range, hiking trail, and wildlife and watershed interpretive center.

POLICY FRAMEWORK

GOAL OS-1: Parks, Open Space, and Recreation

Provide an integrated system of accessible parks, recreation facilities, trails, and open space to serve the City of Santa Ana.

POLICY OS-1.1

PARK MASTER PLAN

Create and regularly update a citywide parks master plan to provide guidance for the acquisition, development, maintenance and programming of parks, recreation facilities, trails and open space to meet community needs.



POLICY OS-1.2

PARKS AND RECREATION SYSTEM

Provide and support a comprehensive and integrated network of parks, recreation facilities, trails, and open space that is diverse, with a variety of active and passive recreational opportunities.



POLICY OS-1.3

PARK STANDARD

Establish and maintain public parks, open space and recreation requirements for new residential and nonresidential development to provide sufficient opportunities for Santa Ana residents and visitors. Attain a minimum of three acres of land per 1,000 persons residing in the City of Santa Ana.



POLICY OS-1.4

PARK DISTRIBUTION

Ensure that all City residents have access to public parks, recreation facilities, or trails in the City of Santa Ana, within a 10-minute walking and biking distance of their homes. Prioritize park provision, programs, and partnerships in park deficient and environmental justice areas.



POLICY OS-1.5

PARK AND OPEN SPACE TYPES

Provide a mix of community, neighborhood, and special-use parks, along with greenway corridors, natural areas, and landscape areas, to meet community needs for greenspace, recreation space, social space, and trail connectivity.



POLICY OS-1.6

PARK ACCESS AND CONNECTIVITY

Create a Safe Routes to Parks program that establishes and enhances access to existing and new parks and recreation facilities through safe walking, bicycling, and transit routes.



POLICY OS-1.7

TRAIL CONNECTIVITY

Collaborate with other City agencies, partners, and regional entities to provide, and connect regional and local trails, travelways, and access corridors to support recreation, active transportation, and park and program access. Consider greenways along the OC Streetcar route, flood control channels, and other underutilized sites.



CONTINUED ON NEXT PAGE >>



<< GOAL OS-1: PARKS, OPEN SPACE, AND RECREATION

POLICY OS-1.8 LAND ACQUISITION AND EQUITABLE DISTRIBUTION

Acquire available lands for parks, open space, greenways and trail corridors, with priority given to sites that are within park deficient and environmental justice areas.



POLICY OS-1.9 NEW DEVELOPMENT

Require all new development to provide adequate parks and open space, including via parkland dedication or development fees, in order to meet the City's park standard. Ensure that new development includes pedestrian and multi-modal travelways to promote a quality living environment. For new development within park deficient and environmental justice areas, prioritize the creation and dedication of new public parkland over the collection of impact fees.



POLICY OS-1.10 CREATIVE SOLUTIONS FOR DEFICIENCIES

Develop creative and flexible solutions to provide greenspace and recreation activities in park-deficient neighborhoods. Encourage private and commercial recreational facilities that are physically open to the public and are affordable to residents of surrounding neighborhoods, and serve community needs.



POLICY OS-1.11 FUNDING SOURCES

Explore and pursue all available funding, including nontraditional funding sources, for park acquisition, facility development, programming, maintenance of existing and new parks, and to increase investment per resident and meet the City's park standard of three acres per 1,000 residents. Set aside park funding to have monies on hand to acquire and develop parkland when opportunities arise and to leverage grant options.



POLICY OS-1.12 SHARED USE

Collaborate with school districts, faith-based communities, and community serving organizations to expand shared use facilities through cooperative agreements to maximize recreation options.

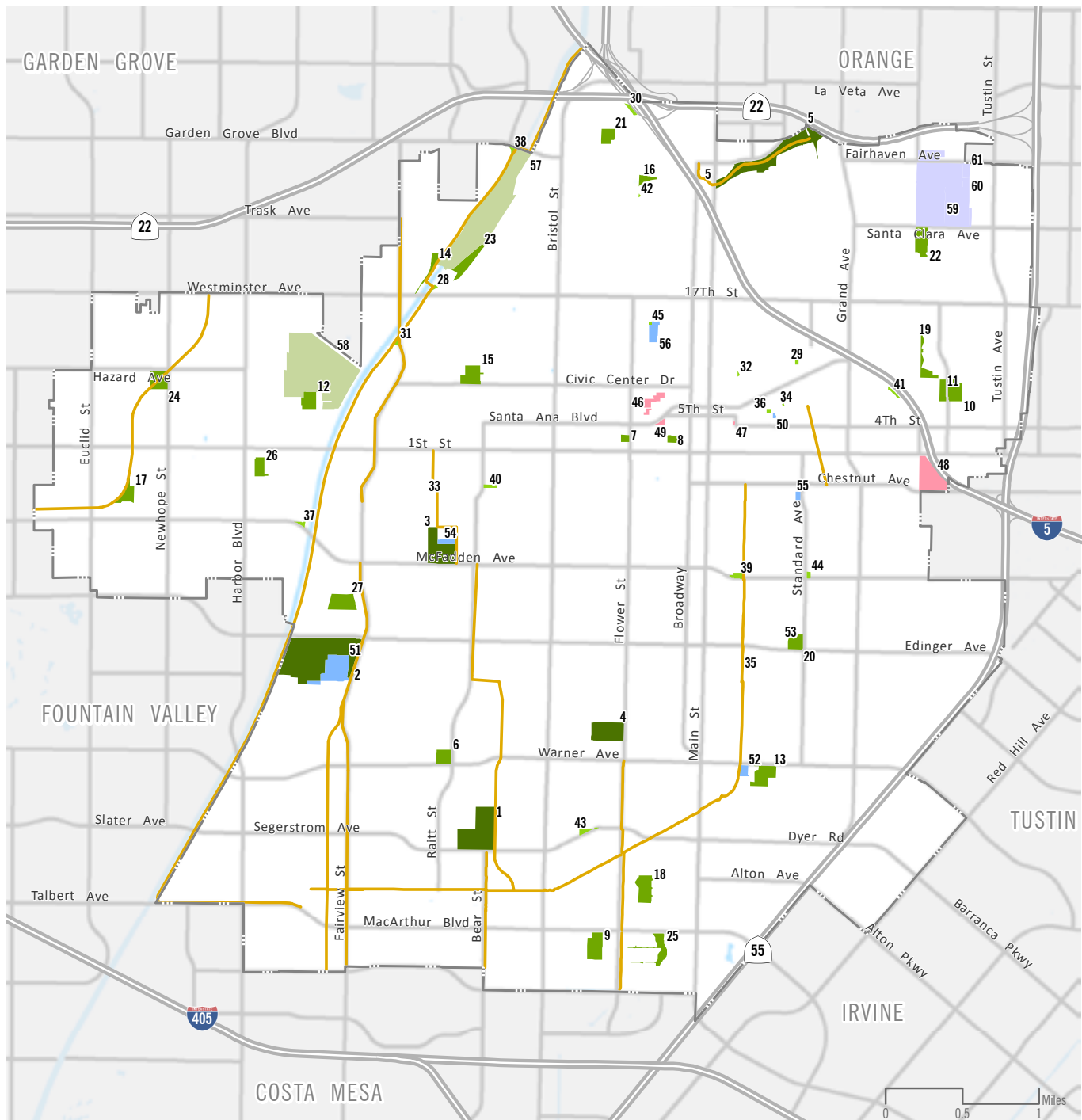


POLICY OS-1.13 WATER FEATURES

Maintain, protect, and program the City's lakes, river and creek to support recreation, resource and water quality protection, and community aesthetics.



ABOUT THE MAP. This map shows the number, type, and distribution of open space areas in Santa Ana, with the majority representing parks and trails owned and operated by the City. The City also maintains joint-use agreements with schools to expand public parks and recreation resources. Golf course and cemetery areas provide a more limited form of recreation or open space. See Table OS-1, Open Space Resources, for a listing of parks and open space resources with numbering that is consistent with the labels on this figure.



Source: City of Santa Ana 2021 Date Published: 11/22/2021

- Open Space Type**
- Community Park
 - Specialty Park
 - Golf Course
 - Class 1 Bikeway/Trail (Existing & Planned)
 - Neighborhood Park
 - Joint-use School
 - Cemetery
 - Small Park

FIGURE OS-1
OPEN SPACE RESOURCES



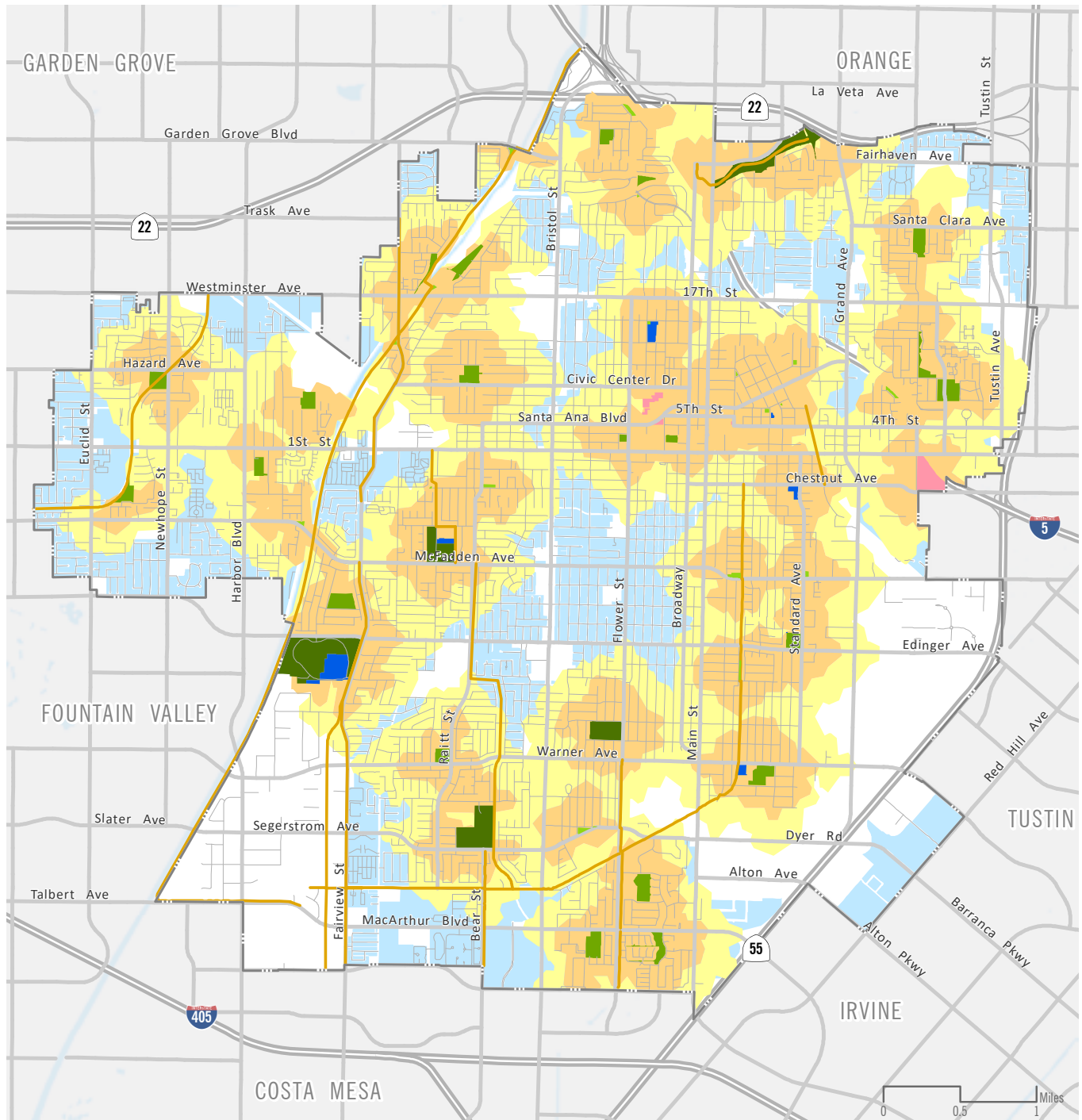
TABLE OS-1. OPEN SPACE RESOURCES

Park Name	Acres	Park Name	Acres	Park Name	Acres
COMMUNITY PARKS 168.10					
1. Carl Thornton Park	32.70	3. Jerome Park	19.27	5. Santiago Park	34.57
2. Centennial Regional Park	65.26	4. Memorial Park	16.30	--	--
NEIGHBORHOOD PARKS 145.86					
6. Adams Park	5.68	14. Edna Park	3.56	22. Portola Park	9.07
7. Angels Community Park	1.60	15. El Salvador Park	8.91	23. Riverview Park	8.33
8. Birch Park	2.37	16. Fisher Park	2.58	24. Rosita Park	8.68
9. Bomo Koral Park	10.40	17. Heritage Park	6.44	25. Sandpointe Park	7.73
10. Cabrillo Park	7.60	18. Lillie King Park	10.40	26. Santa Anita Park	5.05
11. Cabrillo Tennis Center	3.61	19. Mabury Park	5.46	27. Windsor Park	10.81
12. Cesar Chavez Campesino Park	6.48	20. Madison Park	6.04	--	--
13. Delhi Park	9.94	21. Morrison Park	5.12	--	--
SMALL PARKS 11.84					
28. 17th Street Triangle	0.70	34. Garfield Fitness Park	0.10	40. Raitt and Myrtle	1.09
29. Chepa's Park	0.41	35. Maple Occidental Exercise Park	0.96	41. Saddleback View Park	0.92
30. Colonel William W. Eldridge Park	1.20	36. Mariposa Park	0.43	42. Sarah May Downie Herb Garden	0.13
31. Fairview Triangle	0.74	37. McFadden Triangle Park	0.77	43. Segerstrom Triangle Park	1.33
32. French Park	0.21	38. Memory Lane Park	0.56	44. Standard and McFadden Park	0.66
33. Friendship Park	0.10	39. Pacific Electric Park	1.41	45. Willard Intermediate Playlot	0.12
SPECIALTY PARKS 24.78					
46. Civic Center Plaza	4.89	48. Santa Ana Zoo at Prentice Park	18.75	--	--
47. Plaza Calle Cuatro	0.20	49. Sasscer Park	0.94	--	--
JOINT-USE SCHOOL/REC AREAS 31.78					
50. Garfield Community Center	0.39	53. Madison Elementary School	0.03	56. Willard Intermediate School	4.85
51. Godinez Fundamental High School	18.58	54. Monte Vista Elementary School	2.40	--	--
52. James Monroe Elementary School	2.91	55. Roosevelt Community Center Park	2.62	--	--
OTHER OPEN SPACE 282.77					
57. River View Golf Course	81.78	59. Fairhaven Memorial Cemetery	66.83	61. St. John's Lutheran Cemetery	4.23
58. Willowick Golf Course	102.11	60. Santa Ana Cemetery	27.82	--	--
CLASS I BIKEWAY/TRAILS - 19.44 MILES					
City Bikeways/Trails - 15.74 miles		Santa Ana River Trail - 3.70 miles		--	
TOTAL PARKS/REC FACILITIES - 382.36 ACRES		TOTAL OTHER OPEN SPACE - 282.77 ACRES		TOTAL TRAILS - 19.44 MILES	

Notes: The numbering corresponds to the labels on Figure OS-1, Open Space Resources. The list of parks and acreage figures are accurate as of April 2022. All figures are subject to rounding.



ABOUT THE MAP. This map shows the walking distance from publicly accessible parks. This map can help identify neighborhoods that may be underserved or have limited access to parks and recreation facilities. The City seeks to ensure an equitable distribution of access to these facilities for all Santa Ana residents.



Source: City of Santa Ana 2021 Date Published: 11/29/2021

Park Type		Walking Distance From Existing or Proposed Park	
Community Park	Specialty Park	1/4 Mile	Current or Future Residential Area more than 1/2 Mile Walking Distance from an Existing or Planned Park Facility
Neighborhood Park	Joint-use School	1/2 Mile	
Small Park	Class 1 Bikeway/Trail (Existing & Planned)		

FIGURE OS-2
WALKING DISTANCE TO PARK FACILITIES







Mariposa Park. Completed in 2019, the 0.43-acre neighborhood park includes a vibrant playground, a 2,500-square-foot skate bowl, picnic benches, areas with shade, a rock bioswale, and water-wise landscaping. The site was formerly three vacant homes, which were acquired by the City of Santa Ana, demolished, and redeveloped as open space to provide more outdoor recreation opportunities for the Lacy Neighborhood community.

GOAL OS-2: Healthy, Safe and Inclusive Opportunities

Provide welcoming, inclusive, safe, and healthy parks, recreation facilities, and activities to serve Santa Ana residents regardless of age, ability, or income.

POLICY OS-2.1

RECREATION VARIETY

Provide a variety of recreation facilities and activities to meet the diverse needs of the community. Consider needs for indoor and outdoor recreation opportunities, as well as traditional and trending activities.



POLICY OS-2.2

HEALTHY PARKS AND PUBLIC SPACES

Invest in and activate parks, recreation facilities and greenspace to support active lifestyles, mental health, youth development, lifelong learning and environmental health benefits that support individual and community wellbeing.



POLICY OS-2.3

ACTIVE LIFESTYLES

Invest in parks, trails and programs that support sports, fitness, active transportation, and active lifestyles.



POLICY OS-2.4

URBAN AGRICULTURE AND HEALTHY FOODS

Expand urban agriculture opportunities in private development and public spaces, including home gardens, community gardens, and urban farms. Support healthy food choices through amenities and programs.



POLICY OS-2.5

AIR QUALITY AND HEAT

Coordinate park renovation and development to address air quality and climate impacts by reducing heat island effect by providing green infrastructure and shade, and reducing air pollution by providing vegetation that removes pollutants and air particles.



POLICY OS-2.6

CONNECTIONS TO NATURE

Design and develop parks, greenspace, and trail corridors to support community respite, wellness, and the mental health benefits found in connections to nature.



POLICY OS-2.7

HEALTHY INDOOR OPTIONS

Encourage or incentivize new commercial and residential development to provide private indoor recreation space when located in areas with high levels of localized air pollution or if site is adjacent to freeways or heavy industrial uses.



POLICY OS-2.8

HAZARDOUS MATERIALS

Reduce or eliminate, where feasible, the use of pesticides and herbicides that negatively impact human health at park facilities and publicly accessible open spaces.



<< OS-2 HEALTHY, SAFE AND INCLUSIVE OPPORTUNITIES

POLICY OS-2.9
SAFETY THROUGH DESIGN

Create a safe environment through implementation of Crime Prevention through Environmental Design (CPTED) principles in public spaces.

H

POLICY OS-2.10
SAFE USE

Ensure the safety of park visitors and usability of facilities through facility upkeep, landscaping maintenance, surveillance, recreation and social service programs, and partnerships with public and private entities that address public safety and related issues in parks.

H

POLICY OS-2.11
COMMUNITY INVOLVEMENT AND
VOLUNTEERISM

Encourage residents, stakeholders, neighborhood groups, businesses, schools, social organizations, and public agencies to volunteer and partner in the development, maintenance, and activation of publicly-owned parks and recreation facilities.

C Eq

POLICY OS-2.12
PARK AND FACILITY CHARACTER

Ensure that parks and recreation facilities incorporate placemaking elements that foster social connections and community pride such as art, landscaping, murals, and amenities and facilities that reflect site character and local needs.

C Eq

POLICY OS-2.13
NEIGHBORHOOD NEEDS

Consider unique neighborhood and demographic needs in the development of local parks, open spaces and programs. Balance these unique needs with efforts to ensure affordability and serve residents citywide.

H Eq

POLICY OS-2.14
ADA ACCESSIBILITY

Design new and renovate existing parks, recreation facilities, and trails to provide access to residents of varying abilities, including people with special needs.

H Eq

POLICY OS-2.15
INCLUSIVE, AFFORDABLE RECREATION

Provide parks, recreation facilities and programs that reflect the different demographics of the Santa Ana community, including diverse races, ethnic groups, identities, family configurations, abilities, and incomes.

H Eq



GOAL OS-3: Park Maintenance, Stewardship, and Sustainability

Maintain and manage parks, recreation facilities, trails and open space to sustain City assets and support safe use.

POLICY OS-3.1

PARK AND FACILITY MAINTENANCE

Ensure all parks, recreation facilities and open spaces are well maintained.



POLICY OS-3.2

MAINTENANCE RESOURCES

Ensure that funding, staffing, and other resources are available to maintain existing parks and facilities, as well as new ones when added to the park and open space system.



POLICY OS-3.3

ASSET MANAGEMENT

Ensure that funding is earmarked for the repair, replacement, and renovation of old or worn amenities, facilities and landscaping in parks when needed or at the end or their lifecycles. This would include deferred maintenance and new capital projects.



POLICY OS-3.4

PROTECTION OF NATURAL, CULTURAL AND HISTORIC RESOURCES

Maintain, preserve, and interpret the City's natural resources, landmarks, urban tree canopy, and designated historical and cultural features.



POLICY OS-3.5

LANDSCAPING

Encourage the planting of native and diverse tree species in public and private spaces to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation.



POLICY OS-3.6

SUSTAINABLE PARKS AND FACILITIES

Integrate drought tolerant or native plantings, water-wise irrigation, design and maintenance efficiencies, and sustainable development practices to reduce water use and energy consumption.



POLICY OS-3.7

URBAN FOREST

Maintain, preserve, and enhance the City's urban forest as an environmental, economic, and aesthetic resource to improve residents' quality of life.



POLICY OS-3.8

NATURALIZING THE SANTA ANA RIVER

Explore opportunities to reintroduce natural habitat along the Santa Ana River to provide natural habitat and educational and recreational opportunities.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table OS-2 lists each Open Space goal in the far left column and, in columns to the right, identifies related policy numbers from other elements.

Goal OS-1, for example, is supported not only by the policies listed in this element (OS-1.1 through OS-3.8), but also by six goals and policies in the Community Element, five goals and policies in the Public Service Element, four policies in the Land Use Element, and four policies in the Urban Design Element.

TABLE OS-2. RELATED GENERAL PLAN POLICIES

Open Space Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
OS-1: Parks, Open Space, and Recreation Provide an integrated system of accessible parks, recreation facilities, trails, and open space to serve the City of Santa Ana.	CM-1 CM-1.1 CM-1.3 CM-1.4 CM-1.5 CM-1.10	-	-	PS-1 PS-1.2 PS-1.3 PS-1.4 PS-1.5	CN-1.17	Current Element	-	-	LU-1.3 LU-2.3 LU-2.9 LU-4.9	-	-	UD-1.5 UD-4.3 UD-4.5 UD-4.6
OS-2: Healthy, Safe and Inclusive Opportunities Provide welcoming, inclusive, safe, and healthy parks, recreation facilities, and activities to serve Santa Ana residents regardless of age, ability, or income.	CM-3 CM-3.2 CM-3.3 CM-3.5 CM-3.6	-	-	PS-1.8	-	Current Element	-	-	LU-3.9	HE-1.3 HE-1.4	-	UD-1.4 UD-3.11
OS-3: Park Maintenance, Stewardship, and Sustainability Maintain and manage parks, recreation facilities, trails and open space to sustain City assets and support safe use.	-	M-3.1 M-3.8	-	-	CN-3.8 CN-4.1 CN-4.2	Current Element	-	-	-	-	-	UD-3 UD-3.1 UD-3.2 UD-3.6 UD-3.7

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan’s aspirations are achieved.

Implementation is in large part contingent on adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE OS-3. OPEN SPACE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
Goal OS-1: Parks, Open Space, and Recreation		
Provide an integrated system of accessible parks, recreation facilities, trails, and open space to serve the City of Santa Ana.		
1.1	Park needs assessment and master plan. Create, adopt, and implement a park needs assessment and master plan, based on community input, defining park service areas according to best practices, establishing a service area for each park facility, creating a tool to evaluate needs and prioritize improvements by quadrant or appropriate geographic subarea, and maintaining a list of priorities for the expansion and improvement of open space and recreational facilities in each quadrant or geographic subarea to attain a park land standard of three acres per 1,000 residents.	PRCSA 2022
1.2 ^{EJ}	Interagency Forum. Convene an interagency forum to take a coordinated approach to evaluating the feasibility for converting City-owned properties to parkland, with special focus in park deficient and environmental justice areas.	PRCSA 2022
1.3	Annual Open Space Summit. Convene an annual forum to bring together City interagency staff, community leaders, and private enterprise to establish goals for park acquisition and review a status report of metrics associated with progress.	PRCSA 2023 & ongoing
1.4	No-net-loss of parkland. Establish land use provisions in the Municipal Code that prevent a net loss of public parkland in the City of Santa Ana. Require at least a 1:1 replacement if there is any loss of public parkland or City-owned open space due to public or private development.	PRCSA 2022
1.5	Park Opportunity Fund. Incorporate General Funds, cannabis revenues, and private donations into an established Park Opportunity Fund to leverage for matching grants and have monies available when opportunities arise for new park acquisition.	PRCSA 2022 & ongoing
1.6	Development fees. Update the City’s Acquisition and Development Ordinance to increase the parkland dedication requirements to meet three acres of parkland per 1,000 residents. Require that fees collected in place of parkland dedication to be utilized to acquire or expand facilities within geographic proximity to new development or parkland deficient areas.	PRCSA 2022
1.7 ^{EJ}	Public parkland requirements for residential projects. Update the Residential Development Fee Ordinance for large residential projects, which include projects of 100 residential units or more, to require public parkland within the City limits and a 10-minute walking distance of the new residential projects.	PBA/PRCSA 2022



TABLE OS-3. OPEN SPACE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
1.7A ^{EJ}	Open space and park land incentives. Allow developers a reduction in on-site open space by giving credits for park land for public use. Establish a process and program to incentivize developers to provide additional on-site and/or publicly accessible open space to create public park land and open space. Research and collaborate with residents, developers, and community organizations to design and implement an open space density bonus to incentivize the creation of additional on-site open space in exchange for more density in the project.	PBA & PRCSA 2022-2027
1.8	Park Foundation. Establish a 501(c)(3) Parks and Recreation Foundation to establish fundraising support for Santa Ana’s park system. Identify communication protocols, roles and responsibilities, and bylaws.	PRCSA 2023 & Ongoing
1.9	Right-of-way use. Coordinate with public agencies, railroads, and utilities to determine the feasibility of acquiring the use of rights-of-way for restricted use by the public.	PRCSA/PWA Ongoing
1.10 ^{EJ}	New parkland collaborative. Coordinate with property owners to explore options to provide public access and programming on privately-owned open space in park deficient areas, including options to acquire land through purchase, land dedication, easements, and land leases that would allow for permanent or temporary public use of land for open space and recreational opportunities.	PRCSA 2022 & ongoing
1.11 ^{EJ}	Joint-use agreements. Coordinate with public school districts, private schools, and other community organizations to provide community members with access to additional open space and recreational resources.	PRCSA 2022 & ongoing
1.12	Santa Ana River. Update the Santa Ana River Vision Plan to expand opportunities to reintroduce natural elements, increase habitat, and provide more recreational opportunities.	PRCSA/PWA 2024
1.13 ^{EJ}	New programming in underserved areas. Partner with community organizations to offer new programs that are accessible to residents who live in areas underserved by open space and recreational facilities. Develop a comprehensive partnership policy providing guidelines that can be used throughout the City organization.	PRCSA 2022
1.14 ^{EJ}	Community partnerships. Continue building partnerships with community-based organizations that administer social services to the elderly, youth, and other special needs groups; create use agreements for these providers to use public park facilities to meet the recreational and educational needs of these groups.	Ongoing
1.15 ^{EJ}	Community input. Identify and utilize multilingual and interactive community engagement tools, initiated through the Parks and Recreation Master Plan, for residents and facility users to provide ongoing input about open space needs, park design, facility improvements, and programming.	PRCSA 2022
1.16 ^{EJ}	Acquisitions to meet park standard. Using the Park Master Plan as guidance, identify and acquire property within the City for park and open space use which will focus on bringing the park and recreation system to three acres of land per 1,000 residents with a plan to keep pace with future urban growth.	PRCSA 2022 & ongoing

GOAL OS-2: Healthy, Safe and Inclusive Opportunities
Provide welcoming, inclusive, safe, and healthy parks, recreation facilities, and programs to serve Santa Ana residents regardless of age, ability, or income.

2.1	Public safety audits. Conduct public safety audits to determine areas with the highest levels of crime; pursue funding to create public safety programs based on the recommendations from the audits. Avoid aspects of public safety that privatize or segregate open space and recreation facilities.	PD/PBA/ PRCSA 2023
2.2	Enhanced safety features. Provide enhanced lighting, cameras, or other security features that would enhance the safety or perceived safety of parks, trails, and other public spaces; seek grant funding to improve safety measures and program facility improvements into the Capital Improvement Program each year.	PRCSA 2022
2.3	Park Patrol. Provide continuous evaluation of existing security program and look at ways to enhance and strengthen; consider formation of neighborhood watch group, park host, or other similar program.	PRCSA 2022
2.4	Public notification. Prior to treating areas in the city with pesticides or herbicides, inform the public through signage posted in impacted areas, direct mailers, and announcements on the City website, cable channels, publications, and the City’s social media platforms.	PRCSA/PWA 2022



TABLE OS-3. OPEN SPACE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
2.5	Healthy amenities. As facilities are upgraded, include amenities that improve the health and wellness of residents, including hydration stations and shading devices.	PRCSA 2021 & ongoing
2.6	Healthy indoor options. Explore options to incentivize or require the provision of indoor recreation space, particularly in environmental justice areas that experience high levels of exposure to air pollution.	PRCSA 2023
2.7	Universal access. Explore options for the systematic completion of Americans with Disabilities Act (ADA) compliance upgrades for all City facilities.	PWA 2024
2.8	Public input. Establish a procedure to collect community input regarding park design and programming at the beginning of the planning process whenever a new facility is proposed or when redevelopment of an existing facility is under consideration.	PRCSA 2023
2.9	Hours of operation. Evaluate hours of operation for parks, community centers, and other facilities. Consider the option to extend hours of operation to meet community needs.	PRCSA 2022
2.10	Evaluate programming. Evaluate recreational programming through participant service assessment and online public opinion surveys on a periodic basis to identify needed and desired programs.	PRCSA 2022 & annually
2.11	Program and facility fees. Evaluate program and facility rental fees to ensure that programming is sustainable, and fees are equitable and appropriate.	PRCSA 2022 & ongoing
GOAL OS-3: Park Maintenance, Stewardship and Sustainability Maintain and manage parks, recreation facilities, trails and open space to sustain City assets and support safe use.		
3.1	Park and facility maintenance resources. Evaluate and identify the funding, staffing and resources needed to provide quality preventative and routine maintenance for existing sites as well as planned parks and facilities.	PRCSA 2022
3.2	Deferred maintenance. Assess the condition of parks and facilities, identifying deficiencies, repairs and replacements needed, including cost estimates. Include facility improvements in the Capital Improvement Program.	PRCSA 2022 & ongoing
3.3	Asset management. Forecast and track facility lifecycle to plan for the ongoing needs for park and landscaping renovations and replacement.	PRCSA 2022 & ongoing
3.4	Green infrastructure. Identify and apply funds to implement environmental design practices such as integrating and maintaining native plants, additional trees, bioswales, and other natural and green infrastructure into targeted sites to support sustainability, reduced water and maintenance costs, natural resource protection, environmental education/interpretation, and connections to nature.	PRCSA 2022 & ongoing
3.5	Urban Forestry Plan. Coordinate with other City agencies to develop, implement and maintain a citywide tree preservation ordinance and Urban Forestry Plan for parks and open space that provides air pollution mitigation, microclimate modification, noise reduction, and offers an area of recreation, rest, and education.	PRCSA 2022 & ongoing

Notes:

CDA - Community Development Agency

CMO - City Manager’s Office

HR- Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

EJ associated with environmental justice policies







Noise Element

Santa Ana General Plan
FINAL, APRIL 2022



A SHARED VISION

Santa Ana is a city that promotes the health & wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq Eq EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes “EJ” in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.



▲ **Santa Ana Freeway [cover photo]**

As southern California grew, so did the traffic and roadways. Now many live along arterials and freeways where thousands of cars and trucks pass by every day, creating noise that permeates the surrounding neighborhoods. The City of Santa Ana is surrounded by four major freeways that carry hundreds of thousands of cars and trucks into and through the city every day. Sound walls help mitigate some of the noise, but nearby homes, schools, and parks must deal with persistent traffic noise. Shown above is a view of the Santa Ana Freeway looking southeast toward the Caltrans District 12 headquarters and Xerox Centre.



NOISE ELEMENT

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RELATED ITEMS UNDER SEPARATE COVER

NOISE EXISTING CONDITIONS REPORT, JULY 2019 (APPENDIX I-A, DEIR)

NOISE MONITORING AND MODELING, VARIOUS DATES (APPENDIX I-B, DEIR)

EIR CHAPTERS: 5.12, NOISE; 5.16, TRANSPORTATION



Music and Art. A band warms up before playing at the Santa Ana Art Walk in March 2017. The Artwalk is like a free carnival across downtown Santa Ana, with outdoor festival areas, art shows and performances, and live music. However, the festivities must come to an end at 10:00 pm to comply with the City's current noise ordinance.

NOISE

The purpose of the Noise Element is to appraise noise levels in the community, prepare noise contours to guide land use decisions, and establish measures that address current and future noise impacts. This element works to ensure that the City limits the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.

This Element works in tandem with other elements of the General Plan, such as the Mobility Element, which has policies related to the mitigation of transportation-related noise.

INTRODUCTION

Noise is defined as unwanted sound—anything from a barking dog to the clatter of a jackhammer—and can disrupt the way people live and work. Many sources of noise—such as freeways—also produce vibration, which can adversely affect health and well-being. Because of these known effects of noise and vibration, local, state, and federal government agencies have established noise thresholds to protect public health and safety.

The greatest source of noise throughout Santa Ana is vehicle traffic on the I-5, I-405, SR-22, and SR-55 freeways and the city’s large streets. Other major noise sources are Amtrak and Metrolink trains, aircraft departing from and arriving at John Wayne Airport, stationary equipment at commercial and industrial uses, and parks with active sports fields.

Certain land uses are more sensitive to noise and vibration. Residential uses, schools, health care centers, libraries, churches, senior homes, and recreational areas are much more sensitive to noise than commercial and industrial uses. Siting new development of any of these sensitive receptors in the vicinity of substantial traffic or noise-intensive industrial uses is considered a land use conflict.

The California Building Code and the Santa Ana Noise Ordinance are the City’s primary tools to regulate activity and land uses to maintain a healthy noise environment. John Wayne Airport is regulated by the noise requirements of the Federal Aviation Administration and noise standards under the California Code of Regulations.



▲ Industrial uses near residential neighborhoods

Some neighborhoods in Santa Ana must contend with the impacts of living nearby industrial districts, including noise from the daily operations of uses such as trash-sorting facilities, auto service and salvage businesses, and metal-processing facilities.



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous noise-related considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▶ Traffic noise
- ▶ Noise from overcrowded residential structures
- ▶ Noise generated by industrial facilities
- ▶ Noise generated by commercial businesses



▲ Santa Ana Regional Transportation Center

The City's primary transit center generates noise through the arrivals and departures of Amtrak (Pacific Surfliner shown above) and Metrolink trains, as well as Greyhound and OCTA buses.



▲ Community Input

Residents expressed a desire to maintain quiet neighborhoods and reduce noise related to traffic and excessively loud businesses during all phases of the General Plan preparation, including at events such as the 2016 community workshop (pictured above) and focused input such as the 2017 General Plan Advisory Group meeting.



POLICY FRAMEWORK

GOAL N-1: Land Use Compatibility

Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.

POLICY N-1.1 NOISE STANDARDS

Utilize established Citywide Noise Standards and guidelines to inform land use decisions and guide noise management strategies.

Eq Ed

POLICY N-1.2 SOUND DESIGN

Encourage functional and attractive designs to mitigate excessive noise levels.

H Ed

POLICY N-1.3 REGIONAL NOISE IMPACTS

Collaborate with local and regional transit agencies and other jurisdictions to minimize regional traffic noise and other sources of noise in the city.

H Eq

POLICY N-1.4 SENSITIVE USES

Protect noise sensitive land uses from excessive, unsafe, or otherwise disruptive noise levels.

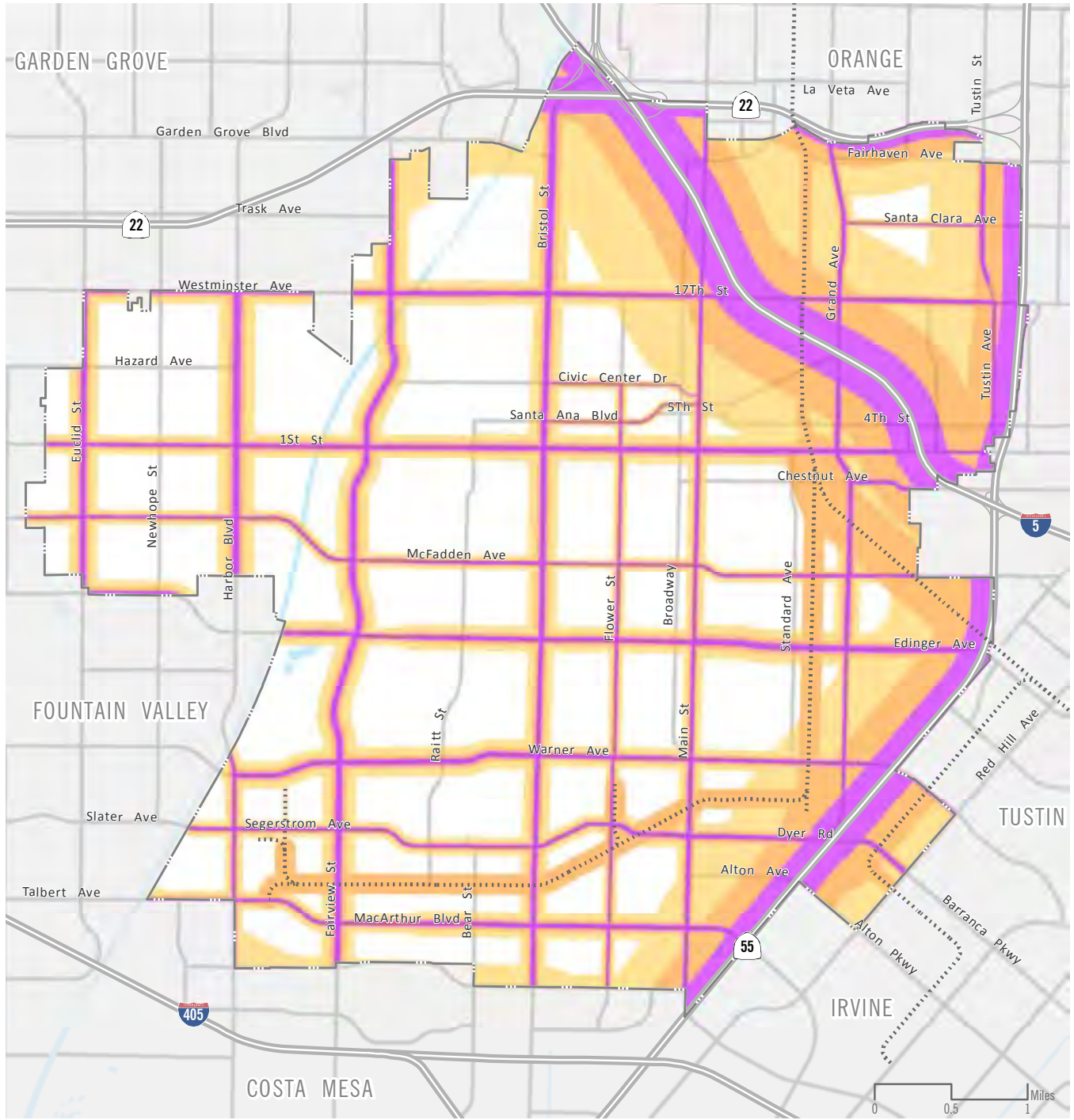
H Eq



▲ Vibrant Restaurants, Bars, and Dance Clubs

The city has many lively places to eat, drink, dance, and listen to live music. Some parts of the city, like Downtown, are more compatible with businesses that stay open late and host live music, while other areas prefer to remain quieter.

ABOUT THE MAP. This map shows the current exterior levels of noise created by cars, trucks, or trains traveling along roadways and rail lines in the city. The City’s noise and land use compatibility standards (see Table N-1) consider exterior levels above 65 decibels (dBA CNEL) to be generally incompatible for residential and other noise-sensitive land uses.



Source: PlaceWorks 2020 Date Published: 9/20/2020

Existing Noise Contours

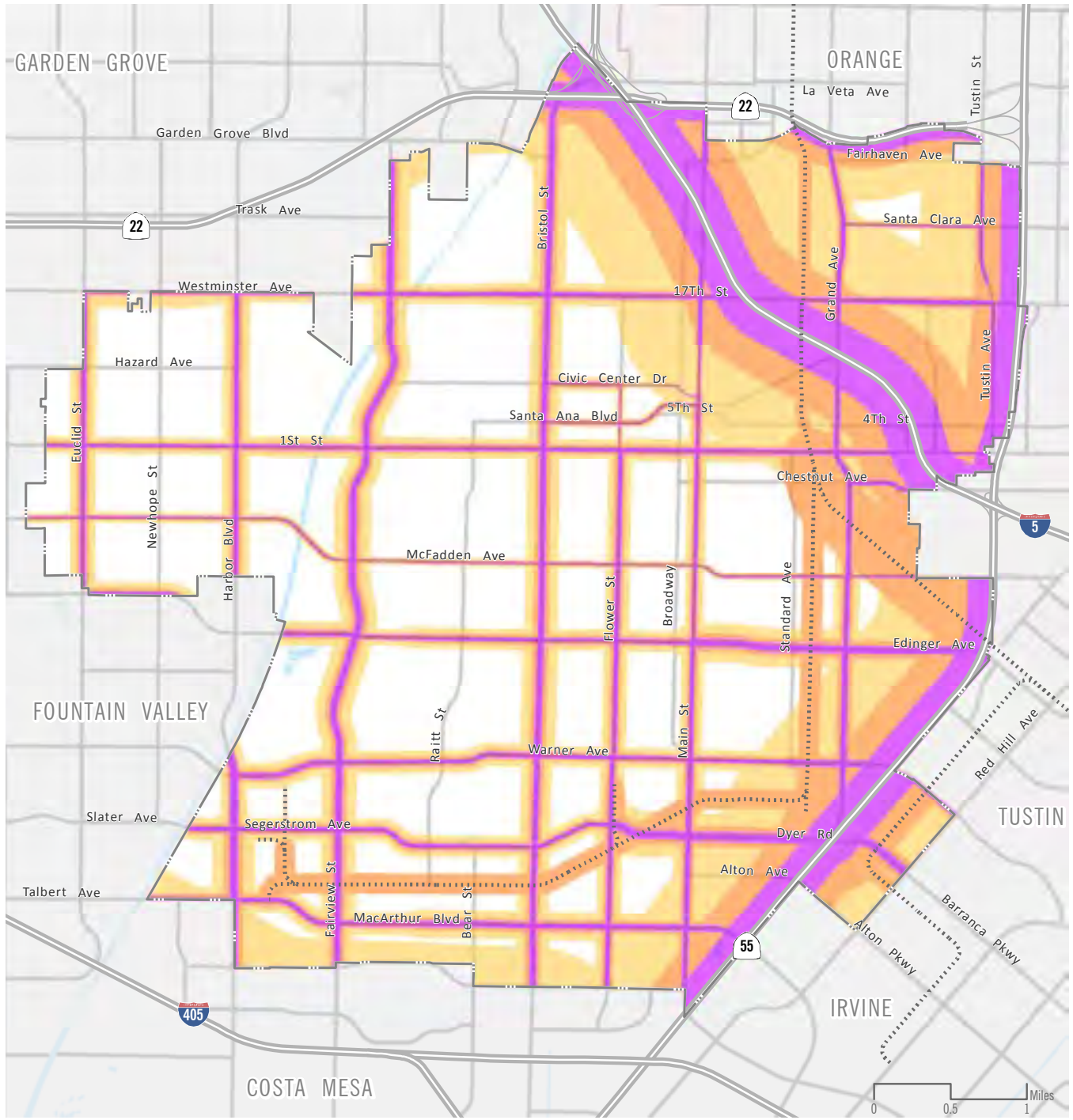
- 70+ dBA CNEL
- 65 dBA CNEL
- 60 dBA CNEL
- Railway

Community Noise Equivalent Level (CNEL): The energy-average of the sound levels during a 24-hour period, with 5 decibels (dB) added to the levels from 7:00 pm to 10:00 pm and 10 dB added from 10:00 pm to 7:00 am. The decibels are measured in terms of relative loudness as perceived by the human ear, referred to as A-weighted decibels (dBA).

FIGURE N-1
EXISTING NOISE CONTOURS



ABOUT THE MAP. This map shows the projected exterior levels of noise (based on buildout of the land use plan), created by cars, trucks, or trains traveling along roadways and rail lines in the city. The City’s noise and land use compatibility standards (see Table N-1) consider exterior levels above 65 decibels (dBA CNEL) to be generally incompatible for residential and other noise-sensitive land uses.



Source: PlaceWorks 2020 Date Published: 9/20/2020

Future Noise Contours

- 70+ dBA CNEL
- 65 dBA CNEL
- 60 dBA CNEL
- Railway

Community Noise Equivalent Level (CNEL): The energy-average of the sound levels during a 24-hour period, with 5 decibels (dB) added to the levels from 7:00 pm to 10:00 pm and 10 dB added from 10:00 pm to 7:00 am. The decibels are measured in terms of relative loudness as perceived by the human ear, referred to as A-weighted decibels (dBA).



GOAL N-2: Noise Generators

Reduce the impact of known sources of noise and vibration.



▲ Fixing the Sidewalk

The sounds generated by construction activity, such as heavy equipment and power tools, are often generated in short bursts over long periods of time. The City's noise ordinance restricts construction, repair, remodeling, and grading activities to ensure they cannot take place between 8 pm and 7 am on weekdays, including Saturday, or any time on Sunday or a federal holiday.

POLICY N-2.1

TRANSPORTATION RELATED NOISE

Reduce noise generated from traffic, railroads, transit, and airports to the extent feasible.

H Eq

POLICY N-2.2

STATIONARY RELATED NOISE

Minimize noise impacts from commercial and industrial facilities adjacent to residential uses or zones where residential uses are permitted.

H Eq

POLICY N-2.3

TEMPORARY AND/OR NUISANCE NOISE

Minimize the effects of intermittent, short-term, or other nuisance noise sources.

H Eq Ed

GOAL N-3: Airport and Land Use Environs

Protect sensitive land uses from airport related noise impacts.

POLICY N-3.1

RESIDENTIAL DEVELOPMENT

Residential development within the John Wayne Airport (JWA) 65 dB(A) CNEL Noise Contour or greater is not supported.

Eq

POLICY N-3.2

FLIGHT PATHS

Advocate that future flight path selection be directed away from existing noise sensitive land uses.

H Eq

POLICY N-3.3

RESIDENTIAL MITIGATION

Require all residential land uses in 60 dB(A) CNEL or 65 dB(A) CNEL Noise Contours to be sufficiently mitigated so as not to exceed an interior standard of 45 dB(A) CNEL.

H Eq Ed

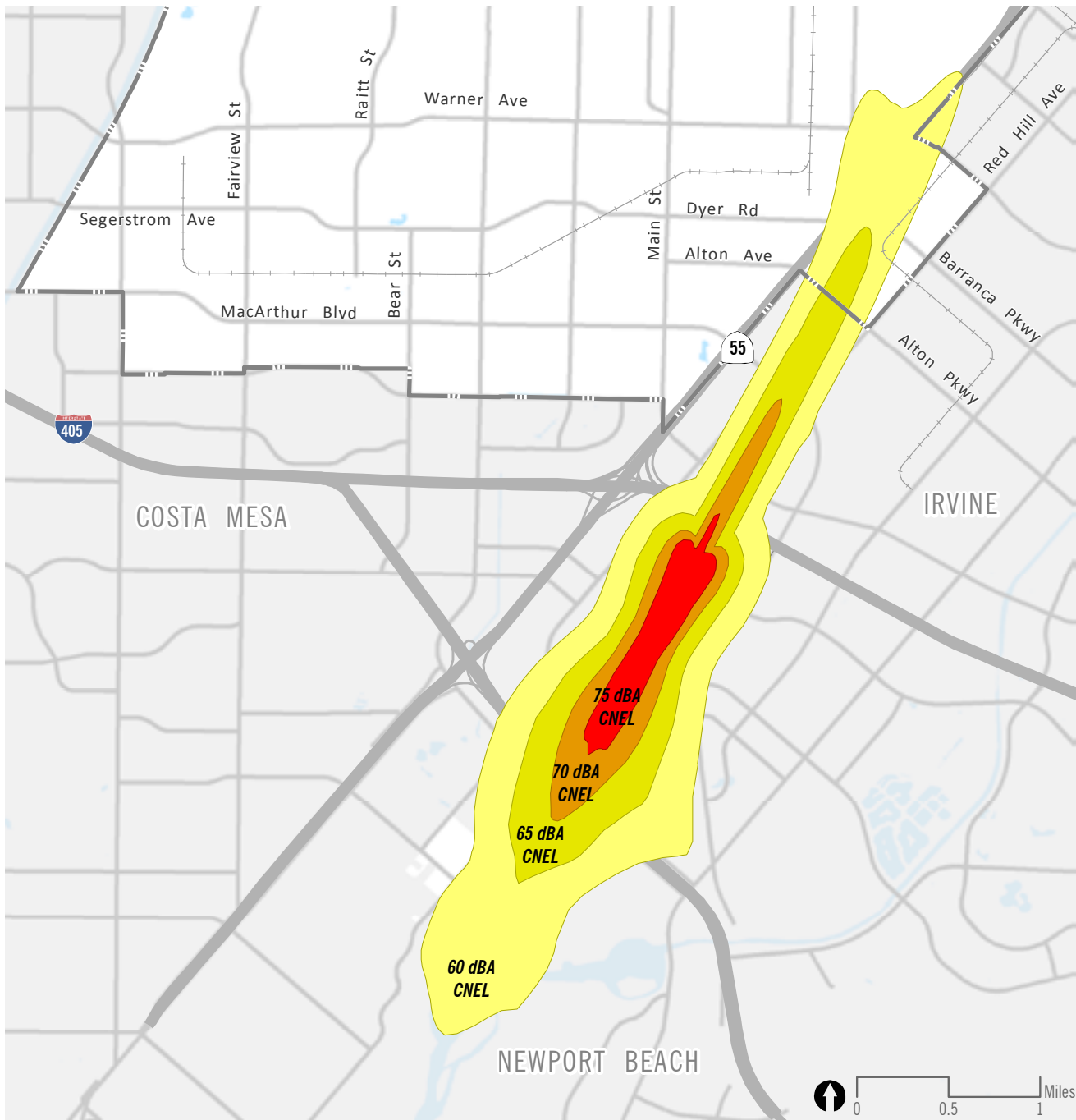


▲ Approaching John Wayne Airport

The City advocates for flight paths to avoid residences and other sensitive land uses. Shown above is a plane flying over the Metro East Mixed-Use Overlay Zone, which permits a variety of residential, office, institutional, and commercial land uses.

Photo by Ken Lund, CC BY-SA 2.0

ABOUT THE MAP. This map shows the exterior levels of noise created by aircraft operations at John Wayne Airport. California Building Code (Title 21) standards states that the basis for the acceptable level of aircraft noise for persons living in the vicinity of airports is 65 decibels (dBA CNEL).



Santa Ana Airport 2012 Annual Noise Contours

- 60 dBA CNEL
- 65 dBA CNEL
- 70 dBA CNEL
- 75 dBA CNEL

Source: Recreated from Orange County Airport Land Use Commission, Airport Environs Land Use Plan for Santa Ana Airport, 2008. Date Published: 9/20/2020

Community Noise Equivalent Level (CNEL): The energy-average of the sound levels during a 24-hour period, with 5 decibels (dB) added to the levels from 7:00 pm to 10:00 pm and 10 dB added from 10:00 pm to 7:00 am. The decibels are measured in terms of relative loudness as perceived by the human ear, referred to as A-weighted decibels (dBA).

FIGURE N-3
AIRPORT NOISE CONTOURS



NOISE STANDARDS

The City’s primary focus is to minimize noise problems in areas sensitive to noise because the majority of land in Santa Ana is fully established. The City emphasizes mitigation measures to deal with existing noise problems, as well as the prevention of new noise problems. Noise levels are managed through proper design and location of mobility and noise systems in relationship to noise-sensitive land uses, and establishment of appropriate noise emission or insulation standards for the various land uses.

The City adopts the standards and guidelines for noise levels for land uses as displayed in Table N-1. Residential uses should be protected with sound insulation over and above what is provided by normal building construction when they are constructed in areas with noise levels higher than 60 dB CNEL (community noise equivalent level).

TABLE N-1. INTERIOR AND EXTERIOR NOISE STANDARDS

Categories	Land Use Categories	Interior ¹	Exterior ²
Residential	Single-family, duplex, multi-family	45 dB CNEL ³	65 dB CNEL
Institutional	Hospital, school classroom/ playground	45 dB CNEL	65 dB CNEL
	Religious facility, library	45 dB CNEL	--
Open Space	Parks	--	65 dB CNEL

Notes:

1. Interior areas, to include but not limited to bedrooms, bathrooms, kitchens, living rooms, dining rooms, private offices, and conference rooms.
2. Exterior areas shall mean: private yards of single family homes, park picnic areas, school playgrounds, common areas. Private open space, such as atriums on balconies, shall be excluded from exterior noise requirements provided sufficient common area is included within the project.
3. Interior noise level requirements assume a closed-window condition. Mechanical ventilation system or other means of natural ventilation shall be provided per Chapter 12 of the Uniform Building Code, as necessary.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals in different elements.

Goal N-1, for example, is supported not only by the policies listed in this element (N-1.1 through N-3.3), but also by Policies LU-1.1, 3.8, and 4.3 in the Land Use Element.

To provide a more complete picture of all of the policies that support the goals of this element, Table N-2 lists each Noise Element goal in the far left column and, in columns to the right, identifies related policy numbers from other elements.

TABLE N-2. RELATED GENERAL PLAN POLICIES

Noise Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
N-1: Land Use Compatibility Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.	-	-	-	-	-	-	Current Element	-	LU-1.1 LU-3.8 LU-4.3	-	-	-
N-2: Noise Generators Reduce the impact of known sources of noise and vibration.	-	M-1.8 M-4.8 M-5.2	-	-	-	-	Current Element	-	-	-	-	-
N-3: Airport and Land Use Environs Protect sensitive land uses from airport related noise impacts.	-	-	-	-	-	-	Current Element	-	LU-1.1 LU-3.8	-	-	-

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the Plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE N-3. NOISE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
Goal N-1: Land Use Compatibility		
Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.		
1.1	City equipment. As feasible and practical, new equipment purchased by the City will meet noise performance standards consistent with the best available noise reduction technology.	PWA/Finance Ongoing
1.2	OC Streetcar. Monitor implementation of mitigation measures outlined in the Final Supplemental Environmental Impact Report for the OC Streetcar.	PWA Ongoing
1.3	Noise evaluation. Continue to evaluate the noise impacts of new projects during the development review process; consider requirements for noise analysis conducted by an acoustical specialist for projects involving land uses where operations are likely to impact adjacent noise-sensitive land uses.	PBA 2022-2024
1.4	Agency coordination. Continue to coordinate with California Department of Transportation and OCTA to evaluate the need for sound barriers or other mitigation strategies along segments of the freeways and transit travel ways that impact existing noise-sensitive land uses.	PWA Ongoing
1.5	Noise ordinance. Update the City’s noise ordinance to provide more detail about acceptable noise standards for land uses.	PBA/PD 2022-2027
1.6	Noise mitigation in impacted areas. Evaluate options to expand noise mitigation in areas that are planned for growth but where ambient noise levels already exceed noise standards.	PBA 2022
1.7	Disclosure statements. As part of any approvals of noise-sensitive projects where reduction of exterior noise to the maximum levels specified in the City’s General Plan or noise ordinance is not reasonably feasible, require the developer to issue disclosure statements—to be identified on all real estate transfers associated with the affected property—that identifies regular exposure to noise.	PBA 2022
1.8	Site mobility. Develop standards to ensure that on-site mobility does not generate excessive noise.	PBA 2022
1.9	Adjacent jurisdictions. Continue to monitor development projects in adjacent jurisdictions and comment on projects with the potential for noise impacts in Santa Ana.	PBA Ongoing



TABLE N-3. NOISE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL N-2: Noise Generators Reduce the impact of known sources of noise and vibration.		
2.1	Alternative paving. Evaluate the use of alternative paving materials that can reduce traffic noise, as feasible, depending on roadway conditions and cost-efficiency.	PWA 2024
2.2	Freeways. Continue cooperation with Caltrans in the planning of noise attenuation along freeways and assist with outreach efforts to notify residents of major projects that may impact noise levels and aesthetics.	PWA Ongoing
2.3	Roadway designations. Periodically review major roadways and designated truck routes to reduce truck traffic through residential neighborhoods and near schools.	PWA Ongoing
2.4	Rail coordination. Continue to work with rail owners and operators to manage existing quiet zones, monitor safety adjacent to railroad tracks, and consider feasible alternatives that reduce noise.	PWA Ongoing
2.5	Site design and technology. Require that the parking structures, terminals, and loading docks of noise-generating land uses be designed to minimize the potential noise impacts of vehicles on-site and on adjacent land uses. Encourage and/or require feasible technological options to reduce noise to acceptable levels.	PBA Ongoing
2.6	Mitigate existing impacts. Identify existing business operations that produce exterior noise above the maximum levels specified in the City’s General Plan or noise ordinance for adjacent land uses. Reach out to those businesses to provide educational resources about best practices for noise prevention and mitigation. Assist businesses to implement mitigation strategies through permit assistance, expedited permitting, and other incentives. If the noise impact cannot be mitigated, provide site selection assistance to help businesses relocate to other areas of the city.	PBA/CDA 2023
2.7	Best practices. Conduct a study of best practices for the prevention and mitigation of noise impacts on sensitive land uses caused by existing or new business operations.	PBA/PD 2022-2024
2.8	Nuisance noise. Review all permit applications, including special use permits, for potential noise impacts. Utilize existing noise ordinances and antinuisance statutes to reduce the occurrence of nuisance noise violations.	PBA Ongoing
GOAL N-3: Airport and Land Use Environs Protect sensitive land uses from airport related noise impacts.		
3.1	Aircraft altitude standards. Continue working with the Federal Aviation Administration to determine appropriate altitude standards for aircraft flying over congested areas, taking into account public health and safety.	PBA Ongoing
3.2	Helicopter noise. Continue cooperation with the Fire Department and Metropolitan Water District to minimize noise conflicts associated with helicopter activity.	PBA Ongoing
3.3	Local coordination. Work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed.	PBA Ongoing

Notes:

CDA - Community Development Agency
PBA - Planning and Building Agency
PD - Police Department

CMO - City Manager’s Office
PWA - Public Works Agency

HR- Human Resources Department
PRCSA - Parks, Recreation and Community Services Agency







Safety Element

Santa Ana General Plan
FINAL, APRIL 2022



A SHARED VISION

Santa Ana is a city that promotes the health & wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq Eq EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes “EJ” in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.



▲ F. W. Woolworth Co. Store [cover photo]

In the early evening hours on March 10, 1933, the Newport-Inglewood fault ruptured, jolting the local citizenry just as the evening meals were being prepared. The magnitude 6.4 earthquake caused extensive damage (roughly \$50 million in 1933 dollars) throughout the City of Long Beach and surrounding communities. The City of Santa Ana suffered extensive damage, including the old Woolworth’s building on 4th Street, shown on the cover.

Photo courtesy of Santa Ana Public Library, image taken in 1933



SAFETY

ELEMENT

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EXISTING CONDITIONS REPORT FOR FIRE AND POLICE SERVICES, SEPTEMBER 2019 (APPENDIX J-A, DEIR)

VULNERABILITY ASSESSMENT REPORT, JULY 2020

GEOLOGICAL BACKGROUND TECHNICAL REPORT, MAY 2020 (APPENDIX G-A, DEIR)

HAZARD MITIGATION PLAN, AUGUST 2021

INFRASTRUCTURE TECHNICAL REPORT FOR HYDROLOGY, SEWER, WATER, AND WATER QUALITY, JUNE 2020 (APPENDIX H-A, DEIR)

EIR CHAPTERS: 5.6, GEOLOGY AND SOILS; 5.8, HAZARDS AND HAZARDOUS MATERIALS; 5.14, PUBLIC SERVICES



Preparing for winter storms. The City of Santa Ana Public Works Agency makes sandbags available to city residents and businesses during winter storms or rain events. Up to ten sandbags are available per residence or business location.

SAFETY

The purpose of the Safety Element is to eliminate and minimize risks associated with natural and human-generated hazards such as floods, earthquakes, and hazardous materials. By assessing and preparing for levels of risk, the city can endure the range of safety hazards and adapt to changes over time.

This element works in tandem with other elements of the General Plan, such as the Public Services Element, which has goals and policies related to police, fire, and health services; emergency planning; and resiliency.

The Local Hazard Mitigation Plan (LHMP) for the City of Santa Ana planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's 2011 Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities.



INTRODUCTION

Public health and safety and protection from the risks of natural and human-induced disasters, emergencies, and hazards are vital to establish a safe and healthy environment for Santa Ana’s residents, visitors, and workers.

An interconnected system of channels and basins and other stormwater management facilities protect the city from flooding. The City provides local stormwater management, and the Orange County Flood Control District is responsible for regional flood control. The Federal Emergency Management Agency (FEMA) administers and maintains Flood Insurance Rate Maps, which show areas according to their risk of flooding, such as 100-year or 500-year flood zones.

The Orange County Fire Authority is the City’s hazardous materials response team. The County of Orange maintains an inventory of hazardous materials stored, handled, and used within its jurisdiction to ensure all emergency response agencies can respond safely and appropriately in the event of a major emergency.

While there are no known active fault lines running through the city, all of southern California is a seismically active area, and shaking from nearby faults could result in significant damage. Other geologic hazards can occur during seismic or flood events, such as subsidence or liquefaction. The City enforces state building codes and other local and state regulations to ensure the risks of earthquakes and other seismic events are minimized.



▲ HAZMAT Response

The Orange County Fire Authority HazMat Team responds to investigate illegally dumped mercury, working in tandem with the Santa Ana Police Department as a joint hazard assessment team.

Photo courtesy of OCFA



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous safety considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▶ Mitigation of environmental vulnerabilities
- ▶ Responsible use and disposal of hazardous materials
- ▶ Planning and protection from flooding and seismic hazards



▲ 4th Street after the 1933 Earthquake

Buildings in Santa Ana experienced substantial structural damage from the 1933 Long Beach Earthquake. Shown here are storefronts along 4th Street, including the Spurgeon Building.

Photo courtesy of Orange County Archives, image taken in 1933



▲ Community Input

People of all ages and backgrounds expressed confidence in the City's ability to continue planning for and protecting residents from the natural environmental hazards during all phases of the General Plan preparation, including at events such as the 2016 Ciclovía event (pictured above) and focused input such as the 2017 General Plan Advisory Group meeting.





Mabury Park Stormwater Project. Completed in 2019, the project included the construction of a 7,000-square-foot bioretention basin designed to capture and infiltrate approximately 27,000 cubic feet of stormwater during a significant storm. The bioretention basin will capture stormwater runoff and use natural filtering through the soil to remove pollutants before it is released into the City's storm drain system. This project was the first regional stormwater infiltration best management practice (aka BMP) in the City of Santa Ana.

POLICY FRAMEWORK

GOAL S-1: Flood Safety

Protect life and minimize property damage, social and economic disruptions caused by flood and inundation hazards.

POLICY S-1.1

REGIONAL COLLABORATION

Continue to consult with agencies to maintain the most current flood hazard and floodplain information; use the information as a basis for project review and to guide development in accordance with regional, state, and federal standards.

S

POLICY S-1.2

CLIMATE CHANGE

Evaluate the need to expand the capacity of flood control facilities to minimize flood hazards to people, property, and the environment based on changing weather conditions associated with climate change.

S

POLICY S-1.3

STORM DRAIN INFRASTRUCTURE

Update the Drainage Master Plan to prioritize improvements to existing system deficiencies, and plan for infrastructure needs that support the General Plan land use vision.

S

POLICY S-1.4

CRITICAL INFRASTRUCTURE

Design, construct, and retrofit critical public facilities and utilities located in flood-prone areas to maintain their structural and operational integrity during floods.

S

POLICY S-1.5

FLOOD AWARENESS

Promote education of flooding hazards and bring awareness to resources and programs that assist property owners, residents, and businesses to protect their homes and property from flood damage.

Ed

POLICY S-1.6

ALTERNATIVE FLOOD CONTROL METHODS

Explore and encourage natural flood control infrastructure and techniques that create new open areas to capture storm water, recharge aquifers, prevent flooding, and expand recreation opportunities.

S

POLICY S-1.7

SURFACE WATER INFILTRATION

Encourage site drainage features that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events on private and public developments.

S

POLICY S-1.8

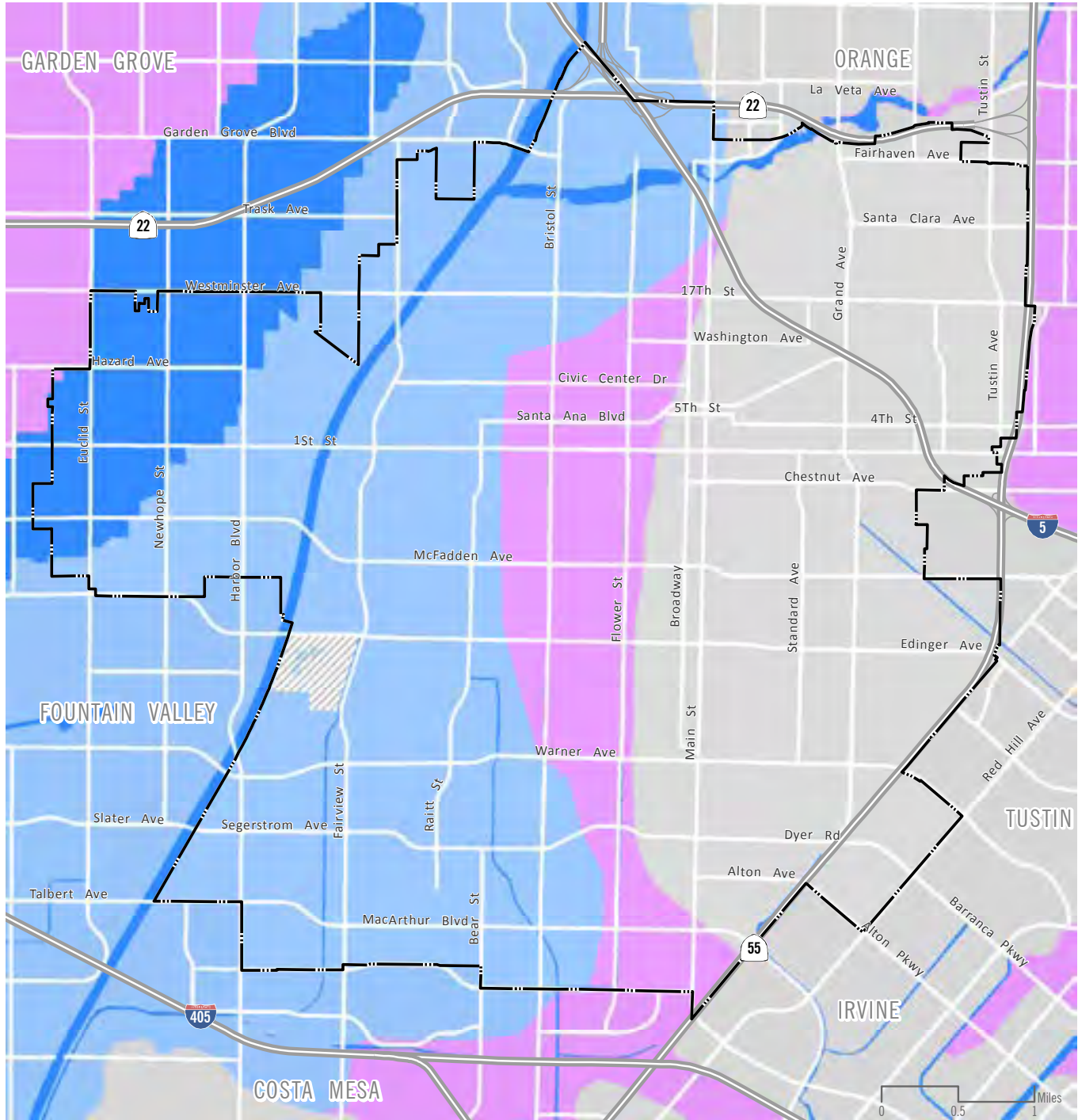
DEVELOPMENT IN FLOOD ZONE

Continue to implement federal, state, and regional requirements related to new construction in flood-plain areas to ensure that future flood risks to life and property are minimized.

H S



ABOUT THE MAP. This map shows the approximate location and extent of flood hazards as determined by FEMA Flood Insurance Rate Maps. Homes built within 100-year flood zones are required to purchase flood insurance. While regional and local stormwater drainage channels have largely mitigated flood risks in Santa Ana, severe weather may still have a substantial impact on the areas protected by channels or in a 500-year flood zone.



Source: Fuscoe 2020 Date Published: 8/3/2020

FEMA Flood Zones

- Zone A, AE, AH, & AO 1% Annual Chance Flood Hazard (100-Year Flood)
- Zone X, Area with Reduced Flood Risk Due to Levee
- Zone X, 0.2% Annual Chance Flood Hazard (500-Year Flood)
- Zone X, Area of Minimal Flood Hazard
- Zone D, Area of Undetermined Flood Hazard



GOAL S-2: Hazardous Materials

Protect residents and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, production, storage, transport, and disposal of hazardous materials.

POLICY S-2.1

REGIONAL COLLABORATION

Consult and collaborate with federal, state, and regional agencies to identify and regulate the use, storage and disposal of hazardous materials, prevent the illegal transportation and disposal of hazardous waste, and facilitate the cleanup of contaminated sites.



POLICY S-2.2

HAZARDOUS WASTE GENERATORS

Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts. Promote transparency and accountability by publishing city, regional, and state data and resources on toxic spills, water pollution, illegal discharges, industrial and commercial air violations on a dedicated Santa Ana Environmental Quality webpage.



POLICY S-2.3

TRANSPORTATION AND STORAGE

Coordinate with the County of Orange, the California Department of Transportation, and other relevant parties to enforce state and local laws regulating the storage and transport of hazardous materials within the City of Santa Ana, and limit truck routes through the city to arterials streets away from natural habitats and sensitive land uses.



POLICY S-2.4

PLANNING AND REMEDIATION

Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community.



POLICY S-2.5

EDUCATION AND BEST PRACTICES

Promote public awareness of best practices for and participation in household hazardous waste management and disposal.



POLICY S-2.6

EXISTING SENSITIVE USES

Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses, with priority given to discontinuing such uses within environmental justice area boundaries.



GOAL S-3: Geologic and Seismic Hazards

Provide a safe environment for all Santa Ana residents and workers while minimizing risk of injury, loss of life, property damage, and social and economic impacts caused by geologic and seismic hazards.

POLICY S-3.1

HAZARD IDENTIFICATION

Explore opportunities to identify and encourage the upgrade of structures and facilities that are at risk from seismic hazards.



POLICY S-3.2

SEISMIC AND GEOTECHNICAL STANDARDS

Ensure that all new development abides by the current City and state seismic and geotechnical requirements and that projects located in areas with potential for geologic or seismic hazards prepare a hazards study.



POLICY S-3.3

KEY PUBLIC FACILITIES AND SYSTEMS

Coordinate with relevant utility service providers to ensure that major utility systems remain resilient in the event of a major earthquake and are seismically upgraded.



POLICY S-3.4

MULTIAGENCY EDUCATION CAMPAIGN

Develop cooperative partnerships and strengthen communication among public agencies, residents, nonprofit organizations, community groups, and businesses to promote sharing of educational information regarding seismic and geologic hazards and safety.



▲ 1994 Northridge Earthquake

The most recent serious earthquake in southern California took place in 1994, with an epicenter about 60 miles northwest of Santa Ana. Many roads, including bridges and elevated highways, were damaged by the 6.7 magnitude earthquake. The initial movement lasted more than 20 seconds and resulted in the death of 57 people, injuries to over 8,700 people, and over \$20 billion in property damage.

Photo by FEMA, image taken in January 1994

GOAL S-4: Aircraft Hazards

Protect the safety of the general public from aircraft hazards.

POLICY S-4.1

STRUCTURES ABOVE 200 FEET

For development projects that include structures higher than 200 feet above existing grade, the City shall inform the Airport Land Use Commission (ALUC) and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the Federal Aviation Administration.

H

POLICY S-4.2

FEDERAL AVIATION REGULATION PART 77

Do not approve buildings and structures that would penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces, unless consistent with the California Public Utilities Code Section 21240, such building or structure is determined by FAA to pose “no hazard” to air aviation. Additionally, under this policy, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface will be required to file a Form 7460-1 Notice of Proposed Construction or Alteration with FAA and provide a copy of the FAA determination to the City and the ALUC.

H

POLICY S-4.3

LIGHT, GLARE, AND OTHER INTERFERENCE

Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAA regulations and the John Wayne Airport Environs Land Use Plan.

H

POLICY S-4.4

HELIPORT/HELISTOP APPROVAL AND REQUIREMENTS

Any proposals for heliports/helipads within the City shall be submitted through the City to the Airport Land Use Commission for a consistency determination. Approve the development of a heliport or helistop only if it complies with the Airport Environs Land Use Plan for heliports. Ensure that each applicant seeking a conditional use permit or similar approval for the construction or operation of a heliport or helistop complies fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by the FAA, by Orange County Airport Land Use Commission, and by Caltrans/Division of Aeronautics. This requirement shall be in addition to all other City development requirements.

H

POLICY S-4.5

REFERRAL TO ALUC

Prior to the amendment of the City’s general plan or a specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the Airport Land Use Commission (ALUC), and pursuant to Public Utilities Code Section 21676, the City shall first refer the proposed action to the ALUC.

H

POLICY S-4.6

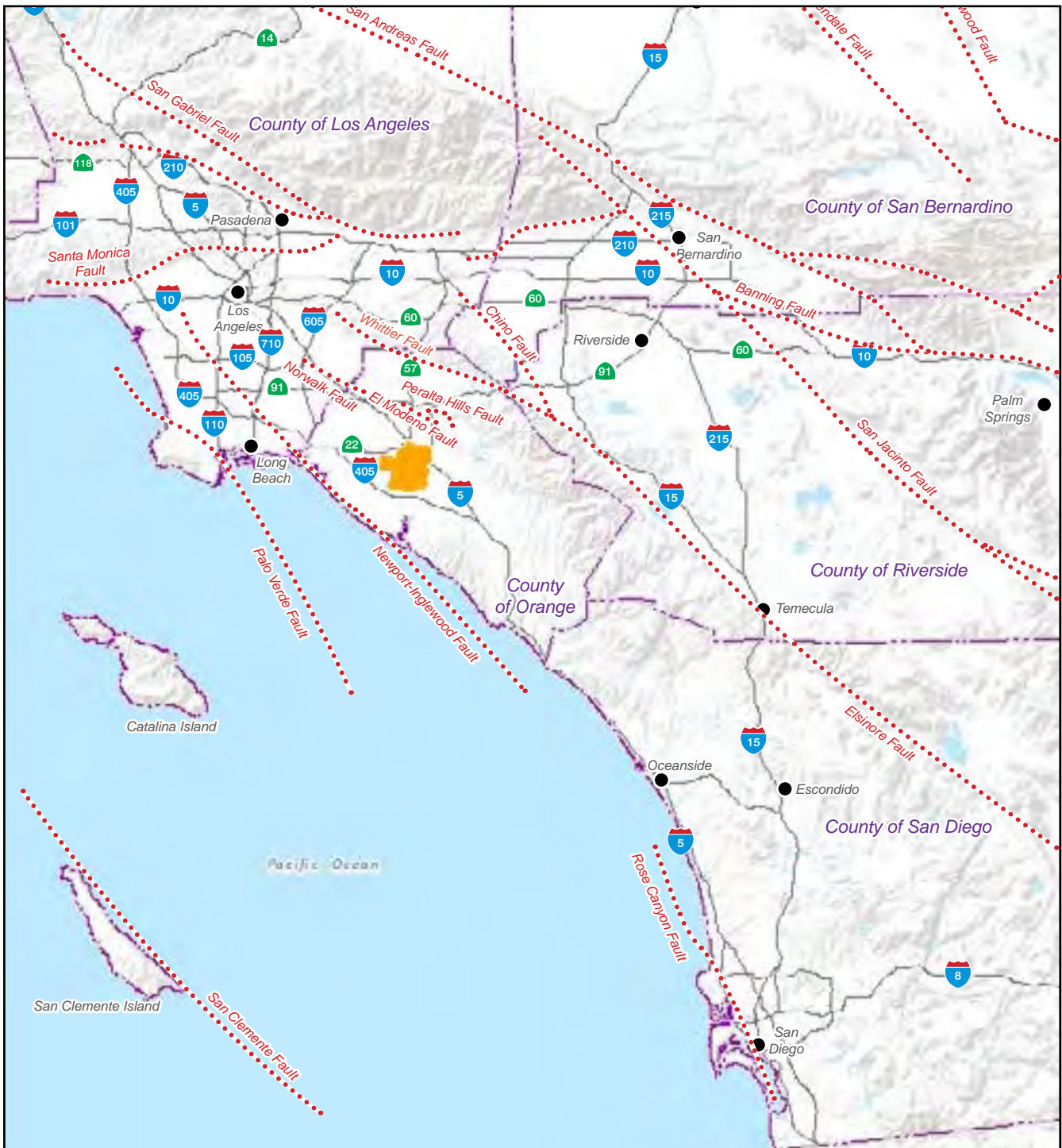
DEED DISCLOSURE NOTICE

Provide notice of airport in the vicinity where residential development is being proposed within the 60 dBA CNEL noise contours for the John Wayne Airport.

Eq



ABOUT THE MAP. This map shows the approximate location and extent of well-known fault hazards and their proximity to Santa Ana. The areas around these faults are known as earthquake fault zones, and state law requires jurisdictions to carefully evaluate development proposals within these zones. Although no such fault zones are known to exist in Santa Ana, the City adheres to the California Building Code and evaluates geologic hazards as part of the permitting process.

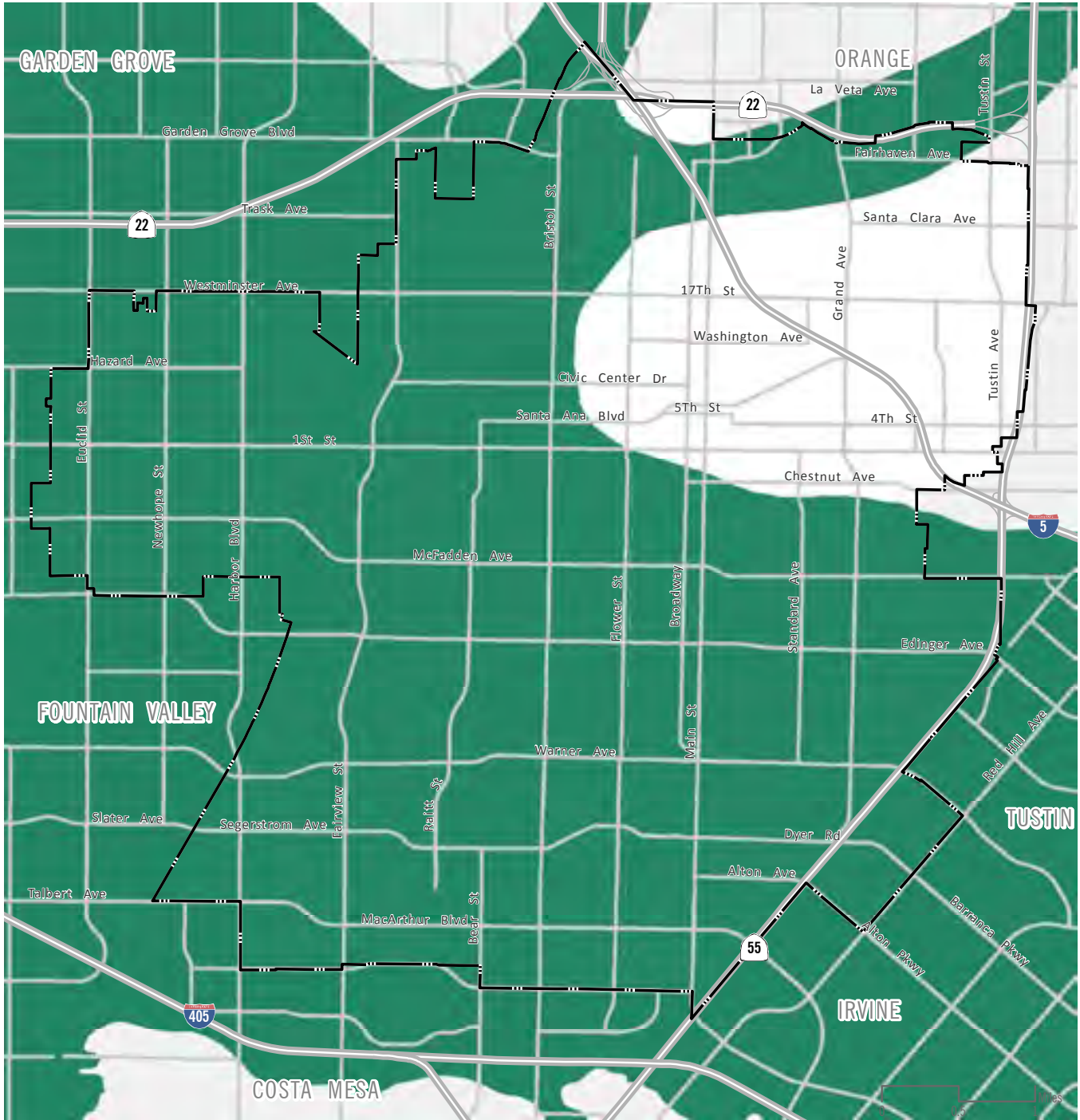


Source: California Department of Mines and Geology, Preliminary fault activity map of California, 1994. Date Published: 9/21/2020

- City of Santa Ana
- Fault Line



ABOUT THE MAP. This map shows the approximate location of areas susceptible to liquefaction—a process by which strong earth shaking causes soil that is saturated with groundwater to lose strength and behave like a fluid, and the ground appears to liquefy. Many parts of southern California are susceptible to liquefaction, including the majority of Santa Ana. The California Building Code provides standards on soils and foundations to ensure new development mitigates the risks of liquefaction.



Source: CGS 2020 Date Published: 8/3/2020

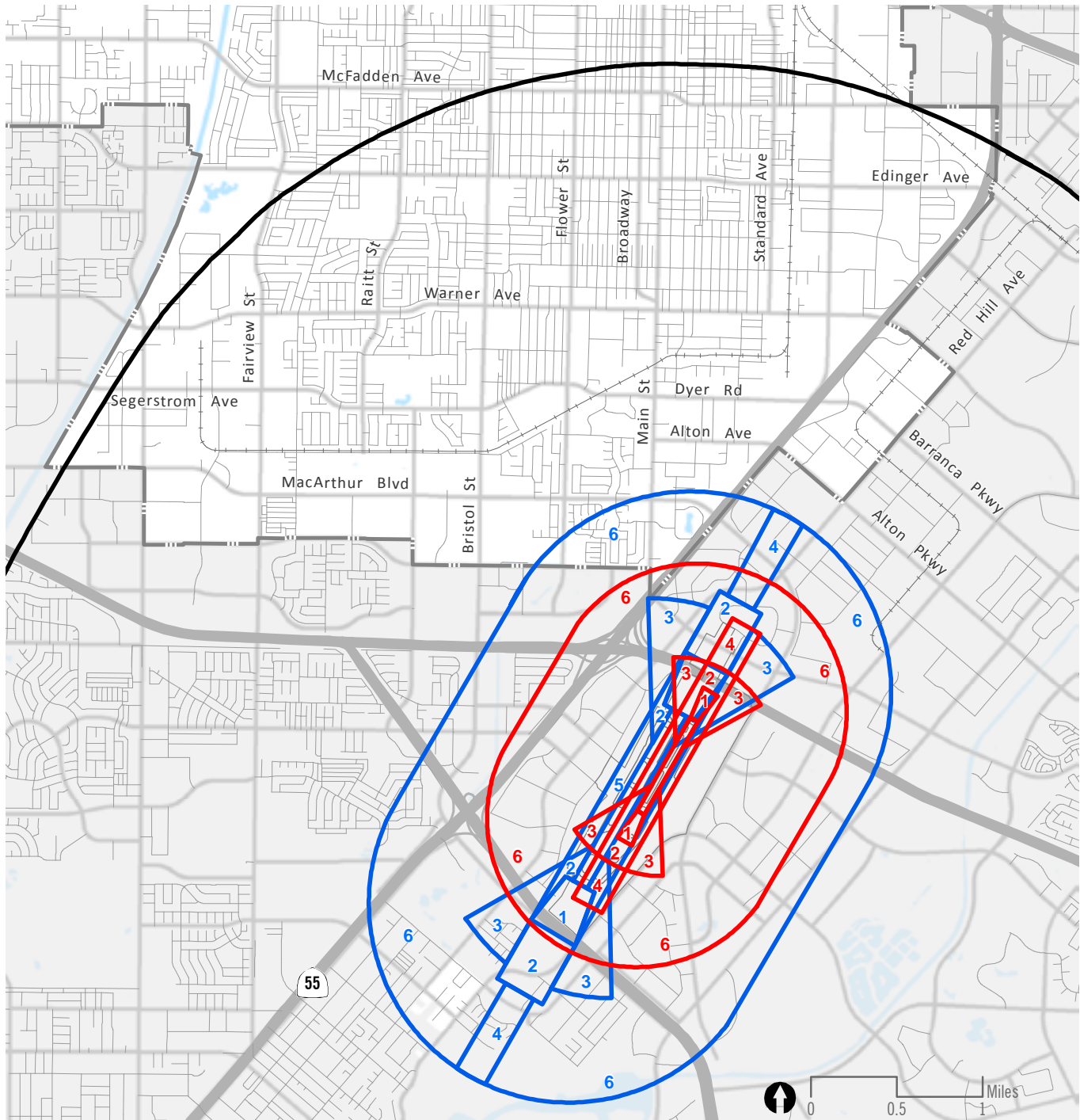
Liquefaction Zone

Liquefaction Zone

FIGURE S-3
LIQUEFACTION ZONES



ABOUT THE MAP. This map shows the safety compatibility zones based on the normal operations of John Wayne Airport. These zones are used by the City and Orange County Airport Land Use Commission to evaluate potential development, particularly land use and building height, to ensure the continued safe operations of the airport. This map also depicts the boundary of the notification area required by Federal Aviation Regulations (FAR Part 77) for any construction or alteration of objects within 20,000 feet of an airport runway that exceeds certain limits.



- 1. Runway Protection Zone
 - 2. Inner Approach/Departure Zone
 - 3. Inner Turning Zone
 - 4. Outer Approach/Departure Zone
 - 5. Sideline Zone
 - 6. Traffic Pattern Zone
- 1-6 Medium General Aviation Runway Safety Compatibility Zones for Runway 1L & 19R
 - 1-6 Short General Aviation Runway Safety Compatibility Zones for Runway 1L & 19R
 - FAR Part 77 Notification Area

Source: Recreated from Orange County Airport Land Use Commission, Airport Environs Land Use Plan for Santa Ana Airport, 2008. Date Published: 9/23/2020

Note: Runways as described in the California Airport Land Use Planning Handbook, January 2002 Edition.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table S-1 lists each Safety Element goal in the far

left column and, in columns to the right, identifies related policy numbers from other elements.

Goal S-1, for example, is supported not only by the policies listed in this element (S-1.1 through S-3.4), but also by Policy PS-3.4 and Policy PS-3.5 in the Public Service Element.

TABLE S-1. RELATED GENERAL PLAN POLICIES

Safety Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
S-1: Flood Safety Protect life and minimize property damage, social and economic disruptions caused by flood and inundation hazards.	-	-	-	PS-3.4 PS-3.5	-	-	-	Current Element	-	-	-	-
S-2: Hazardous Materials Protect residents and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, production, storage, transport, and disposal of hazardous materials.	-	M-1.7 M-2.9	-	-	CN-1 CN-1.1 CN-1.2 CN-1.3 CN-1.5 CN-1.10	OS-2.5 OS-2.7 OS-2.8	-	Current Element	LU-3.8 LU-3.9 LU-4.3	-	-	-
S-3: Geologic and Seismic Hazards Provide a safe environment for all Santa Ana residents and workers while minimizing risk of injury, loss of life, property damage, and social and economic impacts caused by geologic and seismic hazards.	-	-	-	-	-	-	-	Current Element	-	-	-	-
S-4: Aircraft Hazards Protect the safety of the general public from aircraft hazards.	-	-	-	-	-	-	N-3.1 N-3.2 N-3.3	Current Element	LU-1.1 LU-3.4 LU-3.8	-	-	-

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the Plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE S-2. SAFETY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
Goal S-1: Flood Safety		
Protect life and minimize property damage, social and economic disruptions caused by flood and inundation hazards.		
1.1	Agency coordination. Communicate with FEMA annually regarding updates to Flood Insurance Rate Maps and Letter of Map Revisions.	PBA Ongoing
1.2	Flood resistant buildings. Require that new structures in or near a 100-year floodplain be sited and designed to be flood resistant and not inhibit flood flows. Retrofit existing critical facilities within the floodplain to maintain structural and operational integrity during a flood.	PBA Ongoing
1.3	Best Practices. Periodically review county, state, and federal flood control best practices and incorporate appropriate standards into the Municipal Code.	PBA/PWA Ongoing
1.4	StormReady Program. Participate in the StormReady Program with the National Weather Service, including the monitoring of storm watches and warnings in real-time.	PD Ongoing
1.5	Grants. Work with the Orange County Flood Control District to apply for grants that provide funding for local drainage controls. FEMA’s Hazard Mitigation Grant and Flood Mitigation Assistance Programs and Predisaster Mitigation Program, CalEPA, and the State Water Resources Control Board offer grants to municipalities throughout California.	PWA Ongoing
1.6	On-site stormwater mitigation. Require new development and significant redevelopment projects in the city to implement best management practices for on-site stormwater retention, where feasible, and other low-impact development stormwater infrastructure to reduce runoff and encourage groundwater recharge.	PWA Ongoing
1.7	Storm Drains. Continue to maintain and seek opportunities to upgrade the City’s storm drain systems, where needed, with an emphasis on historical flooding areas. This includes regular maintenance and cleaning of storm drains and other flood control structures so that stormwater can be effectively conveyed, and upgrading the storm drain system where it is known to be undersized.	PWA Ongoing



TABLE S-2. SAFETY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
1.8	Hazard Mitigation Plan. Prepare, maintain, and regularly update a local hazard mitigation plan.	PD 2021 & update 2 to 3 years
1.9	Emergency Operations Plan. Maintain and regularly update an emergency operations plan.	PD Ongoing
1.10	Climate resiliency. Explore the development of a climate adaptation plan to respond to the most significant potential climate change risks and vulnerabilities identified in the vulnerability assessment and protect the natural and built environment, residents, visitors, economic base, and quality of life.	PBA/PWA 2022-2024
1.11	Public education. Continue to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness, man-made hazards, hazard response plans, resources, and best practices in disaster events to the public through the City website, social media, and at City offices.	CMO/PD 2022
1.12	Community Emergency Response Team (CERT). Increase participation in CERT through program promotion and expanded course offerings. Consider partnering with school districts to offer CERT training to city high school students. Encourage CERT participation for City employees.	PD Ongoing
1.13	Emergency preparedness. Identify all essential and critical facilities (including but not limited to essential City offices and buildings, medical facilities, schools, child care centers, and nursing homes) in or within 200 feet of the 100-year flood zone, and evaluate disaster response and evacuation plans that address the actions that will be taken in the event of flooding.	PWA/PBA 2023
GOAL S-2: Hazardous Materials Protect residents and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, production, storage, transport, and disposal of hazardous materials.		
2.1	Facility location. Identify options to prohibit new facilities involved in the production, use, storage, transport, or disposal of hazardous materials in quantities that would place them in the State's Toxic Release Inventory or Small Quantity Generator databases in the 100-year flood zone unless all standards of elevation, anchoring, and flood proofing have been implemented to the satisfaction of the City's Planning and Building Agency and the Orange County Fire Authority.	PBA/OCFD 2022-2024
2.2	Sensitive use protection. Consider legislation to prohibit new facilities involved in the production, use, storage, transport, or disposal of hazardous materials near existing land uses that may be adversely impacted by such activities. Prohibit new sensitive facilities near existing sites that use, store, or generate hazardous materials.	PBA 2022
2.3	Waste drop-off facilities. Continue to promote off-site hazardous materials and/or electronic waste drop-off.	PWA Ongoing
2.4 EJ	Lead contamination. Work with state, local and regional partners, such as the Department of Toxic Substances Control, South Coast Air Quality District, Orange County Environmental Justice, Orange County Health Care Agency, and University of California at Irvine Public Health, to understand the prevalence, sources, and implications of lead contamination of soil across Santa Ana. Collaborate with such state agencies, local, and regional partners and environmental justice stakeholders in proposing, selecting, and implementing measures to mitigate (i.e., remove, cover, and remediate) hazardous lead-contaminated soils in the city in a manner that includes key benchmarks and routine monitoring of soil lead levels to measure and track effectiveness of selected approach.	PBA/CDA Ongoing
2.5 EJ	Business education. Collaborate with state and county agencies and trade organizations to educate and inform industrial business owners about permit regulations required for safe facility operations and about best practices.	PBA/CDA Ongoing

TABLE S-2. SAFETY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL S-3: Geologic and Seismic Hazards Provide a safe environment for all Santa Ana residents and workers while minimizing risk of injury, loss of life, property damage, and social and economic impacts caused by geologic and seismic hazards.		
3.1	Public utilities. Coordinate with the California Public Utilities Commission and/or utilize the Capital Improvement Program. Explore options to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines; water, sewer, natural gas and petroleum pipelines; and trunk electrical and telephone conduits that extend through areas of high liquefaction potential, cross active faults, or traverse earth cracks or landslides.	PWA/PBA 2024
3.2	Preparedness practice. Participate in regional and local emergency exercises, such as the Great California ShakeOut, an annual statewide earthquake drill.	PD Ongoing
3.3	Preparedness kits. Enhance public awareness and preparedness by encouraging residents and businesses to store supplies for self-reliance following a disaster. Emergency preparedness kits should include, at a minimum, a three-day supply of drinking water and food for all members of the household or business, including pets. Partner with community organizations to seek funding / provide emergency kits for families who qualify for state or federal aid programs and for families whose children qualify for the free or reduced school lunch program.	PD Ongoing
3.4	Education programs. Offer educational programs for residents and businesses regarding preventative actions to take before, during, and after a seismic event, and involve the public in the awareness of City emergency response plans, resources, risk reduction, and mitigation measures.	PD Ongoing
3.5	High-risk facilities. Compile and maintain a list of facilities that, because of population demands (such as mobility issues at a nursing home), construction type, location relative to a fault, or other factors, may have a high risk and require special response during a geologic or seismic event.	PBA/OCFA 2025
3.6	Earthquake Vulnerability Assessment. Identify resources to conduct an inventory of private buildings that may be particularly vulnerable to earthquake damage, including pre 1940s structures and homes with cripple wall foundations.	PBA 2022
GOAL S-4: Aircraft Hazards Protect the safety of the general public from aircraft hazards.		
4.1	Coordination. Continue to collaborate internally and with adjacent jurisdictions, appropriate agencies, and the Orange County Airport Land Use Commission as needed on potential development applications and ongoing programs affecting land use and development, affordable housing, transportation, infrastructure, resource conservation, environmental quality, and John Wayne Airport operations and improvement plans.	PBA/PWA Ongoing
4.2	Airport regulations and plans. Continue to comply with Federal Aviation Regulations and adhere to the John Wayne Airport Land Use Compatibility Plan to ensure future development ensures the safety of airport operations and of those living, working, and going to school in Santa Ana.	PBA/PWA Ongoing
4.3	Development code standards. Maintain and update as necessary the development code to incorporate appropriate requirements and standards to ensure airport safety and compatibility.	PBA 2022-2027

Notes:

CDA - Community Development Agency

CMO - City Manager’s Office

HR- Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD- Police Department

EJ associated with environmental justice policies



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Land Use Element

Santa Ana General Plan
FINAL, APRIL 2022



A SHARED VISION

Santa Ana is a city that promotes the health and wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq Eq EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes “EJ” in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.



▲ Northern Santa Ana [cover photo]

Shown here is a wide variety of land uses: Santiago Park and the Santiago Creek Bike Trail are in the foreground next to office development and two mixed-use areas (one current and one future).

City Place is a mixed-use development built in 2006, consisting of 241 residential and live-work units and 60,000 square feet of retail and restaurant space. The property was developed through a District Center land use designation along Main Street opposite MainPlace Mall.

The mall property itself has long been planned for further development. In 2019, the MainPlace Specific Plan was approved to transform the area into a mixed-use district with up to 1,900 multifamily units integrated into an urban village setting of entertainment, shopping, professional office, commercial recreation, hotel, and experiential learning uses.



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LAND USE ELEMENT

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LAND USE ELEMENT

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BUILDOUT METHODOLOGY, SEPTEMBER 2020 (APPENDIX B-B, R-DEIR)

EIR CHAPTERS: 5.1, AESTHETICS; 5.10, LAND AND USE PLANNING;
5.13, POPULATION AND HOUSING; 5.15, RECREATION



Santa Ana County Seat and Downtown. Looking west down 4th Street, the City's historic downtown transitions into its Civic Center that hosts city, county, state, and federal facilities, such as the Ronald Regan Federal Building and US Courthouse, seen rising tall in the background. In the surrounding area lies a wide range of unique residential neighborhoods and, to the east, the Santa Ana Regional Transportation Center.

Photo courtesy of Lisandro Orozco

LAND USE

The purpose of the Land Use Element is to provide a long-range guide for the physical development of the city, reflecting the community's vision for a high quality of life. This element guides the distribution, location, and size of new development, ensuring that residential neighborhoods are protected and that future growth is sustainable and minimizes potential conflicts.

Through its focus on the pattern of land use, this element is also a tool to promote public health, reduce infrastructure costs, enhance local economies, and address long-term environmental issues such as air quality, climate change, and water resources.



INTRODUCTION

Santa Ana has a long, dynamic history of growth and development, starting from its establishment in 1869 (and later incorporation in 1886) on just over 74 acres of land. The city has grown to encompass over 27 square miles, with a population of more than 330,000 residents and businesses and institutions employing over 160,000 workers (as of 2020).

By the 1990s, very little vacant land remained in the city; new growth since then has largely involved the recycling and intensification of already developed properties. In the past 15 years, dozens of unique and creative projects have infused new life and investment into the city. The city has also expanded beyond its historic role as the civic center and County Seat of Orange County and is emerging as the county's cultural and economic hub.

The Land Use Element provides general guidance to ensure that future growth in Santa Ana expands opportunities, protects community values, and enhances our existing communities and overall quality of life.

The key components of this element are the policy framework, which includes the goals and policies that guide land-use decisions and help shape future development and public investment; the land use plan, including the land use map and designations; and the focus area discussion, including detailed descriptions and specialized standards for each focus area.

The policy framework, the land use map, and the enhanced guidance for focus areas are implemented by local ordinances, including the Santa Ana Municipal Code, specifically Chapter 41 (zoning code), which defines the specific allowable uses and sets precise development standards for each piece of property. Several specific plans and special zoning tools also implement this element and provide more detailed land use and design direction for parts of the city.



▲ Downtown Orange County

Santa Ana's collection of museums, art galleries, theaters, boutiques, unique sidewalk cafes, and sit-down restaurants make it a destination for visitors and residents. The recent and planned additions of dynamic commercial and office space promise to breathe even more life into the local and regional economic engine.



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous land use considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▷ Maintain a strong sense of community
- ▷ Enhance quality of life with new development
- ▷ Increase recreational public open space
- ▷ Create linkages to transportation options
- ▷ Leverage established local attractions
- ▷ Increase opportunities to expand affordable housing and reduce the cost of housing
- ▷ Ensure major development has a net community benefit
- ▷ Reduce overcrowding
- ▷ Allow for a variety of housing types
- ▷ Address aging infrastructure
- ▷ Address issues related to high density



▲ The Old and the New

The historic Minter House, built in 1877, is next to the Artists Village Apartments (built in 1990, renovated in 2015).



▲ Community Input

Residents provided a wide range of ideas and preferences regarding the preservation of what is important in Santa Ana and opportunities for new growth during all phases of the General Plan preparation. This included the community meetings in 2015 and 2016 (pictured above), 2017 General Plan Advisory Group meetings, 2019 focus area workshops, 2020 Roundtable forums and virtual community workshops, and additional outreach with Santa Ana's Environmental Justice communities in 2021.



POLICY FRAMEWORK

GOAL LU-1: Growing Responsibly

Provide a land use plan that improves quality of life and respects our existing community.

POLICY LU-1.1 COMPATIBLE USES

Foster compatibility between land uses to enhance livability and promote healthy lifestyles.



POLICY LU-1.2 HOMEOWNERSHIP OPPORTUNITIES

Support innovative development policies to expand homeownership opportunities at all income levels.



POLICY LU-1.3 EQUITABLE CREATION AND DISTRIBUTION OF OPEN SPACE

Promote the creation of new open space and community-serving amenities in park-deficient areas that keeps pace with the increase in multi-unit housing development, with priority given to those that are also within environmental justice area boundaries.



POLICY LU-1.4 COUNTY SEAT

Support the location of new and enhanced regional, state, and federal governmental facilities in the Civic Center to reinforce Santa Ana as the county seat.



POLICY LU-1.5 DIVERSE HOUSING TYPES

Incentivize quality infill residential development that provides a diversity of housing types and accommodates all income levels and age groups.



POLICY LU-1.6 TRANSIT ORIENTED DEVELOPMENT

Encourage residential mixed-use development, within the City's District Centers, Urban Neighborhoods, and adjacent to high quality transit.



POLICY LU-1.7 ACTIVE TRANSPORTATION INFRASTRUCTURE

Invest in active transportation connectivity between activity centers and residential neighborhoods to encourage healthy lifestyles.



POLICY LU-1.8 DEVELOPMENT TRADEOFFS

Ensure that new development projects provide a net community benefit.



POLICY LU-1.9 PUBLIC FACILITIES AND INFRASTRUCTURE

Evaluate individual new development proposals to determine if the proposals are consistent with the General Plan and to ensure that they do not compound existing public facility and service deficiencies.



POLICY LU-1.10 DOWNTOWN ORANGE COUNTY

Balance development within the downtown to continue to serve as a cultural and economic hub for existing and future residents.



GOAL LU-2: Land Use Needs

Provide a balance of land uses that meet Santa Ana's diverse needs.

POLICY LU-2.1

EMPLOYMENT OPPORTUNITIES

Provide a broad spectrum of land uses and development that offer employment opportunities for current and future Santa Ana residents.

Eq S

POLICY LU-2.2

CAPTURE LOCAL SPENDING

Encourage a range of commercial uses to capture a greater share of local spending, and offer a range of employment opportunities.

S Ed

POLICY LU-2.3

SUPPORTIVE SPACES

Provide a diversity of land uses that support residents, visitors, and businesses, such as open space, areas for community gatherings, and outdoor entertainment venues.

C H S Eq^{EJ}

POLICY LU-2.4

COST AND BENEFIT OF DEVELOPMENT

Balance the benefits of development with its fiscal impacts on the city and on quality of life for the community.

Eq S

POLICY LU-2.5

BENEFITS OF MIXED-USE

Encourage infill mixed-use development at all ranges of affordability to reduce vehicle miles traveled, improve jobs/housing balance, and promote social interaction.

C H Eq S

POLICY LU-2.6

ENCOURAGE INVESTMENT

Promote rehabilitation of properties and encourage increased levels of capital investment to create a safe and attractive environment.

H Ed

POLICY LU-2.7

BUSINESS INCUBATOR

Support land use decisions that encourage the creation, development, and retention of businesses in Santa Ana.

Eq S

POLICY LU-2.8

CITY IMAGE

Encourage land uses, development projects, and public art installations that promote the city's image as a cultural, governmental, and business-friendly regional center.

C S Ed

POLICY LU-2.9

OPEN SPACE NEEDS

Establish and maintain public open space and recreation requirements for new residential and nonresidential uses to provide sufficient open space and recreational opportunities for Santa Ana residents and visitors.

H Eq^{EJ} S

POLICY LU-2.10

SMART GROWTH

Focus high density residential in mixed-use villages, designated planning focus areas, Downtown Santa Ana, and along major travel corridors.

S



GOAL LU-3: Compatibility of Uses

Preserve and improve the character and integrity of existing neighborhoods and districts.

POLICY LU-3.1

COMMUNITY BENEFITS

Support new development which provides a net community benefit and contributes to neighborhood character and identity.



POLICY LU-3.2

EMPOWER COMMUNITY

Facilitate community engagement and dialogue in policy decisions and outcomes affecting land use and development, with supplemental opportunities for proposed planning activities within environmental justice area boundaries.



POLICY LU-3.3

ENFORCEMENT OF STANDARDS

Maintain a robust and proactive code enforcement program that partners with community stakeholders and is responsive to community needs.



POLICY LU-3.4

COMPATIBLE DEVELOPMENT

Ensure that the scale and massing of new development is compatible and harmonious with the surrounding built environment.



POLICY LU-3.5

ADAPTIVE REUSE

Encourage the preservation and reuse of historical buildings and sites through flexible land use policies.



POLICY LU-3.6

FOCUSED DEVELOPMENT

Facilitate the transformation of the transit corridors through focusing medium and high density pedestrian-oriented mixed-use development at key intersections.



POLICY LU-3.7

ATTRACTIVE ENVIRONMENT

Promote a clean, safe, and creative environment for Santa Ana's residents, workers, and visitors.



POLICY LU-3.8

SENSITIVE RECEPTORS

Avoid the development of industry and sensitive receptors in close proximity to each other that could pose a hazard to human health and safety due to the quantity, concentration, or physical or chemical characteristics of the hazardous materials utilized, or the hazardous waste an operation may generate or emit.



POLICY LU-3.9

NOXIOUS, HAZARDOUS, DANGEROUS, AND POLLUTING USES

Improve the health of residents, students, and workers by limiting the impacts of construction activities and operation of noxious, hazardous, dangerous, and polluting uses that are in close proximity to sensitive receptors, with priority given to discontinuing such uses within environmental justice area boundaries.



CONTINUED ON NEXT PAGE >>



<< GOAL LU-3: COMPATIBILITY OF USES

POLICY LU-3.10
COMMUNITY ATTRACTIONS

Support the development of regional land uses that allow for entertainment, sports, and unique venues that benefit the local community and attract a wide range of visitors.

C

POLICY LU-3.11
AIR POLLUTION BUFFERS

Work with the Environmental Justice Action Committee to develop and implement landscaping and other local land use and zoning buffer strategies, guided by the California Air Resources Board and Southern California Air Quality Management District best practices, to separate existing sensitive uses from rail lines, heavy industrial facilities, and other emissions sources. As feasible, apply more substantial buffers within environmental justice area boundaries.

H Eq^{EJ} SPOLICY LU-3.12
INDOOR AIR QUALITY

Require new sensitive land uses proposed in areas with high levels of localized air pollution to achieve good indoor air quality through landscaping, ventilation systems, or other measures.

H Eq^{EJ} S

▲ Residential/Business Interface

This aerial view of the Saddleback View neighborhood shows the proximity of residential areas to a freeway and commercial/industrial businesses. The *Orange County Register* building (five-story building near the top right) was once home to the company's printing operations. The property is now designated for District Center as part of the Grand Avenue and 17th Street Focus Area.

GOAL LU-4: Complete Communities

Support a sustainable Santa Ana through improvements to the built environment and a culture of collaboration.

POLICY LU-4.1

COMPLEMENTARY USES

Promote complete neighborhoods by encouraging a mix of complementary uses, community services, and people places within a walkable area.



POLICY LU-4.2

PUBLIC REALM

Maintain and improve the public realm through quality architecture, street trees, landscaping, and other pedestrian-friendly amenities.



POLICY LU-4.3

SUSTAINABLE LAND USE STRATEGIES

Encourage land uses and strategies that reduce energy and water consumption, waste and noise generation, soil contamination, air quality impacts, and light pollution.



POLICY LU-4.4

NATURAL RESOURCE CAPTURE

Encourage the use of natural processes to capture rainwater runoff, sustainable electric power, and passive climate control.



POLICY LU-4.5

VMT REDUCTION

Concentrate development along high quality transit corridors to reduce vehicle miles traveled (VMT) and transportation-related carbon emissions.



POLICY LU-4.6

HEALTHY LIVING CONDITIONS

Support diverse and innovative housing types that improve living conditions and promote a healthy environment.



POLICY LU-4.7

DIVERSE COMMUNITIES

Promote mixed-income developments with mixed housing types to create inclusive communities and economically diverse neighborhoods.



POLICY LU-4.8

COMMUNITY PARTNERSHIPS

Collaborate with property owners, community organizations, and other local stakeholders to identify opportunities for additional open space and community services, such as community gardens and gathering places.



POLICY LU-4.9

RECREATIONAL AMENITIES

Encourage public, private and commercial recreational facilities in areas that are park and open space deficient.



POLICY LU-4.10

THRIVING DOWNTOWN

Encourage new development and enhancement of Downtown Santa Ana through creative, sustainable, and innovative design solutions.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table LU-1 lists each Land Use goal in the far left column and, in columns to the right, identifies related policy numbers from other elements.

Goal LU-2, for example, is supported not only by the policies listed in this element (LU-2.1 through LU-2.10), but also by three policies identified in the Economic Prosperity Element, Policy OS-1.3 in the Open Space Element, and two identified in the Housing Element.

TABLE LU-1. RELATED GENERAL PLAN POLICIES

Land Use Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
LU-1: Growing Responsibly Provide a land use plan that improves quality of life and respects our existing community.	-	M-4 M-4.1	EP-3.3 EP-3.9 EP-3.10	PS-1.6	-	OS-1.8	N-1.1 N-1.4	S-2.4 S-2.6	Current Element	-	-	-
LU-2: Land Use Needs Provide a balance of land uses that meet Santa Ana’s diverse needs.	-	-	EP-2.5 EP-3.6 EP-3.8	-	-	OS-1.3 OS-2.12 OS-2.13	-	-	Current Element	HE-2.1 HE-2.2	-	-
LU-3: Compatibility of Uses Preserve and improve the character and integrity of existing neighborhoods and districts.	-	-	EP-1.9 EP-2.3	-	CN-3.3	-	N-2.2 N-3 N-3.1 N-3.2 N-3.3	-	Current Element	-	HP-1.4 HP-1.8	UD-2 UD-2.2 UD-2.3 UD-2.5 UD-2.6 UD-4.1
LU-4: Complete Communities Support a sustainable Santa Ana through improvements to the built environment and a culture of collaboration.	-	M-4.5 M-5.5	EP-3.4	-	-	OS-1.4	-	-	Current Element	-	-	-

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



LAND USE PLAN

The development, use, and distribution of land are critical to achieving our city's vision and adhering to our core values. As stewards of the land, the City must plan for uses and development that create a sustainable, healthy, and livable city; ensure equitable outcomes and land use distributions; protect and enhance our cultural and community assets; and provide opportunities for growth and prosperity. Land is a finite and valuable resource, especially in Santa Ana; its use dictates the city's economic and fiscal future.

LAND USE COMPONENTS

The Land Use Plan consists of two primary components: land use designations and land use maps. The land use designations establish the types and intensity of land uses permitted in Santa Ana. The land use maps display the pattern, distribution, and intensity of land use designations across the entire city, down to the parcel level.

Figure LU-1 shows the fundamental pattern of land use. Table LU-2 estimates the reasonable, long-term buildout potential of the overarching growth strategy. Table LU-3 and Figure LU-4 describe the standards for development intensity and density and show where they apply.

Figure LU-2 displays the boundaries of special planning areas in Santa Ana. These areas require more detailed land-use planning. In seven planning areas, detailed guidance is provided in specific plans and other special zoning tools presently in place. In the five focus areas, broad land-use guidance is provided in this element, with future specific zoning development standards to be adopted.

It should be noted that the maps do not display the city's limited unincorporated sphere of influence because the area consists entirely of regional storm drainage channels.

OVERARCHING GROWTH STRATEGY

The City's growth strategy is to concentrate new growth opportunities into key parts of the city while maintaining and enhancing its existing neighborhoods, employment centers, and intact industrial centers.

Seven planning areas, including specific plans and other special zoning areas adopted before this General Plan, have remaining development capacity. These areas are shown on Figure LU-2.

- Adaptive Reuse Overlay (2014)
- Bristol Street Corridor Specific Plan (1991/2018)
- Harbor Mixed Use Corridor Specific Plan (2014)
- MainPlace Specific Plan (2019)
- Metro East Overlay Zone (2007/2018)
- Midtown Specific Plan (1996)
- Transit Zoning Code Specific Dev. (2010)

In coordination with the General Plan Advisory Group, the City identified five additional focus areas suitable for new growth and development.

- South Main Street
- Grand Avenue/17th Street
- West Santa Ana Boulevard
- 55 Freeway/Dyer Road
- South Bristol Street

These five areas are along major travel corridors, the OC Streetcar line, and/or linked to the Downtown. The intent is to expand opportunities for development through a transition to multiuse land use designations near transit corridors. The Industrial Flex designation is being introduced on areas already designated for industrial land uses in order to allow for cleaner industrial and commercial uses, professional office, and creative live-work spaces.



BUILDOUT

Table LU-2 reflects the reasonable long-term buildout potential for housing units, nonresidential building square footage, and jobs that could be generated by the overarching growth strategy and the Land Use Plan (Figure LU-1).

While these estimates provide a tool to monitor growth in the City, the figures shown in Table LU-2 represent an informed but estimated projection of

a future condition. The actual development in each planning area will likely vary in terms of location and mix of uses.

The *Land Use Buildout Methodology, June 2020* (provided under separate cover), details the assumptions and methodology used to generate the estimates in Table LU-2.

TABLE LU-2. BUILDOUT TABLE

Planning Area	Existing ¹			Growth ²			Buildout		
	Housing Units	Building Sq. Ft. ³	Jobs	Housing Units	Building Sq. Ft. ³	Jobs	Housing Units	Building Sq. Ft. ³	Jobs
Specific Plan / Special Zoning	4,685	13,924,891	38,548	15,839	3,033,554	1,154	20,524	16,958,445	39,702
Adaptive Reuse Overlay Zone ⁴	260	976,935	3,043	1,000	0	-476	1,260	976,935	2,567
Bristol Street Corridor Specific Plan	136	140,348	294	-1	2,791	-12	135	143,139	282
Harbor Corridor Specific Plan	1,324	1,767,937	3,286	3,298	200,045	-1,708	4,622	1,967,982	1,578
MainPlace Specific Plan	0	1,108,080	2,216	1,900	1,318,843	3,164	1,900	2,426,923	5,380
Metro East Overlay Zone	844	2,516,056	7,524	4,707	2,169,891	4,734	5,551	4,685,947	12,258
Midtown Specific Plan	607	1,885,065	4,824	0	-66,812	-209	607	1,818,253	4,615
Transit Zoning Code	1,514	5,530,470	17,361	4,935	-591,204	-4,339	6,449	4,939,266	13,022
Focus Areas	6,380	13,421,155	28,428	17,575	2,263,130	6,616	23,955	15,684,285	35,044
South Main Street	1,720	1,685,978	3,455	588	-739,316	-1,304	2,308	946,662	2,151
Grand Avenue/17th Street	561	1,400,741	3,568	1,722	-696,847	-1,946	2,283	703,894	1,622
West Santa Ana Boulevard	2,658	3,090,472	9,170	1,262	-281,667	-2,393	3,920	2,808,805	6,777
55 Freeway/Dyer Road	1,221	5,666,453	8,898	8,731	475,830	4,404	9,952	6,142,283	13,302
South Bristol Street	220	1,577,511	3,337	5,272	3,505,130	7,855	5,492	5,082,641	11,192
All Other Areas of the City⁵	67,727	39,772,550	92,004	2,847	552,536	3,666	70,574	40,325,086	95,670
Citywide Total	78,792	67,118,596	158,980	36,261	5,849,220	11,436	115,053	72,967,816	170,416

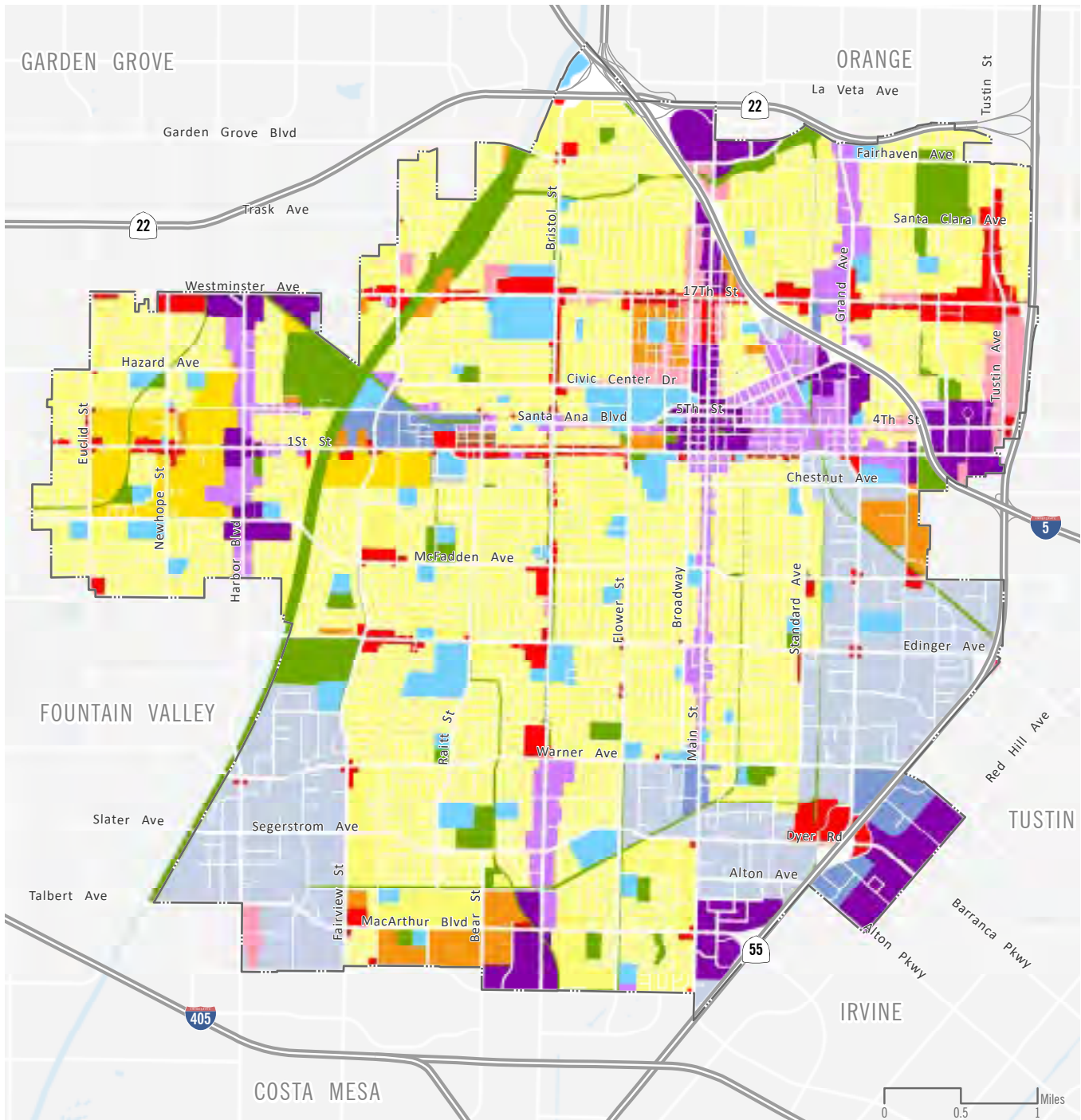
Notes:

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

Source: City of Santa Ana with assistance from PlaceWorks, 2020.



About the Map. Figure LU-1 shows the fundamental pattern of land use by displaying the pattern and distribution of land use designations across the entire city, down to the parcel level.



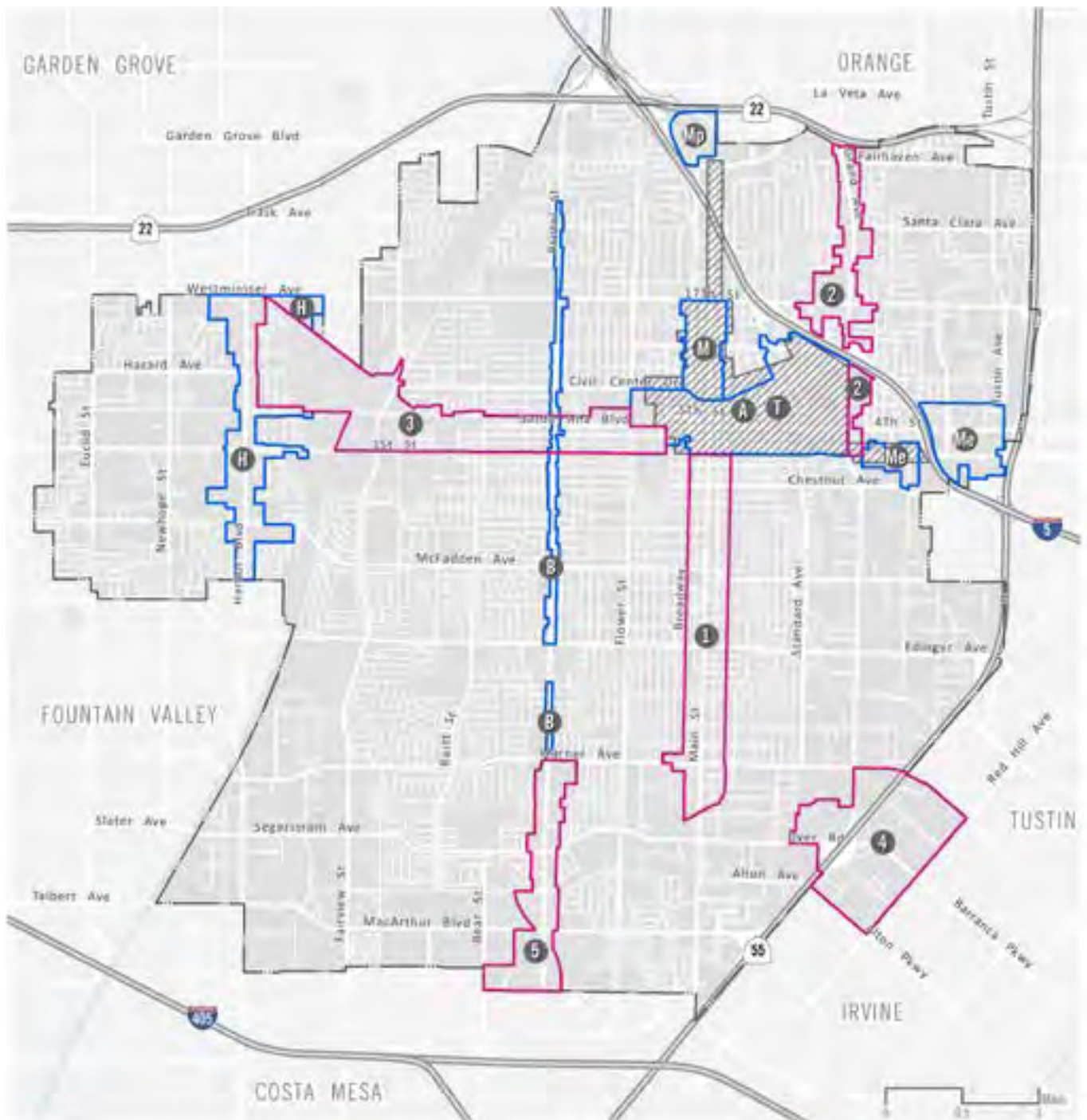
Source: City of Santa Ana 2021 Date Published: 5/5/2022

General Plan Land Use

- | | | |
|--|---|--|
|  LR-7, Low Density Residential |  INS, Institutional |  FLEX, Industrial/Flex |
|  LMR-11, Low-Medium Density Residential |  OS, Open Space |  UN, Urban Neighborhood |
|  MR-15, Medium Density Residential |  PAO, Professional and Administrative Office |  OBPDC, One Broadway Plaza District Center |
|  CR-30, Corridor Residential |  GC, General Commercial |  DC, District Center |
| |  IND, Industrial | |



About the Map. Figure LU-2 displays the boundaries of special planning areas in Santa Ana. These areas require more detailed land-use planning. For "Adopted and Existing Areas," detailed guidance is provided in specific plans and other special zoning tools adopted before the General Plan. For the five focus areas, detailed land-use guidance is provided in this Element (see *Focus Areas* starting on page LU-26).



Source: City of Santa Ana 2020 Date Published: 3/18/2020

Focus Areas

- ① South Main Street
- ② Grand Ave/17th Street
- ③ West Santa Ana Boulevard
- ④ 55 Fwy/Dyer Road
- ⑤ South Bristol Street

Adopted and Existing Areas

- ⓐ Adaptive Reuse Project Incentive Area
- ⓑ Bristol Street Corridor Specific Plan
- ⓒ Harbor Mixed Use Transit Corridor Specific Plan

- ⓓ Midtown Specific Plan
- ⓔ Metro East Mixed Use Overlay Zone
- ⓕ MainPlace Specific Plan
- ⓖ Transit Zoning Code

**FIGURE LU-2
SPECIAL PLANNING AREAS**



DENSITY AND INTENSITY STANDARDS

As shown in Figure LU-4 (see page LU-16) and listed in Table LU-3 (see page LU-17), the General Plan provides the maximum density or intensity for each land use designation. The zoning code further refines these standards and prescribes additional regulations that affect a building’s form, character, and use.

RESIDENTIAL DENSITY

Each residential land use designation includes a range of allowable densities, calculated as the number of dwelling units allowed per net acre (du/ac). The maximum density represents a potential maximum density (number of housing units per acre) that could be achieved if all other requirements are met, including zoning standards in the municipal code.

NONRESIDENTIAL INTENSITY

Floor area ratio (FAR) is a measurement used to identify nonresidential land use intensity. The FAR is the ratio of the total gross floor area of all buildings on a lot compared to the total area of that lot.

Higher FARs generally indicate larger buildings and/or more stories, but Figure LU-3 Floor Area Ratio (FAR), illustrates that the size and height of the building can vary a great deal within the same FAR. Note, FAR is also a measure used in mixed-use area buildout as described below.



MIXED USE DENSITY AND INTENSITY

To encourage a dynamic mixture of residential, office, clean industrial, and commercial uses in mixed-use areas (Industrial/Flex, Urban Neighborhood, One Broadway Plaza District Center, and District Center¹), when both residential and nonresidential uses are planned the density and intensity standard shall be both floor area ratio and dwelling units per acre, where the cumulative building square footage (residential and non-residential) shall not exceed the maximum floor area ratio and the dwelling units per net acre shall not exceed the (du/ac) specified for the land use designation.

Residential densities identified for Urban Neighborhood and District Center designations apply to residential-only projects (residential-only projects are not permitted in Industrial/Flex or One Broadway Plaza District Center designations). All projects are subject to additional regulations in the zoning development standards, applicable specific plans, and other special zoning tools, which may further limit allowable density or intensity.

ROUNDING

When calculating the square footage allowed for a proposed development, no upward rounding is permitted in determining the final permitted intensity. Likewise, no upward rounding is permitted in calculating the allowable number of residential units. For example, in a calculation producing a yield of 12.7 units for a given development site, 12 units are permitted.

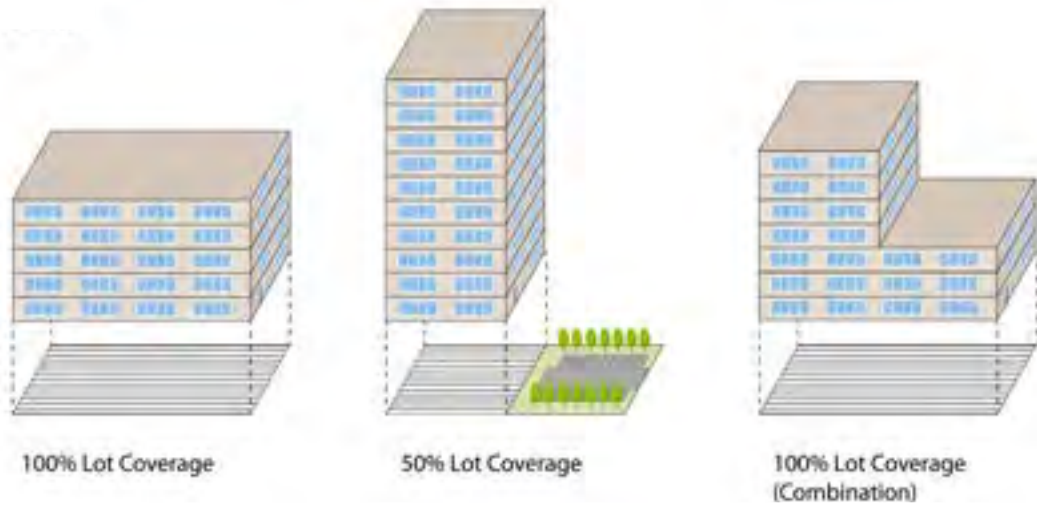
◀ Low Density Residential Neighborhoods

Low density residential neighborhoods, like the Park Santiago neighborhood pictured here, allow up to seven dwelling units per acre.

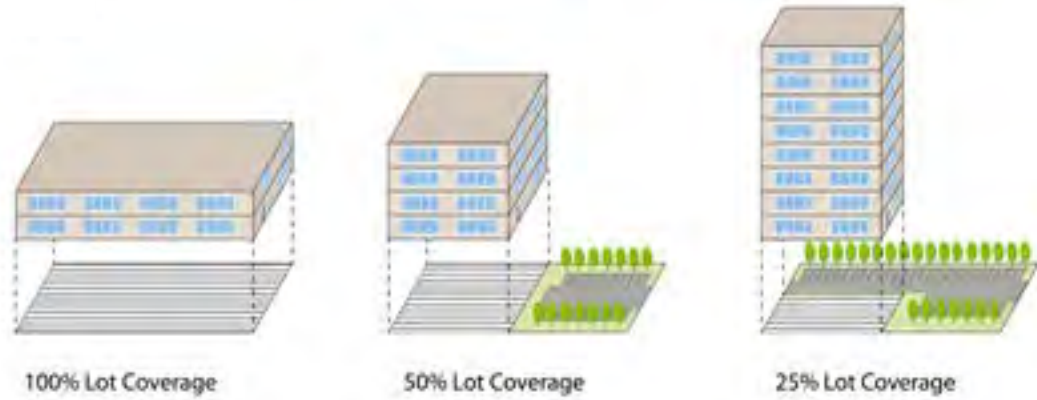
1. District Centers that are part of a special planning area, as shown on Figure LU-2, or subject to special development standards may be regulated by FAR alone.



FAR=5.0



FAR=2.0



FAR=1.0

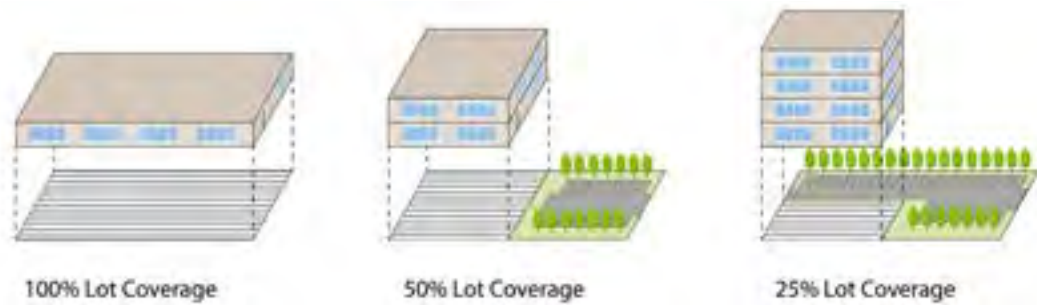
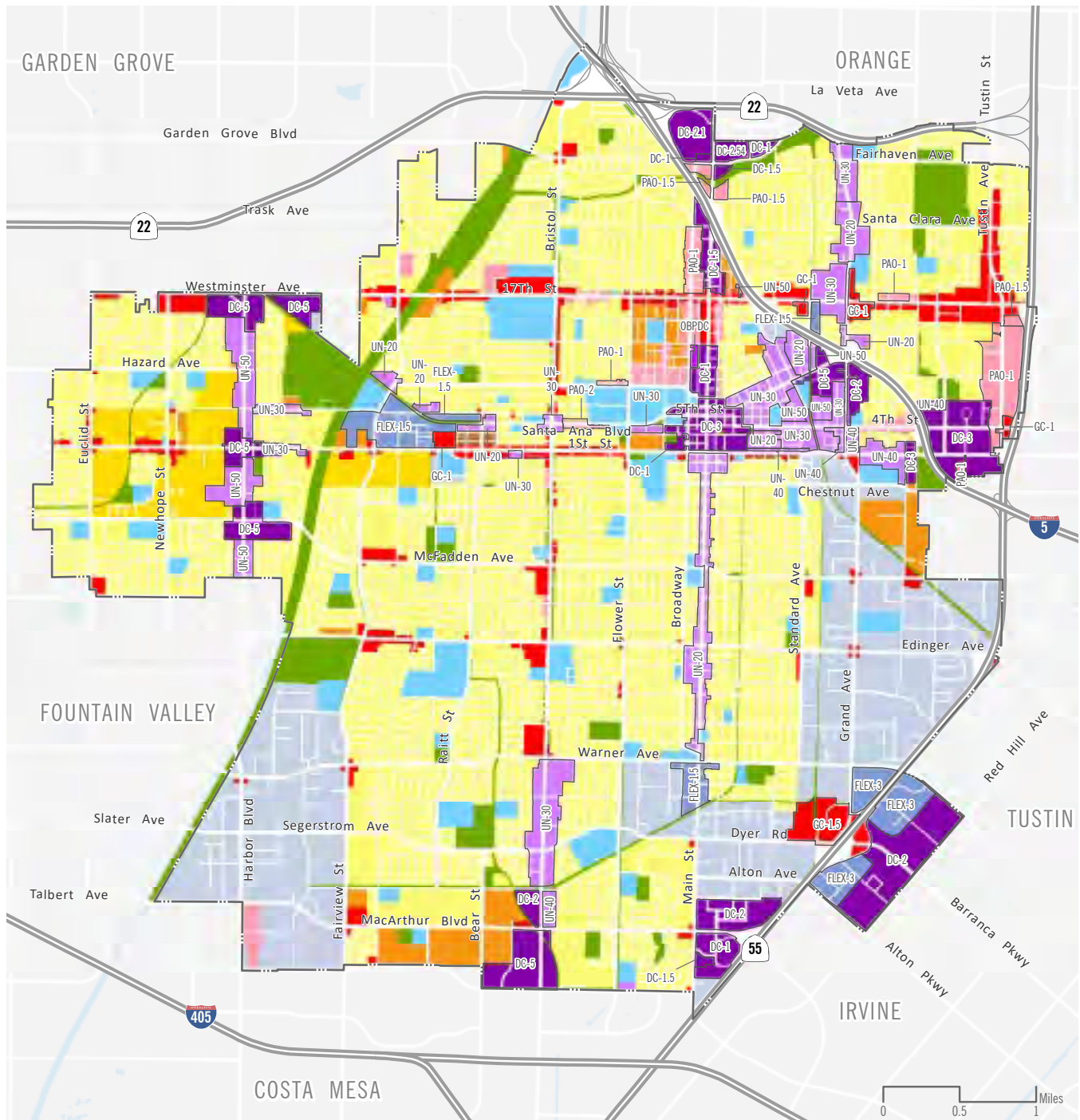


FIGURE LU-3 FLOOR AREA RATIO (FAR)



About the Map. Figure LU-4 combined with Table LU-3 describe the general plan standards for development intensity and density and show where they apply.



Source: City of Santa Ana 2021 Date Published: 4/27/2022





























General Plan Land Use

- | | | |
|--|---|---|
| LR-7, Low Density Residential | INS, Institutional | FLEX, Industrial/Flex |
| LMR-11, Low-Medium Density Residential | OS, Open Space | UN, Urban Neighborhood |
| MR-15, Medium Density Residential | PAO, Professional and Administrative Office | OBPDC, One Broadway Plaza District Center |
| CR-30, Corridor Residential | GC, General Commercial | DC, District Center |
| | IND, Industrial | |

**FIGURE LU-4
DENSITY AND INTENSITY MAP**



TABLE LU-3. DENSITY AND INTENSITY STANDARDS

Land Use Designation		Maximum Density/ Intensity ¹	Typical Max. Height ²
	Low Density Residential (LR-7)	7 du/ac	2 stories ²
	Low-Medium Density Residential (LMR-11)	11 du/ac	3 stories ²
	Medium Density Residential (MR-15)	15 du/ac	3 stories ²
	Corridor Residential (CR-30)	30 du/ac	3 stories ²
	Institutional (INS)	n/a	n/a
	Open Space (OS)	n/a	n/a
	Professional and Administrative Office (PAO)	0.5 FAR	35 feet or 3 stories ²
	Professional and Administrative Office-Medium (PAO-1)	1.0 FAR	35 feet or 3 stories ^{2,3}
	Professional and Administrative Office-Medium High (PAO-1.5)	1.5 FAR	35 feet or 3 stories ²
	Professional and Administrative Office-High (PAO-2)	2.0 FAR	35 feet or 3 stories ^{2,3}
	General Commercial (GC)	0.5	35 feet ²
	General Commercial-Medium (GC-1)	1.0 FAR	35 feet ^{2,3}
	General Commercial-Medium High (GC-1.5)	1.5 FAR	35 feet ^{2,3}
	Industrial (IND)	0.45 FAR ⁴	35 feet ²
	Industrial/Flex- Low (FLEX-1.5)	1.5 FAR and/or 30 du/ac	3 stories ²
	Industrial/Flex- Medium (FLEX-3)	3.0 FAR	10 stories ²
	Urban Neighborhood-Low (UN-20)	1.0 FAR and/or 20 du/ac	3 stories ²
	Urban Neighborhood-Medium Low (UN-30)	1.5 FAR and/or 30 du/ac ⁴	4 stories ^{2,3}
	Urban Neighborhood-Medium (UN-40)	1.5 FAR and/or 40 du/ac ⁴	5 stories ²
	Urban Neighborhood-Medium High (UN-50)	1.5 FAR and/or 50 du/ac ⁴	6 stories ²
	One Broadway Plaza District Center (OBPDC)	2.9 FAR	37 stories ²
	District Center-Low (DC-1)	1.0 FAR and/or 90 du/ac	6 stories ²
	District Center-Medium Low (DC-1.5)	1.5 FAR and/or 90 du/ac	10 stories ²
	District Center-Medium (DC-2)	2.0 FAR and/or 90 du/ac	10 stories ^{2,3}
	District Center-Medium (DC-2.1)	2.1 FAR	20 stories
	District Center-Medium (DC-2.54)	2.54 FAR	5 stories
	District Center-Medium High (DC-3)	3.0 FAR and/or 90 du/ac	10 stories ²
	District Center-High (DC-5)	5.0 FAR and/or 125 du/ac ⁴	25 stories ^{2,3}

Notes:

- Maximum Density/Intensity.** The maximum density/intensity identifies the upper limit of density and intensity allowed within each category. All development is also subject to the zoning standards (in Chapter 41 of the Santa Ana Municipal Code), which may further restrict the allowable density or intensity. Zoning standards shall not exceed the maximum density/intensity standards herein unless listed as an exception area in the notes below. FAR calculations exclude structured parking square footage.
- Typical Maximum Height.** The typical maximum heights identify the upper limit of a typical building height within each density and intensity category, but the actual maximum standard allowed on each site may be different than listed in this table. The allowable height of development on any parcel is subject to the zoning standards (in Chapter 41 of the Santa Ana Municipal Code) and, if within a focus area, the focus area maximum height (starting on page LU-26 of this element), both of which may further restrict the allowable height. Some properties within a height district, as defined in Section 41-602 of the municipal code, within an adopted or existing special planning area shown on Figure LU-2, or subject to Specific Development (SD) standards allow heights above the typical maximum height depicted here. The general plan height standard shall equal the zoning height standard where the allowable height in the zoning standards differs from the typical maximum height shown in this table. This includes, but is not limited to the following: Metro East Mixed-Use Overlay - subzone *Village Center* = 6 story max, subzone *Active Urban* = no limit; Harbor Mixed Use Transit Corridor Specific Plan - subzone *Transit Node* = 10 story max, subzone *Neighborhood Transitional* = 3 story max, subzone *Corridor* = 4 story max; Transit Zoning Code - subzone *Corridor* = 3 story max.
- Maximum Heights in Focus Areas.** Properties inside focus areas with PAO-1, PAO-2, GC-1, GC-1.5, UN-30, DC-2, and DC-5 designations may have a lower maximum height than shown here (see *Focus Areas* starting on page LU-26 for the maximum heights allowed in each focus area). Where the maximum height allowed in a focus area is lower than the typical maximum height shown in this table, the focus area maximum height shall prevail.
- Exception Areas.** The Lake Center Development, near Lake Center Drive and Susan Street, defined by Specific Development Plan Number 58 (SD-58), allows intensities up to 0.72 FAR. The property located at 4040 W. Carnegie Ave. and approved by GPA No. 2000-08 allows intensities up to 0.47 FAR. Select properties designated UN-30 may also permit Hybrid Court building types with higher residential densities per the Transit Zoning Code. The 4th and Mortimer project in SD-84 designated UN-30 allows densities up to 50 du/ac. The Sunflower Legacy project in SD-94 designated UN-50 allows densities up to 63 units per acre. The Harbor Corridor Specific Plan District Centers are limited to a max of 90 units per acre. The Westview Housing project (SD-97) designated as UN-40 allows density up to 42.5 du/acre.





LOW DENSITY RESIDENTIAL (LR-7)

The Low Density Residential designation applies to areas with low-rise residential neighborhoods characterized by single-family detached homes. This designation is intended to preserve and protect existing single-family neighborhoods, while allowing for new housing through accessory dwelling units.

	Maximum Density	Typical Maximum Height ¹
LR-7	7 du/ac	2 stories

◀ Single Family in Floral Park Neighborhood

Low Density Residential, the largest land use designation in the city, includes most single-family neighborhoods.



LOW-MEDIUM DENSITY RESIDENTIAL (LMR-11)

The Low-Medium Density Residential designation applies to residential areas suitable for multiple building types, including single-family detached homes, small-lot subdivisions, townhomes, duplexes, and mobile home parks.

	Maximum Density	Typical Maximum Height ¹
LMR-11	11 du/ac	3 stories

◀ Small-Lot Subdivision in Riverview West

The Low-Medium Density Residential designation allows for a variety of housing types and residential development patterns, like this small-lot subdivision along 5th Street, built in 2015.

1. The typical maximum height identifies the upper limit of typical building height, but the actual maximum standard allowed on each site may be different than listed on this page. The allowable height of development on any parcel is also subject to the zoning standards (Chapter 41 of the Santa Ana Municipal Code), which may further specify allowable height. Some properties within a height district, per Section 41-602 of the Municipal Code, within an adopted or existing special planning area shown on Figure LU-2, or subject to Specific Development (SD) standards allow heights in excess of the typical maximum height shown here. The general plan height standard shall equal the zoning height standards where the allowable height in the zoning standards differs from the typical maximum height shown on this page.





MEDIUM DENSITY RESIDENTIAL (MR-15)

The Medium Density Residential designation applies to residential areas characterized by a mix of single-family and multifamily housing. Residential building types include apartments, townhomes, live-work units, and small-lot subdivisions, typically resulting in neighborhoods with a mix of low- and medium-rise buildings.

	Maximum Density	Typical Maximum Height ¹
MR-15	15 du/ac	3 stories

◀ Low-Rise Townhomes

Medium Density Residential allows for a mix of housing types, like these 2- and 3-story townhomes built in 2009 across from Centennial Regional Park.



CORRIDOR RESIDENTIAL (CR-30)

The Corridor Residential designation applies to residential areas suitable for medium-high density housing. Appropriate residential building types include attached townhomes and apartments. This designation is typically assigned to areas along corridors, within focus areas, or adjacent to areas designated as General Commercial, Urban Neighborhood, or District Center.

	Maximum Density	Typical Maximum Height ¹
CR-30	30 du/ac	3 stories

◀ Urban Townhomes

The Corridor Residential designation offers opportunities to develop medium-high density urban housing types and can act as a transitional zone between established lower-density neighborhoods and commercial districts, Industrial/Flex areas, thoroughfares, or higher-intensity mixed-use areas. The East Village Lofts in Downtown Santa Ana reflect the type of development that is envisioned in this land use.

1. The typical maximum height identifies the upper limit of typical building height, but the actual maximum standard allowed on each site may be different than listed on this page. The allowable height of development on any parcel is also subject to the zoning standards (Chapter 41 of the Santa Ana Municipal Code), which may further specify allowable height. Some properties within a height district, per Section 41-602 of the Municipal Code, within an adopted or existing special planning area shown on Figure LU-2, or subject to Specific Development (SD) standards allow heights in excess of the typical maximum height shown here. . The general plan height standard shall equal the zoning height standards where the allowable height in the zoning standards differs from the typical maximum height shown on this page.





INSTITUTIONAL (INS)

The Institutional designation provides space for government facilities, public service facilities, and public institutions. The Institutional land use designation provides a wide variety of activities and services, such as administrative offices, post offices, police and fire stations, wastewater treatment plants, landfills, hospitals, libraries, schools, colleges and universities, military facilities, and public transit centers.

	Maximum Intensity	Typical Maximum Height
INS	n/a ¹	n/a ²

◀ Ronald Reagan Federal Building and Courthouse

Government facilities, like the 11-story Ronald Reagan Federal Building and Courthouse on 4th Street, are included in the institutional designation.



OPEN SPACE (OS)

The Open Space designation provides for recreational and green spaces, including parks, commercial open space, and public facilities such as water channels and rail infrastructure.

	Maximum Intensity	Typical Maximum Height
OS	n/a ³	n/a ²

◀ Tree-Lined Trails in Santiago Park

Areas like Santiago Park provide natural relief and areas for recreation in an urban environment. The park includes an archery range, a lawn-bowling green, a dog training center, a “Back to Natives” native plant nursery open to the public, the Santiago Park Wildlife and Watershed Center and more traditional park amenities like tree-lined jogging and bike trails, sports fields, playground equipment, and tennis courts. Open spaces in the city are discussed in greater detail in Volume 2, Section 2, Open Space Element.

1. Many institutional uses in Santa Ana are outside of the City’s land use authority and not subject to City standards; 0.5 FAR is generally the baseline for institutional uses that are within the City’s land use authority.
2. There is no typical maximum height for institutional or open space uses. In the West Santa Ana Boulevard Focus Area, open space uses have a maximum height of 2 stories (see Table LU-6 on page LU-48).
3. Open space allows for very limited development; 0.2 FAR is generally the baseline for structures developed in this land use category.





PROFESSIONAL AND ADMINISTRATIVE OFFICE (PAO, PAO-1, PAO-1.5, PAO-2)

The Professional and Administrative Office designation allows for a variety of office and office-related uses, including professional and administrative office parks and professional uses such as legal, engineering, health, and insurance services. Also allowed are office-related services that support adjacent offices, such as restaurants, copy centers, courier services, and travel agencies.

	Maximum Intensity	Typical Maximum Height ¹
PAO	0.5 FAR	35 feet or 3 stories
PAO-1	1.0 FAR	35 feet or 3 stories ²
PAO-1.5	1.5 FAR	35 feet or 3 stories
PAO-2	2.0 FAR	35 feet or 3 stories ²

◀ Tustin Center

The Professional and Administrative Office land use district allows for taller buildings and higher intensities, like the offices at the Tustin Center. Medical office and service businesses are often found in one- or two-story buildings near the city’s commercial corridors.



GENERAL COMMERCIAL (GC, GC-1, GC-1.5)

The General Commercial designation provides highly visible and accessible shopping opportunities along arterial corridors and supports the development and continued operation of recreational, cultural, entertainment, employment, and educational opportunities near established residential neighborhoods.

This designation allows for retail and service establishments; recreational, cultural, and entertainment uses; business and professional offices; and vocational schools.

	Maximum Intensity	Typical Maximum Height ¹
GC	0.5 FAR	35 feet
GC-1	1.0 FAR	35 feet ²
GC-1.5	1.5 FAR	35 feet ²

◀ Existing Retail Center

El Yaqui started as a taco truck and later established a permanent location in this General Commercial shopping center along 17th Street.

1. The typical maximum height identifies the upper limit of typical building height, but the actual maximum standard allowed on each site may be different than listed on this page. The allowable height of development on any parcel is also subject to the zoning standards (Chapter 41 of the Santa Ana Municipal Code), which may further specify allowable height. Some properties within a height district, per Section 41-602 of the Municipal Code, within an adopted or existing special planning area shown on Figure LU-2, or subject to Specific Development (SD) standards allow heights in excess of the typical maximum height shown here. . The general plan height standard shall equal the zoning height standards where the allowable height in the zoning standards differs from the typical maximum height shown on this page.
2. PAO-1, PAO-2, GC-1, and GC-1.5 designations inside of the 17th Street and Grand Avenue, West Santa Ana Boulevard, and 55 Freeway and Dyer Road Focus Areas may have a lower maximum height than shown here (see Table LU-5 on page LU-40, Table LU-6 on page LU-48, and Table LU-7 on page LU-56). Where the maximum height allowed in a focus area conflicts with the height shown on this page, the focus area maximum height shall prevail.





INDUSTRIAL (IND)

The Industrial designation provides space for activities such as light and heavy manufacturing, warehousing, processing, and distribution as well as commercial uses ancillary to industrial activities. Industrial districts are significant sources of employment and municipal revenue, and they contribute to the economic health of the city and the region.

	Maximum Intensity	Typical Maximum Height ¹
IND	0.45 FAR ²	35 feet

◀ 515 Dyer Road

New design approaches are making industrial buildings more attractive and more compatible with surrounding uses.



INDUSTRIAL / FLEX (FLEX)

The Industrial/Flex designation³ is intended to provide context-appropriate development in areas with existing industrial uses. When adjacent to existing residential neighborhoods, this designation can provide a buffer between homes and traditional industrial uses. When adjacent to urban-scale mixed-use development, this designation is more free to emphasize significant employment opportunities.

Industrial/Flex allows for clean industrial uses that do not produce significant air pollutants, noise, or other nuisances typically associated with industrial uses, including office-industrial flex spaces, small-scale clean manufacturing, research and development and multilevel corporate offices, commercial retail, artist galleries, craft maker spaces, and live-work units. Adaptive reuse of buildings to accommodate live-work units is encouraged. Standalone residential is not permitted. Building form and height should reflect the existing context and, if inside a Focus Area, communicate the envisioned character for the area.

	Maximum Intensity	Typical Maximum Height ¹
FLEX-1.5	1.5 FAR and/or 30 du/ac	3 stories
FLEX-3	3.0 FAR	10 stories

◀ Open-Floor, Creative Office

Three-story flex space provides opportunities to use one or more floors for creative office space, storefront retail, and/or live-work.

1. The typical maximum height identifies the upper limit of typical building height, but the actual maximum standard allowed on each site may be different than listed on this page. The allowable height of development on any parcel is also subject to the zoning standards (Chapter 41 of the Santa Ana Municipal Code), which may further specify allowable height. The general plan height standard shall equal the zoning height standards where the allowable height in the zoning standards differs from the typical maximum height shown on this page.
2. See notes under Table LU-3 on page LU-17 for industrial intensity exception areas.
3. Descriptions for South Main Street, 17th Street and Grand Avenue, West Santa Ana Boulevard, and 55 Freeway and Dyer Road Focus Areas include more detail about the intent and allowed uses in Industrial/Flex designation specific to each area (see *Focus Areas starting on page LU-26*).
4. Refer to page LU-14 for Mixed Use Intensity/Density clarification.





URBAN NEIGHBORHOOD (UN-20, UN-30, UN-40, UN-50)

The Urban Neighborhood designation¹ allows for the development of semiurban villages that are well connected to schools, parks, and shopping centers. These areas are accessible by multiple modes of transportation, have lively and pedestrian-friendly streetscapes, and are designed to foster community interaction.

This designation allows a mix of uses, including medium and medium-high density apartments, townhomes, garden- or motor-court homes, and neighborhood-serving commercial. Mixed-use projects are allowed in both horizontal configuration, with commercial and residential uses side by side, and vertical, with commercial uses on the ground floor and residential above.

	Maximum Intensity	Typical Maximum Height ²
UN-20	1.0 FAR and/or 20 du/ac	3 stories ²
UN-30	1.5 FAR and/or 30 du/ac ³	4 stories ^{2,3}
UN-40	1.5 FAR and/or 40 du/ac	5 stories ²
UN-50	1.5 FAR and/or 50 du/ac	6 stories ²

◀ Triada at the Station

Part of a public-private partnership to plan, redevelop, and revitalize vacant and underutilized properties owned by the City and the school district, Triada is a 138-unit mixed-income housing development in the Urban Neighborhood designation near the transit center.



ONE BROADWAY PLAZA DISTRICT CENTER (OBPDC)

One Broadway Plaza District Center is a unique land use designation that applies to one block along Broadway Avenue where a unique landmark project is planned. One Broadway Plaza is envisioned as a mixed-use tower with apartments and professional office that will be a focal point in the downtown area serving the Civic Center complex, Downtown, and Midtown urban areas.

	Maximum Intensity	Typical Maximum Height ²
OBPDC	2.9 FAR	37 stories

◀ One Broadway Plaza

Towering in at an impressive 493 feet, this iconic building would be the tallest superstructure in Orange County.

1. Descriptions for South Main Street, 17th Street and Grand Avenue, West Santa Ana Boulevard, and South Bristol Street Focus Areas include more detail about the intent and allowed uses in Urban Neighborhood designations specific to each area (see *Focus Areas starting on page LU-26*).
2. The typical maximum height identifies the upper limit of typical building height, but the actual maximum standard allowed on each site may be different than listed on this page. The general plan height standard shall equal the zoning height standards where the allowable height in the zoning standards differs from the typical maximum height shown on this page. This includes, but is not limited to the following: Harbor Mixed Use Transit Corridor Specific Plan - UN-30 in subzone *Neighborhood Transitional* = 3 story max, UN-50 in subzone *Corridor* = 4 story max; Transit Zoning Code- UN-40 in subzone *Corridor* = 3 story max.
3. UN-30 designations in the South Bristol Street Focus Area have a maximum height of 3 stories (see Table LU-8 on page LU-62). Where the maximum height allowed in a focus area conflicts with the height shown on this page, the focus area maximum height shall prevail. The 4th and Mortimer project designated UN-30 allows densities up to 50 du/ac.
4. Refer to page LU-14 for Mixed Use Intensity/Density clarification.





DISTRICT CENTER (DC-1, DC-1.5, DC-2, DC-3, DC-5)

The District Center land use designation¹ provides for distinctly urban retail, residential mixed-use, and employment centers that are well connected to public transportation. It includes the city’s primary activity centers and opportunities for new urban-scale development.

This designation allows a mix of uses, including medium, medium-high, and urban density condominiums, apartments, and townhomes; professional offices; multilevel corporate offices; retail and commercial services; and cultural, education, recreation, and entertainment uses. Mixed-use projects are allowed in both horizontal configurations, with commercial and residential uses side by side, and vertical, with commercial uses on the ground floor and residential above.

	Maximum Intensity	Typical Maximum Height ²
DC-1	1.0 FAR and/ or 90 du/ac	6 stories ²
DC-1.5	1.5 FAR and/or 90 du/ac	10 stories ²
DC-2	2.0 FAR and/or 90 du/ac	10 stories ^{2,3}
DC-2.1	2.1 FAR	20 stories
DC-2.54	2.54 FAR	5 stories
DC-3	3.0 FAR and/or 90 du/ac	10 stories ²
DC-5	5.0 FAR and/or 125 du/ac ⁴	25 stories ²



► City Place

One of the most established mixed-use districts in the city, City Place sits adjacent to a large employment center and offers a variety of housing options, shops, bistros, and public spaces, all connected by landscaped walkways.

◀ MacArthur Place

The Skyline residential towers soar 25 stories over the district center along MacArthur Boulevard and overlook the mixed-use district that includes a variety of housing options, high-rise corporate offices, commercial retail and dining options, hotels, and a 2.5-acre lake, all connected by a network of urban sidewalks and landscaped trails.

1. Descriptions for 17th Street and Grand Avenue, 55 Freeway and Dyer Road, and South Bristol Street Focus Areas include more detail about the intent and allowed uses in the District Center designations specific to each area (see *Focus Areas* starting on page LU-26).
2. The typical maximum height identifies the upper limit of typical building height, but the actual maximum standard allowed on each site may be different than listed on this page. The allowable height of development on any parcel is also subject to the zoning standards (Chapter 41 of the Santa Ana Municipal Code), which may further specify allowable height. Some properties within a height district, per Section 41-602 of the Municipal Code, within an adopted or existing special planning area shown on Figure LU-2, or subject to Specific Development (SD) standards allow heights in excess of the typical maximum height shown here. The general plan height standard shall equal the zoning height standards where the allowable height in the zoning standards differs from the typical maximum height shown. This includes, but is not limited to the following: Metro East Mixed-Use Overlay - DC-3 in subzone Village Center = 6 story max, DC-3 in subzone Active Urban = no limit; Harbor Mixed Use Transit Corridor Specific Plan - DC-5 in subzone Transit Node = 10 story max.
3. DC-2 designations in the 17th Street and Grand Avenue and 55 Freeway and Dyer Road Focus Areas have a maximum height of 6 stories (see Table LU-5 on page LU-40 and Table LU-7 on page LU-56). Where the maximum height allowed in a focus area conflicts with the height shown on this page, the focus area maximum height shall prevail.
4. The Harbor Corridor Specific Plan District Centers are limited to a max of 90 units per acre.
5. Refer to page LU-14 for Mixed Use Intensity/Density clarification.





MainPlace Specific Plan. This rendering provides a conceptual visualization of the MainPlace Mall transformation, which is designated as District Center. Along Main Street, buildings are envisioned to command a strong presence and rise as tall as 20 stories. Parking would be largely structured, enabling the unbuilt areas to be reserved for landscaping, circulation, and open space/recreation.

Image from MainPlace Specific Plan

FOCUS AREAS

Five focus areas, shown in Figure LU-5, were identified by the General Plan Advisory Committee and refined by City staff as the areas of the city most suitable for new development.

The focus areas are geographically distributed throughout the city, and each allows Santa Ana to meet its diverse needs in different ways. The purpose and intent, specific objectives, and custom land uses for each focus area were defined to facilitate new

types of urban development, reimagine these areas, realize the community's vision, and further embody Santa Ana's core values.



▲ Enhancing Existing Assets

The Tiny Tim Plaza Redevelopment Project, adjacent to the OC Streetcar line in the West Santa Ana Boulevard Focus Area, was approved in 2018. The project repositioned the 1950s retail plaza with many neighborhood-serving businesses as an innovative, community-oriented, urban hub, providing support for existing retail tenants, updating amenity spaces, integrating new affordable housing, and partnering with local nonprofit groups to provide services.

The land use plans for the focus areas build on the unique opportunities within each area to promote redevelopment that is both sensitive to the existing context and reflective of the community's vision for the future of the city.

▼ Engaging the Community

The City conducted a series of community workshops in the spring of 2019 to present ideas and gather community input about the future of land use in the focus areas. A meeting was held in each focus area, and the feedback received was used to develop the objectives and land use plan for each focus area.

ÁREAS DE ENFOQUE DE USO DE TERRENOS DEL PLAN GENERAL DE LA CIUDAD DE SANTA ANA
Taller Comunitario

Estos talleres reunirán a la comunidad de Santa Ana para examinar y hacer comentarios acerca de los nuevos conceptos de uso de terrenos bajo consideración en cinco áreas claves de la ciudad. Cada taller se enfocará en los conceptos que son específicos para esa área de enfoque. Su participación ayudará a asegurar que el nuevo Plan General realmente refleje la visión de la comunidad para el futuro de Santa Ana.

Áreas de enfoque de uso de terrenos:

- 1 South Main Street
- 2 Grand Avenue / 17th Street
- 3 West Santa Ana Boulevard
- 4 55 Freeway / Dyer Road
- 5 South Bristol Street

Ayude a dirigir el futuro de la Ciudad de Santa Ana a través de nuestra encuesta comunitaria! Para más información y para completar nuestra encuesta, visite www.santa-ana.org/general-plan

CITY OF SANTA ANA GENERAL PLAN LAND USE FOCUS AREAS
Community Workshop

These workshops will bring the Santa Ana community together to review and comment on new land use concepts being considered in five key areas of the City. Each meeting will focus on the concepts that are specific to that Focus Area. Your participation will help ensure that the new General Plan truly reflects the community's vision for the future of Santa Ana.

Land Use Focus Areas:

- 1 South Main Street
- 2 Grand Avenue / 17th Street
- 3 West Santa Ana Boulevard
- 4 55 Freeway / Dyer Road
- 5 South Bristol Street

Help guide the City of Santa Ana's future by taking the community survey. Visit www.santa-ana.org/general-plan for more information and to complete the **general-plan** online survey.

Để biết thông tin về hội thảo cộng đồng này, vui lòng truy cập trang web này: www.santa-ana.org/general-plan hoặc email newgeneralplan@santa-ana.org. Xin gọi số (714) 565-2627.

Event Details

- 1 SOUTH MAIN STREET AREA**
TUESDAY, APRIL 9, 2019
6:30 PM - 8:00 PM
Hosted by Pacific Park Neighborhood Association
Roosevelt-Walker Community Center
816 Chestnut Avenue
Santa Ana, CA 92701
- 2 GRAND AVENUE / 17TH STREET AREA**
WEDNESDAY, APRIL 17, 2019
7:00 PM - 8:30 PM
Hosted by Meredith Parkwood/Portola Park Neighborhood Associations
John Muir Fundamental Elementary
1951 North Mabury Street
Santa Ana, CA 92705
- 3 WEST SANTA ANA BOULEVARD AREA**
TUESDAY, APRIL 23, 2019
6:30 PM - 8:00 PM
Hosted by Artesia Pilar Neighborhood Association
Romero Cruz Elementary
2701 West Fifth Street
Santa Ana, CA 92703
- 4 55 FREEWAY / DYER ROAD AREA**
MONDAY, APRIL 29, 2019
4:00 PM - 5:30 PM
Holiday Inn Santa Ana-OC Airport
2726 South Grand Avenue
Santa Ana, CA 92705
- 5 SOUTH BRISTOL STREET AREA**
TUESDAY, APRIL 30, 2019
6:00 PM - 7:30 PM
South Coast Global Medical Center
2701 South Bristol Street
Santa Ana, CA 92704



About the Map. Figure LU-5 shows the locations of the five focus areas, where more detailed land use planning was required to guide future growth and development.



1. South Main Street Focus Area
2. Grand Avenue / 17th Street Focus Area
3. West Santa Ana Boulevard Focus Area
4. 55 Freeway / Dyer Road Focus Area
5. South Bristol Street Focus Area

**FIGURE LU-5
FOCUS AREAS**





SOUTH MAIN STREET



PURPOSE AND INTENT

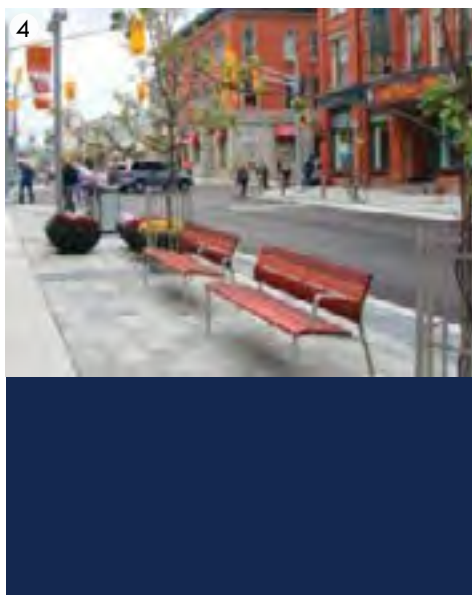
The South Main Street Focus Area introduces the opportunity for greater flexibility and a more dynamic mix of land uses and urban design along the properties fronting Main Street. The intent is to transition an auto-dominated corridor into a transit- and pedestrian-friendly corridor through infill development while respecting the historic past of South Main Street and maintaining compatibility with the surrounding lower density neighborhoods.

▲ Envisioned Character

The images above are illustrative, intended to convey the desired design and character of new development, improvements to the public realm, and general atmosphere envisioned for the focus area:

1. Enhancements to the existing commercial and industrial areas, such as wall murals, are encouraged.
2. New development at key intersections will activate and engage the public realm.
3. The Urban Neighborhood designation along Main Street allows for medium density townhomes in midblock locations that face the sidewalk and improve walking conditions along Main Street.





SOUTH MAIN STREET OBJECTIVES

- » Facilitate redevelopment and property improvements along Main Street
- » Create a more active and dynamic streetscape
- » Realize a low-scale, multistory frontage along the corridor with greater intensity at focus intersections¹
- » Protect established residential and historic neighborhoods
- » Support transit, pedestrian, and nonmotorized travel

▲ Envisioned Character

The images above are illustrative, intended to convey the desired design and character of new development, improvements to the public realm, and general atmosphere envisioned for the focus area:

4. New development will establish and improve public outdoor space.
5. Existing single-family neighborhoods and institutions will be preserved.
6. Expanded uses allowed in the Industrial Flex areas will allow for creative office/"maker spaces," small-scale manufacturing, coworking, and live-work units that will bring new life to the focus area.

1. See the Urban Design Element for the definition, locations, and policies related to focus intersections.



FIGURE LU-6 LAND USE MAP
SOUTH MAIN STREET

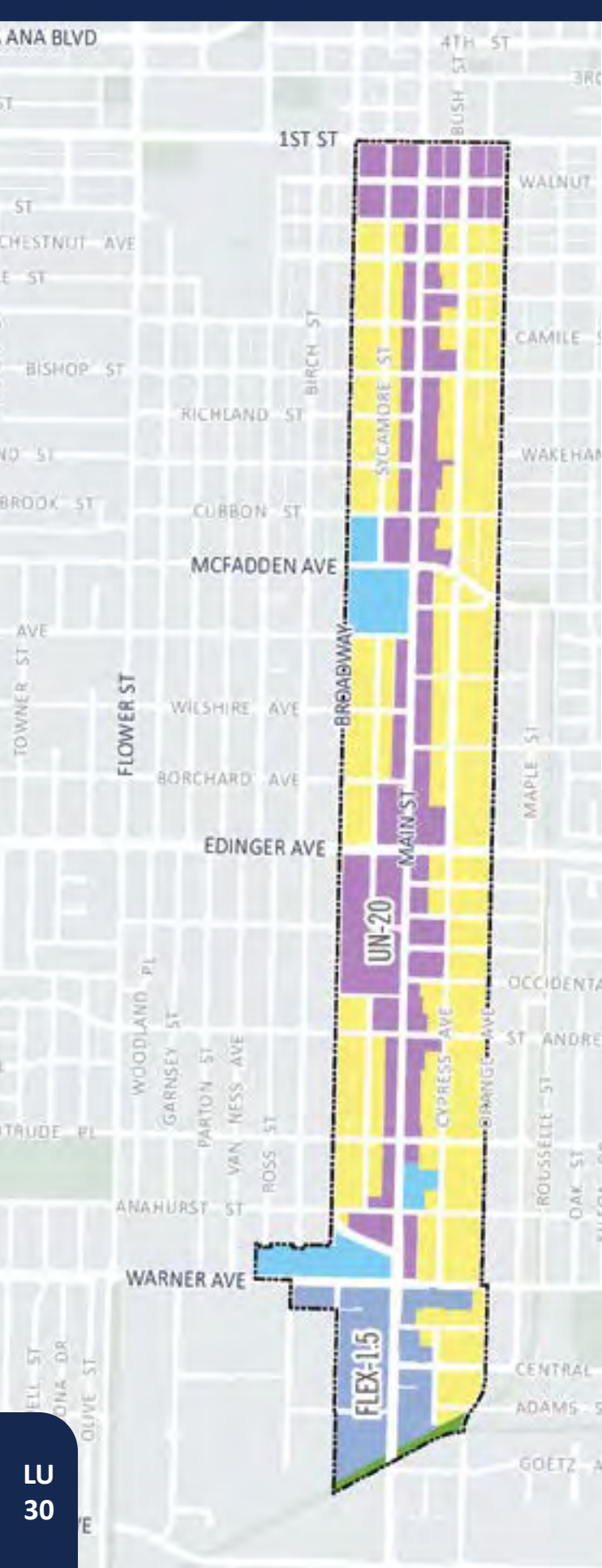







TABLE LU-4. LAND USE DESIGNATIONS
SOUTH MAIN STREET

Designation	Maximum		General Character
	Intensity	Height	
 Low Density Residential	7 du/ac	2 stories	Single family neighborhoods
 Urban Neighborhood -Low	1.0 FAR or 20 du/ac	3 stories	Low density urban neighborhoods with a mix of single- and multifamily housing; mixed-use residential with ground-floor retail, services, and restaurants; cultural uses; and public and open spaces
 Industrial/Flex-Low	1.5 FAR	3 stories	Office/industrial flex spaces, small-scale R&D, clean manufacturing
 Institutional	2.0 FAR	2 stories	Government facilities, public service facilities, public institutions

Notes:

The focus area also includes a nominal amount of land used by railroad operations and mapped with the  Open Space land use designation.

See Table LU-9. Notes for All Focus Area Designations, for additional notes.

**SOUTH MAIN STREET
LAND USE AND URBAN FORM**

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

New development along Main Street will support improvements that encourage nonmotorized travel and complement expanded transit service. The building and site design will incorporate dynamic spaces that activate and engage the public realm, particularly along the ground floor fronting Main Street and at focus intersections. New development will also establish public and private outdoor space working in tandem to improve the experience of walking and living along and around Main Street.

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



▲ **Urban Neighborhood**

The Urban Neighborhood land use district allows for a combination of low- and medium- density housing as well as commercial uses.



▲ **Expanded Transit Service**

OCTA’s 2018 OC Transit Vision, a 20-year plan for enhancing and expanding public transit service in Orange County, identified South Main Street as an opportunity corridor for expanded transit services. *Photo by OCTA*



▲ **Industrial Flex**

The Industrial/Flex land use district south of Warner Avenue offers new opportunities for small-scale manufacturing, live-work, and retail development.



FIGURE LU-7 ARTIST RENDERING
SOUTH MAIN URBAN NEIGHBORHOOD



1 MEDIUM-DENSITY HOUSING

Human-scaled 2- to 3-story homes serve as a transition to the single-family neighborhoods.

2 PEDESTRIAN-FRIENDLY STREETS

New development along Main Street should encourage walking through building design that fronts the street, careful landscaping, lighting, and other placemaking elements.

3 PUBLIC SPACES

New development will support public outdoor spaces, including landscaping and shade trees that improve the pedestrian experience in the corridor.

FIGURE LU-8 ARTIST RENDERING
SOUTH MAIN URBAN NEIGHBORHOOD AT KEY INTERSECTION



1 MIX OF USES

Vertical mixed-use projects (with residential uses above commercial uses) are encouraged.

2 ENGAGING PEDESTRIANS

A mix of uses that activate the sidewalk are allowed and encouraged around key intersections.

3 ACTIVATE KEY INTERSECTIONS

Dynamic spaces will activate and engage the public realm, particularly along the ground floor fronting Main Street and at key intersections.

4 PUBLIC SPACES

New development supports public and private outdoor spaces, including promenades and enhanced crosswalks.



FIGURE LU-9 ARTIST RENDERING
SOUTH MAIN INDUSTRIAL FLEX ON WARNER AVENUE



1 INDUSTRIAL FLEX

Office / industrial flex spaces will accommodate new opportunities for small-scale R&D, office spaces, and retail opportunities.

2 PUBLIC SPACES

New development will establish public and private outdoor space to improve the experience of walking and living in the focus area.



[FIGURE LU-9 CONTINUED]

3 LIVE-WORK

The Industrial Flex zone allows for new types of live-work housing.



FIGURE LU-10 ARTIST RENDERING
SOUTH MAIN INDUSTRIAL FLEX FACADE IMPROVEMENT



1 ADAPTIVE REUSE

Provides opportunities for existing industrial buildings to be adapted to an expanded list of uses.

2 NEW OPPORTUNITIES

The Industrial/Flex designation will offer new options for small-scale manufacturing, live-work, retail, and dining opportunities.





3 SOFTENING THE EDGE

New development will improve the experience of walking and living in the focus area by providing improvements, such as landscaping that provides a buffer between the sidewalk, parking areas, and industrial uses.

4 NONMOTORIZED TRAVEL

The City's 2019 Active Transportation Plan includes bike lanes along Main Street adjacent to the Industrial/Flex area south of Warner Avenue.





GRAND AVENUE AND 17TH STREET



PURPOSE AND INTENT

The Grand Avenue and 17th Street Focus Area will foster the development of an urban mixed-use corridor connecting to the city's downtown and transit core. The intent is to create opportunities for a new mix of land uses and design to transition Grand Avenue from a series of auto-oriented shopping plazas to a series of community-serving, dynamic urban spaces.

▲ Envisioned Character

The images above are illustrative, intended to convey the desired design and character of new development, improvements to the public realm, and general atmosphere envisioned for the focus area:

1. The building and site design will incorporate dynamic spaces that enhance walkability throughout the public and private realm.
2. Ground-floor architecture and details will be human scaled, and new projects will engage the sidewalk to create an inviting walking experience.
3. New mixed-use projects, encouraged in the District Center and Urban Neighborhood land use districts, will activate the urban street with commercial uses on the ground floor and residential above.



4



4



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6



6



6



7



7

GRAND AVENUE AND 17TH STREET OBJECTIVES

- » Create mixed-use corridors and urban villages
- » Realize a more intense, multistory frontage along the corridor
- » Promote infill development while respecting established neighborhoods
- » Foster community spaces and neighborhood-serving amenities
- » Develop opportunities for live-work, artist spaces, and small-scale manufacturing
- » Maintain compatible nodes of commercial activity

▲ Envisioned Character

The images above are illustrative, intended to convey the desired design and character of new development, improvements to the public realm, and general atmosphere envisioned for the focus area:

4. Proximity of the Regional Transportation Center allows for an intense mix of uses in the District Center land use district south of Interstate 5.
5. New development throughout the focus area will establish public and private outdoor space.
6. Community amenities and temporary installations, like sidewalk gardens, street festivals, and farmers markets, will contribute to the sense of community in the new urban villages.
7. Mixed-use housing projects, up to 4 stories tall, are encouraged in the Urban Neighborhood land use district.



FIGURE LU-11 LAND USE MAP
GRAND AVENUE AND 17TH STREET

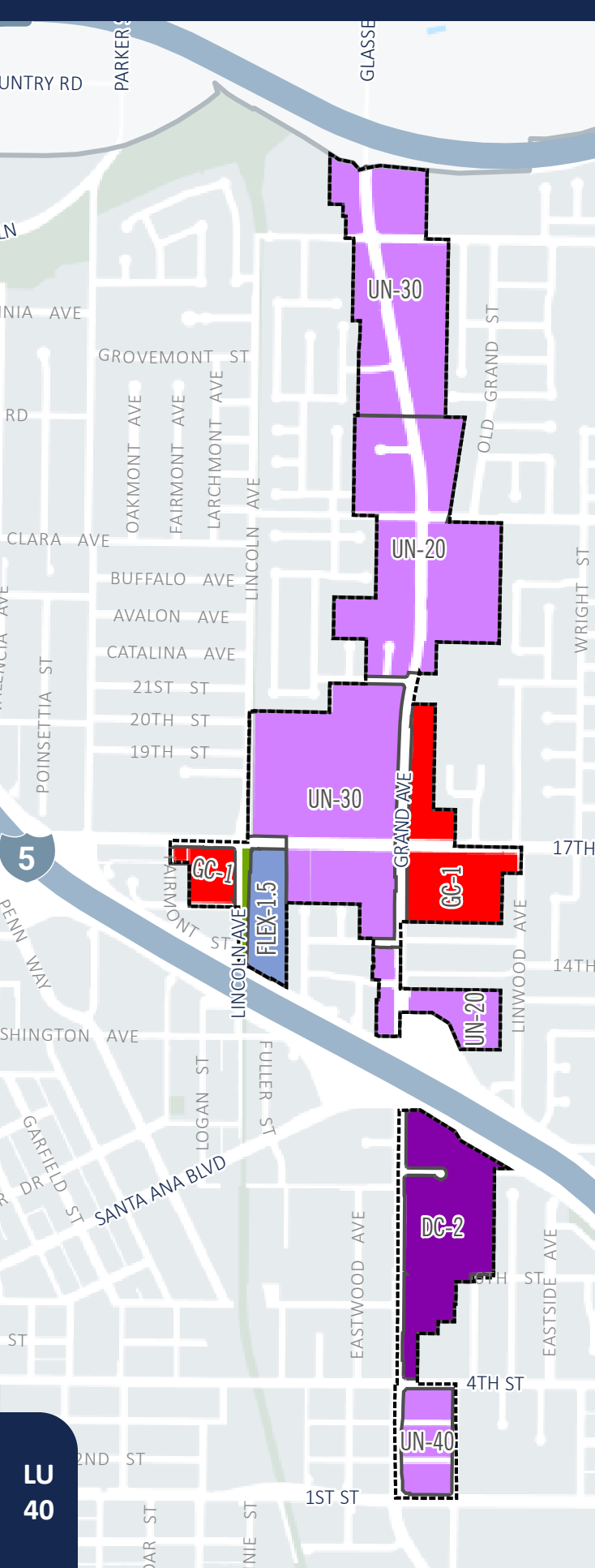









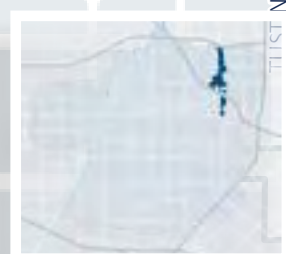
TABLE LU-5. LAND USE DESIGNATIONS
GRAND AVENUE AND 17TH STREET

Designation	Maximum		General Character
	Intensity	Height	
 DC-2 District Center -Medium	2.0 FAR or 90 du/ac	6 stories	Transit-oriented urban village with a wide range and mix of residential, live-work, commercial, and employment-generating uses
 UN-20 Urban Neighborhood -Low	1.0 FAR or 20 du/ac	3 stories	Medium-high density urban neighborhoods with a mix of attached single- and multifamily housing; mixed-use residential with ground-floor retail, services, and restaurants; cultural uses; public and open spaces
 UN-30 Urban Neighborhood -Medium Low	1.5 FAR or 30 du/ac	4 stories	
 UN-40 Urban Neighborhood -Medium	1.5 FAR or 40 du/ac	5 stories	
 FLEX-1.5 Industrial/Flex -Low	1.5 FAR	3 stories	
 CC-1 General Commercial -Medium	1.0 FAR	35 feet	Shopping, restaurants, entertainment, service commercial

Notes:

The focus area also includes a nominal amount of land used by railroad operations and mapped with the  Open Space land use designation.

See Table LU-9. Notes for All Focus Area Designations, for additional notes.



GRAND AVENUE AND 17TH STREET LAND USE AND URBAN FORM

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

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

The building and site design will incorporate dynamic spaces that activate and engage the public realm, particularly along the ground floor fronting Grand Avenue, the intersection of Grand Avenue and 17th Street, and near the Santa Ana Regional Transportation Center. New development will also establish public and private outdoor space that works in tandem to improve the experience of walking and living along and around Grand Avenue.



▲ Urban Neighborhood

The Urban Neighborhood land use districts allow for a blend of residential and commercial uses and provide a transition between existing neighborhoods and the commercial corridor.



▲ Industrial Flex

The Industrial Flex land use district allows for a variety of development types, including live-work units.



▲ District Center

The District Center land use district encourages the development of dynamic spaces that activate and engage the public realm, particularly along the ground floor fronting key activity centers.



FIGURE LU-12 ARTIST RENDERING
GRAND AND 17TH DISTRICT CENTER

1 PUBLIC SPACES

New development will establish public and private outdoor space that improve the experience of walking and living along and around Grand Avenue.

2 URBAN VILLAGE

Four-story buildings should be compatible with the surrounding single-family neighborhoods.

3 HUMAN-SCALE

Human-scale landscaping and ground-floor architecture improve the pedestrian experience and activate the street.



FIGURE LU-13 ARTIST RENDERING

VIEW OF 4-STORY GRAND AND 17TH URBAN NEIGHBORHOOD FROM ADJACENT NEIGHBORHOOD



1 ACTIVATE KEY INTERSECTIONS

Commercial uses may wrap around the corner, transitioning from more urban areas to lower-density homes.

2 LANDSCAPE SCREENING

Careful landscaping provides a transition between single family homes and adjacent urban neighborhood lots.

3 HEIGHT & MASSING

Step-backs in taller buildings transition between existing low-density neighborhoods and new higher-density development.



FIGURE LU-14 ARTIST RENDERING

GRAND AND 17TH URBAN NEIGHBORHOOD AT MAJOR INTERSECTION



MIXED USE

Commercial uses on the ground floor with residential above.

ENGAGING DESIGN

The building and site design will be human scale and incorporate dynamic spaces that activate and engage the public realm.

COMPLETE STREETS

Complete streets for multimodal transportation.

KEY INTERSECTIONS

New development may encourage enhancement of the public realm, such as crosswalks and landscaping.

PUBLIC SPACES

New development will establish dynamic public and private outdoor space.





1



2



3

WEST SANTA ANA BOULEVARD



PURPOSE AND INTENT

The West Santa Ana Boulevard Focus Area connects the Harbor Mixed Use Transit Corridor and Downtown Santa Ana, with the OC Streetcar Project improvements creating the physical transit link in 2022. The intent is to transition a group of auto-oriented neighborhoods, businesses, and institutions into a series of transit-oriented neighborhoods that support and benefit from future streetcar stops.

▲ Envisioned Character

The images above are illustrative, intended to describe the envisioned character for the focus area:

1. The existing industrial portion of the focus area will be designated for Industrial/Flex to promote new opportunities, including dining operations.
2. The Industrial/Flex designation in the existing industrial portion of the focus area will allow for creative maker spaces.
3. Future streetcar service will give residents and visitors a way to travel to key places in the city without a car.



4



5



6



6



5



7

WEST SANTA ANA BOULEVARD OBJECTIVES

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

▲ Envisioned Character

The images above are illustrative, intended to describe the envisioned character for the focus area:

4. Beautification of existing buildings and public art installation is encouraged.
5. The Industrial/Flex designation is intended to foster new clean manufacturing and maker-type spaces that are more compatible with the surrounding residential areas than traditional industrial uses.
6. The urban neighborhood and corridor residential designations promote medium and medium-high density urban housing to serve as a transition between single-family neighborhoods and more intense development around streetcar stations.
7. Adaptive reuse of historic industrial uses and the introduction of new uses will activate Industrial/Flex areas.



**FIGURE LU-15 LAND USE MAP
WEST SANTA ANA BOULEVARD**

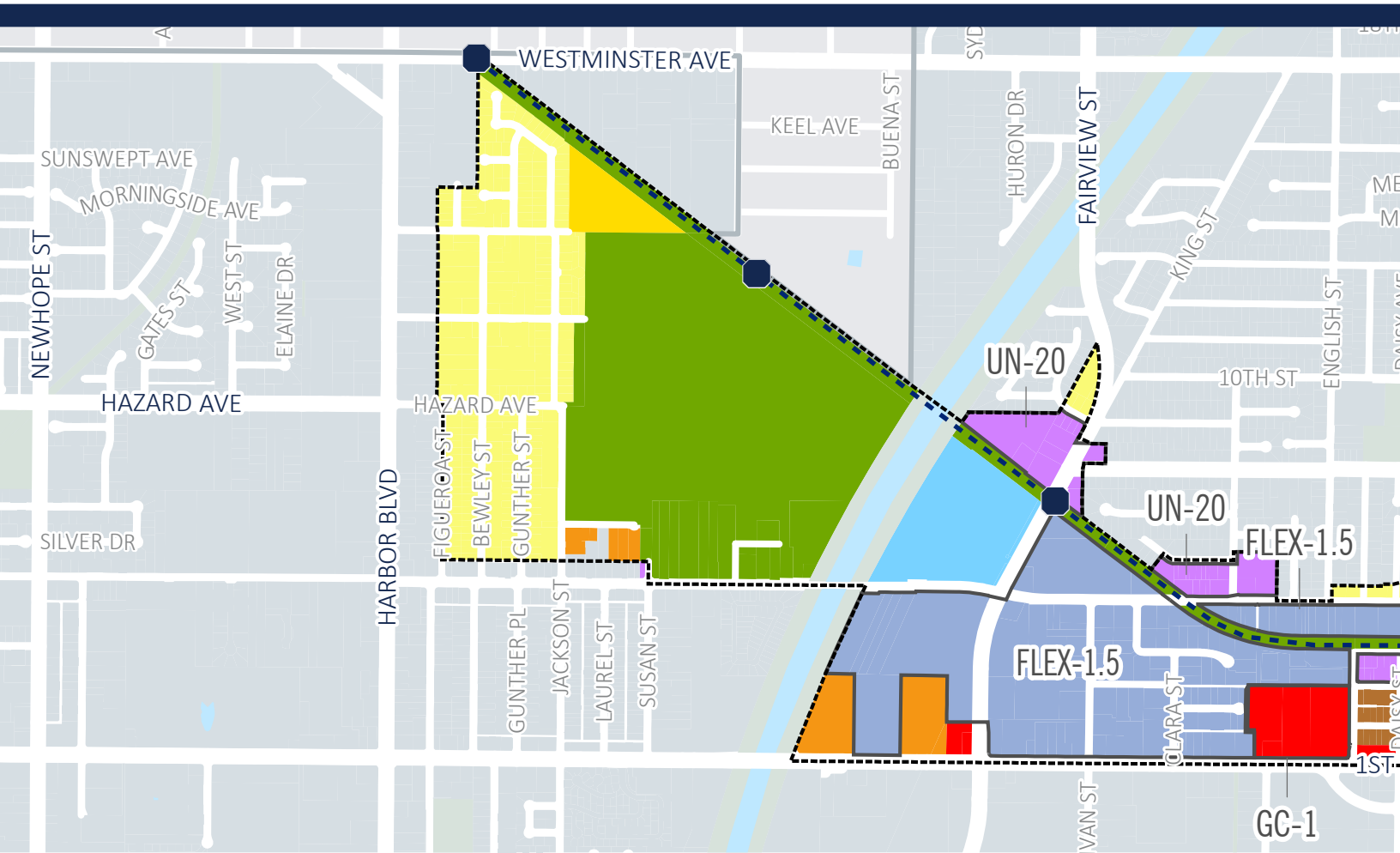
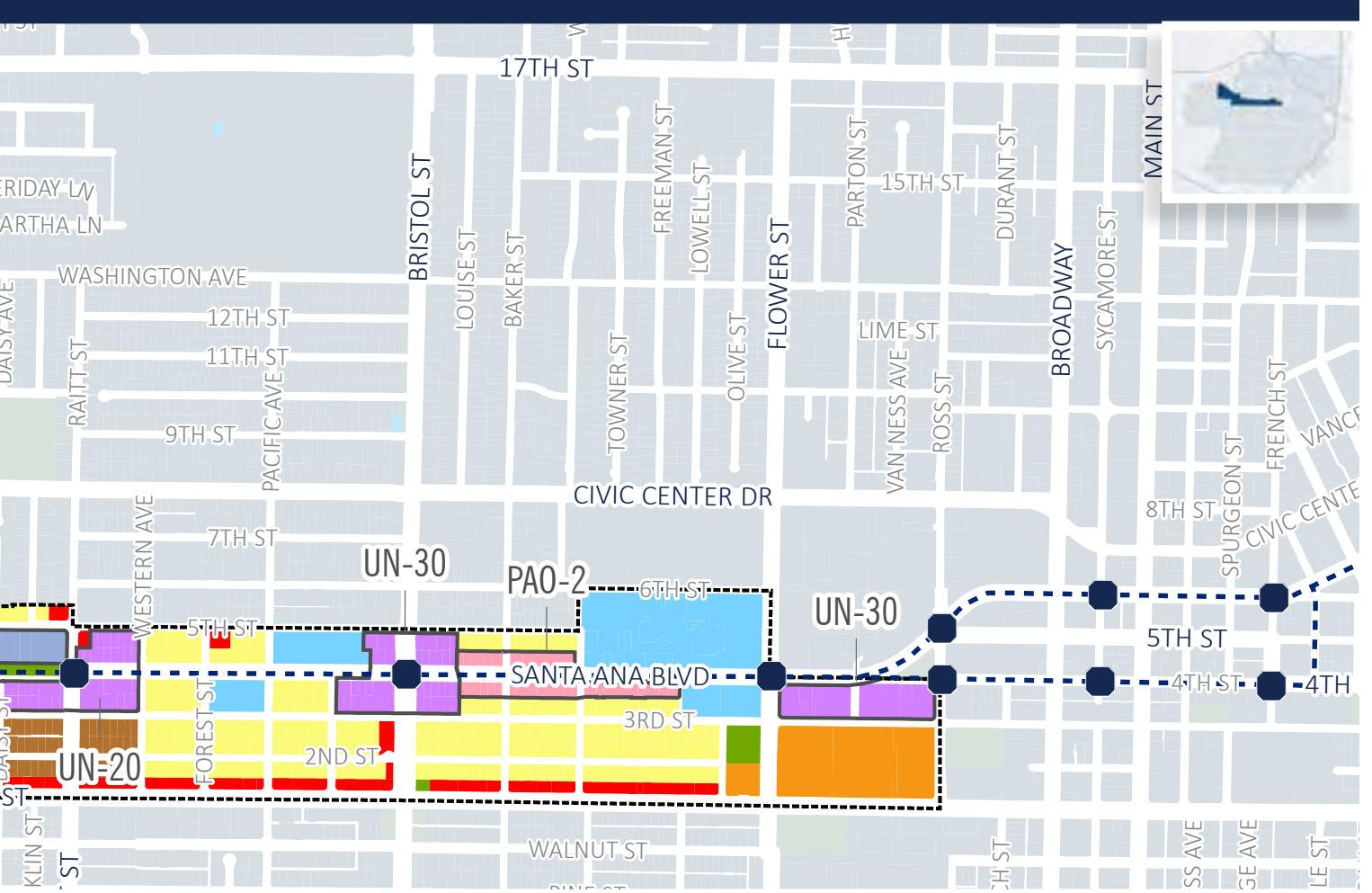


TABLE LU-6. LAND USE DESIGNATIONS WEST SANTA ANA BOULEVARD

Designation	Maximum		General Character
	Intensity	Height	
Low Density Residential	7 du/ac	2 stories	Low-rise single-family neighborhoods
Low-Medium Density Residential	11 du/ac	2 stories	Single-family homes, duplexes, small-lot subdivisions, and mobile-home parks
Medium Density Residential	15 du/ac	3 stories	A mix of low- and medium-rise neighborhoods with single and multifamily housing, including small lot subdivisions, townhomes, live/work units
Corridor Residential	30 du/ac	3 stories	Medium density urban housing, such as attached townhomes and apartments, along corridors or adjacent to areas designated General Commercial, Urban Neighborhood, or District Center
UN-20 Urban Neighborhood -Low	1.0 FAR or 20 du/ac	3 stories	Medium density urban neighborhoods with a mix of attached single- and multifamily housing; mixed-use residential with ground-floor retail, services, and restaurants; cultural uses; and public and open spaces
UN-30 Urban Neighborhood -Medium Low	1.5 FAR or 30 du/ac	4 stories	





Designation	Maximum		General Character
	Intensity	Height	

CC-1	General Commercial -Medium	1.0 FAR	35 feet	Shopping, restaurants, entertainment, and service commercial
CC	General Commercial	0.5 FAR	35 feet	Shopping, restaurants, entertainment, and service commercial
PAO-2	Professional & Administrative Office-High	2.0 FAR	3 stories	Professional and administrative office and supporting service commercial and restaurants
FLEX-1.5	Industrial/Flex -Low	1.5 FAR	3 stories	Office/industrial flex spaces, small-scale R&D, clean manufacturing, live-work
UN-30	Institutional	2.0 FAR	2 stories	Government facilities, public service facilities, and public institutions
UN-20	Open Space	n/a	2 stories	Recreational and green space, commercial open space, public infrastructure, and rail facilities

— ● — OC Street Car (planned line / station)

Note: See Table LU-9. Notes for All Focus Area Designations, for notes.



▲ **Industrial Flex**

In addition to clean industrial and maker-type spaces, the Industrial/Flex land use district allows for a wider range of uses, including retail and dining options, in existing industrial areas.



▲ **Corridor Residential**

Medium and medium-high density residential uses, clustered around the planned street car station at Raitt Street, will provide a transition between the existing neighborhoods and the more intense development planned around the station.



▲ **Urban Neighborhood**

Urban Neighborhood districts that allow a mix of medium and medium-high density residential, commercial, public, and cultural uses are located around each streetcar station.

WEST SANTA ANA BOULEVARD LAND USE AND URBAN FORM

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

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



FIGURE LU-16 ARTIST RENDERING
WEST SANTA ANA BLVD INDUSTRIAL/FLEX (ADAPTIVE REUSE)



1 MIX OF USES

Commercial uses on the ground floor with residential or office uses above.

2 ADAPTIVE REUSE

Existing industrial buildings may be renovated to include a mix of new uses, including restaurants, coworking spaces, and other programming that activates urban areas.

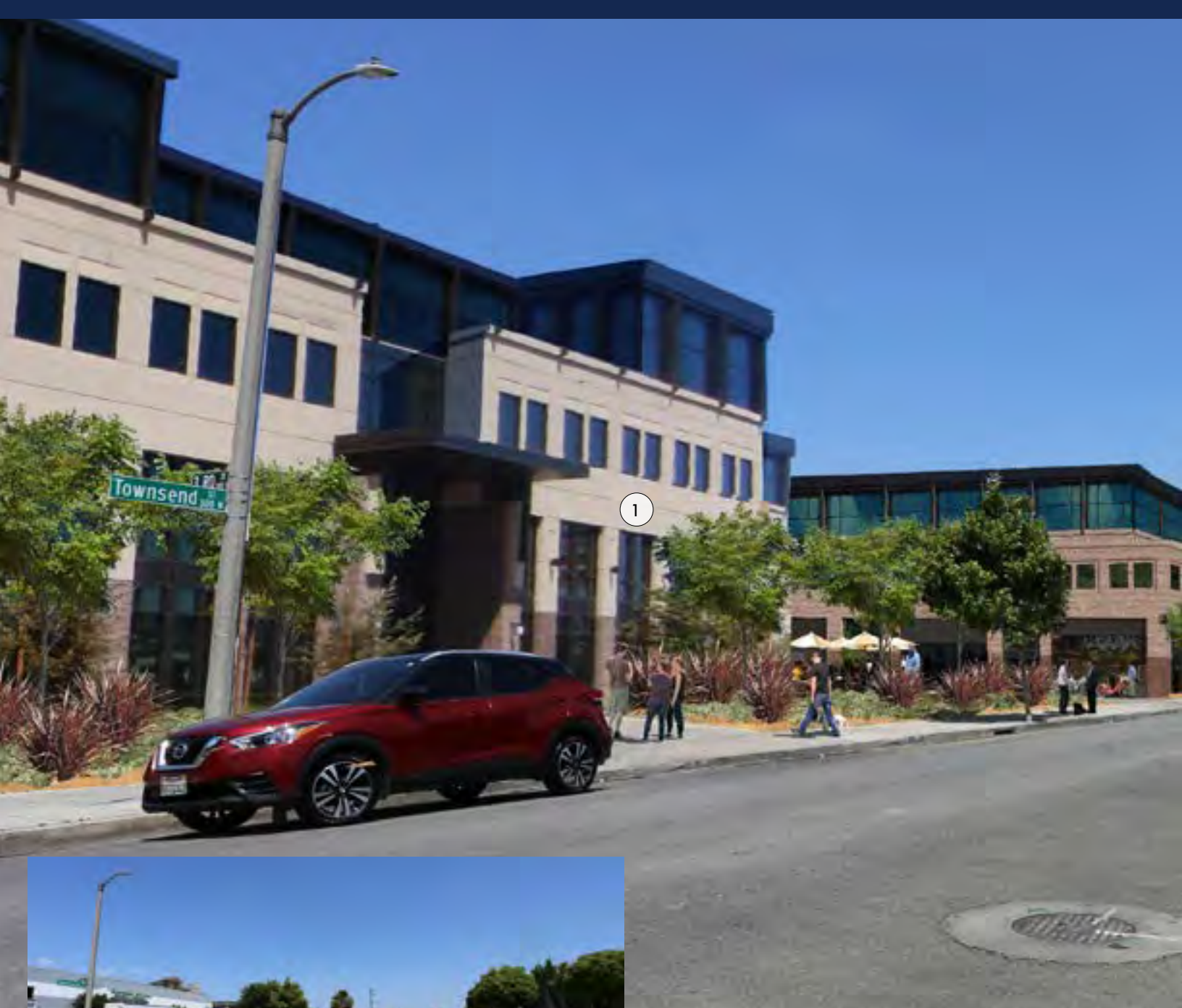
3 RECLAIMING PUBLIC SPACES

Nontraditional public spaces may provide permanent and/or temporary open spaces that improve the experience of living and visiting the focus area.



FIGURE LU-17 ARTIST RENDERING

WEST SANTA ANA BLVD INDUSTRIAL FLEX (NEW DEVELOPMENT) AND URBAN NEIGHBORHOOD



1 INDUSTRIAL FLEX

Low-rise office buildings, limited R&D, and light manufacturing are encouraged uses in the Industrial/Flex districts in the focus area.





WEST SANTA ANA BLVD INDUSTRIAL FLEX (NEW DEVELOPMENT) AND URBAN NEIGHBOOD
[FIGURE LU-17 CONTINUED]

2 OC STREETCAR

This focus area allows for more mixed-use and transit-oriented development near future streetcar stops.

3 MEDIUM-DENSITY URBAN HOUSING

A range of medium and medium-high density urban housing opportunities serve as a transition between the low density residential neighborhoods and the areas planned for industrial uses or streetcar stops.



55 FREEWAY AND DYER ROAD



PURPOSE AND INTENT

The 55 Freeway and Dyer Road Focus Area will transition from a portion of the city that is almost exclusively focused on professional office jobs to one that supports a range of commercial, industrial/flex, and mixed-use development. The intent is to create opportunities for a truly urban lifestyle with easy access to Downtown Santa Ana, multiple transit options, and the new investments and amenities in adjacent communities.

▲ Envisioned Character

The images above are illustrative, intended to convey the desired design and character of new development, improvements to the public realm, and general atmosphere envisioned for the focus area:

1. Large mixed-use development with urban-scale residential uses will provide housing and activate the focus area outside of business hours.
2. Mixed-use projects may include retail and dining options on the ground floor with residential uses above.



55 FREEWAY AND DYER ROAD OBJECTIVES

- » Provide housing opportunities at an urban level of intensity at the city’s edge
- » Enhance opportunities for large, multistory office and industrial space
- » Attract economic activity into the city from surrounding communities
- » Protect industrial and office employment base
- » Maintain hotel and commercial uses

▲ Envisioned Character

The images above are illustrative, intended to describe the envisioned character of new development envisioned for the focus area:

3. New development will be well designed and create a people-oriented district with landscaping, lighting, street furniture, wayfinding, and other elements of a lively mixed-used district.
4. Office buildings up to 10 stories may be developed on the outskirts of the focus area in the Industrial/Flex land use district, protecting the existing employment base and creating opportunities for new corporate offices.
5. Existing hotel uses will be maintained.



FIGURE LU-18 LAND USE MAP
55 FREEWAY AND DYER ROAD

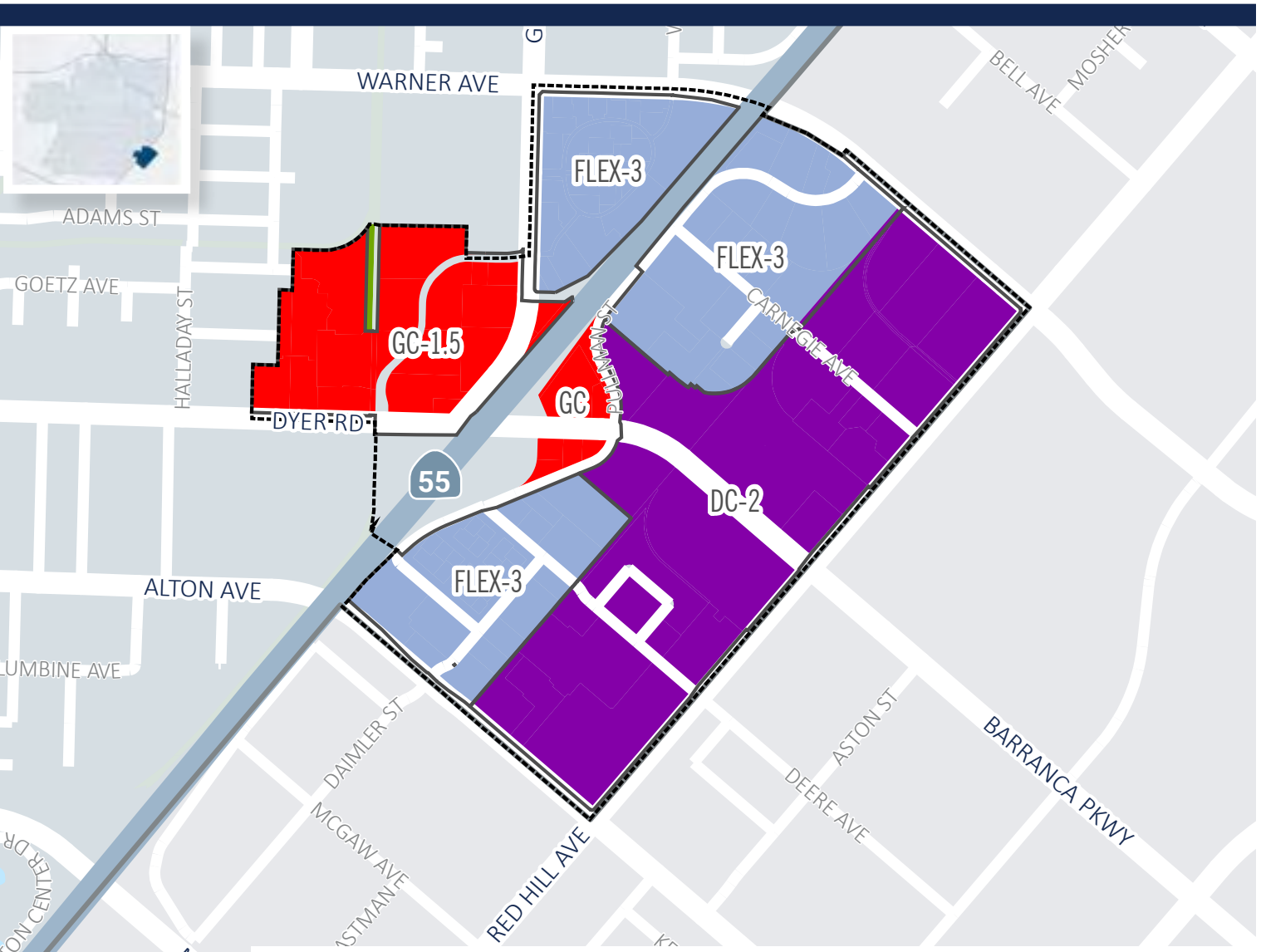


TABLE LU-7. LAND USE DESIGNATIONS
55 FREEWAY AND DYER ROAD

Designation	Maximum		General Character
	Intensity	Height	
DC-2 District Center -Medium	2.0 FAR or 90 du/ac	6 stories	High density urban villages consisting of visually stunning and vibrant buildings and spaces with a wide range and mix of residential, live-work, commercial, hotel, and employment-generating uses.
FLEX-3 Industrial/Flex -Medium	3.0 FAR	10 stories	Office/industrial flex spaces, R&D, clean manufacturing, corporate headquarters and campuses. Live-work units are not permitted.
GC-1.5 General Commercial -Medium High	1.5 FAR	35 feet	Shopping, restaurants, entertainment, service commercial.
GC General Commercial	0.5 FAR	35 feet	Shopping, restaurants, entertainment, service commercial.

Notes:

The focus area also includes a nominal amount of land used by railroad operations and mapped with the Open Space land use designation.

Hotels are permitted in the Industrial/Flex land use designation at Brookhollow Specific Development (SD) Plan No. 8.

See Table LU-9. Notes for All Focus Area Designations, for additional notes.



55 FREEWAY AND DYER ROAD LAND USE AND URBAN FORM

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

Each new development will contribute to the creation of activated and people-oriented spaces, accessible and visible through roadways and pedestrian networks designed to connect projects internally and throughout the focus area.

The node surrounding the freeway interchange will remain as currently planned for General Commercial uses, with new improvements introducing highly functional and attractive development, spaces that complement the existing examples, and elements that exemplify dynamic urban design and architecture.



▲ Industrial/Flex

The Industrial / Flex land use district allows for the development of a variety of office and industrial spaces, including multilevel corporate offices.



▲ People-Oriented Spaces

Each new development will contribute to and create people-oriented spaces within the focus area through the use of careful design, with particular care given to ground-floor architectural articulation, landscaping, lighting, public art, street furniture, and public outdoor spaces.



FIGURE LU-19 ARTIST RENDERING
55 FREEWAY AND DYER ROAD



1 INDUSTRIAL FLEX

Adjacent to the 55 freeway, the Industrial/Flex designation envisions beautiful and creative buildings up to 10 stories tall that house office/industrial flex spaces, R&D, clean manufacturing, and corporate headquarters and campuses.

2 GENERAL COMMERCIAL

The area surrounding the freeway interchange remains as General Commercial, allowing for existing hotel uses on both sides of the 55 freeway to remain and promoting new commercial development.





[FIGURE LU-19 CONTINUED]

3 DISTRICT CENTER

Large residential mixed-use developments in remarkable structures that incorporate high density housing, hotels, and expansions of commercial uses are envisioned in the District Center designation.

4 OPEN SPACE AND RECREATION

Open space and recreation amenities for residents include exterior open space recreation area, open space plazas, courtyards, and roof decks.

5 PLACEMAKING

Placemaking elements like lighting, street trees, landscaping, and continuous sidewalks make the District Center areas pedestrian friendly.

6 MIXED-USE BUILDINGS

Five- to six-story buildings with retail and dining on the ground floor and residential uses above are allowed in the District Center designation.

7 GENERAL COMMERCIAL

New improvements in the General Commercial areas introduce highly functional and attractive development.





SOUTH BRISTOL STREET



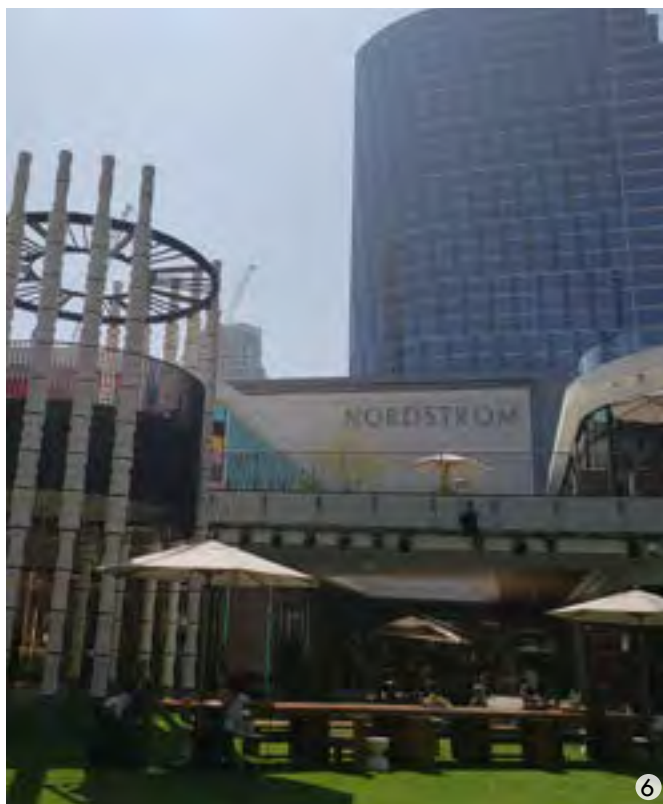
PURPOSE AND INTENT

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

▲ Envisioned Character

The images above are illustrative, intended to convey the desired design and character of new development, improvements to the public realm, and general atmosphere envisioned for the focus area:

1. New development will establish vibrant public outdoor space appropriately scaled to the size and type of project.
2. Building design should be dynamic and strong, creating a distinct impression.
3. Office and mixed-use spaces of similar scale to those south of Sunflower are envisioned between Sunflower and MacArthur.



SOUTH BRISTOL STREET OBJECTIVES

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

▲ Envisioned Character

The images above are illustrative, intended to convey the desired design and character of new development, improvements to the public realm, and general atmosphere envisioned for the focus area:

4. The Urban Neighborhood designation between Alton and Warner allows for residential and mixed-use projects up to 3 stories tall in order to provide a transition between surrounding single-family neighborhoods and the Bristol corridor.
5. Intense buildings and spaces should emphasize a strong relationship to the street and an activated ground floor. *Top photo from fifthandb.com.*
6. New projects in the District Center land use districts will include structures set in and around vibrant spaces accessible to future occupants and the general public.



FIGURE LU-20 LAND USE MAP
SOUTH BRISTOL STREET

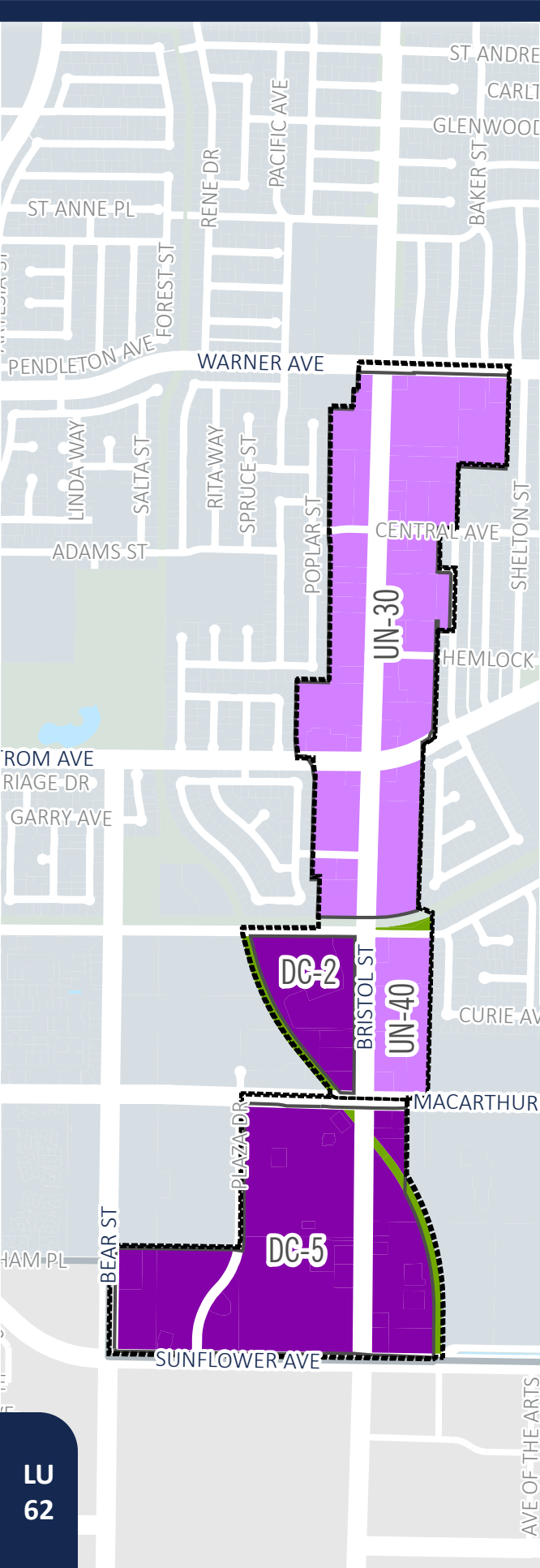



TABLE LU-8. LAND USE DESIGNATIONS
SOUTH BRISTOL STREET

Designation	Maximum		General Character
	Intensity	Height	
DC-2 District Center -Medium	Between MacArthur & Alton 2.0 FAR or 90 units/acre	10 stories	Transit-oriented and high density urban villages consisting of visually striking and dynamic buildings and spaces with a wide range and mix of residential, live-work, commercial, hotel, and employment-generating uses
DC-5 District Center -High	Between MacArthur & Sunflower 5.0 FAR or 125 units/acre	25 stories	
UN-30 Urban Neighborhood -Medium Low	1.5 FAR or 30 du/ac	3 stories	Medium density urban neighborhoods with a mix of single- and multifamily housing; mixed-use residential with ground-floor retail, services, and restaurants; cultural uses; and public and open spaces
UN-40 Urban Neighborhood -Medium	1.5FAR or 40 du/ac	5 stories	Medium-high density urban neighborhoods with a mix of attached single- and multifamily housing; mixed use residential with ground floor retail, services, and restaurants; cultural uses; public and open spaces

Notes:

The focus area also includes a nominal amount of channels and utility areas mapped with the  Open Space land use designation.

See Table LU-9. Notes for All Focus Area Designations, for additional notes.



SOUTH BRISTOL STREET LAND USE AND URBAN FORM

The form and intensity of development south of MacArthur Boulevard are intended to be dynamic and substantial, drawing inspiration from and even eclipsing the current South Coast Plaza Town Center area south of Sunflower Avenue. Between MacArthur Boulevard and Alton Avenue, the form and intensity will scale down but remain distinctly urban. The redevelopment of the auto-oriented commercial plazas will result in the construction of landmark buildings and structures set in and around vibrant spaces accessible to future occupants and the general public.

The majority of the corridor north of MacArthur Boulevard is planned with the Urban Neighborhood land use designation, allowing for commercial and residential projects, frequently in a mixed-use format, to develop in accordance with market fluctuations. The buildings and spaces in this part of the focus area must be sensitive to the surrounding low density neighborhoods while still emphasizing the creation of active and attractive urban spaces.



▲ Urban Neighborhood

The Urban Neighborhood land use district between Warner and MacArthur allows medium- to medium-high density housing as well as commercial and cultural projects up to three (UN-30) and five (UN-40) stories tall along the Bristol corridor.



▲ District Center (between MacArthur and Alton)

The District Center land use district between MacArthur and Alton encourages urban development and landmark buildings up to 10 stories tall. New projects would provide a mix of residential, commercial, and office uses as well as public spaces.



▲ District Center (between MacArthur and Sunflower)

The District Center land use district between MacArthur and Sunflower encourages large-scale urban development up to 25 stories tall. New projects will complement or eclipse the existing buildings in the South Coast Plaza Town Center south of Sunflower.



FIGURE LU-21 ARTIST RENDERING

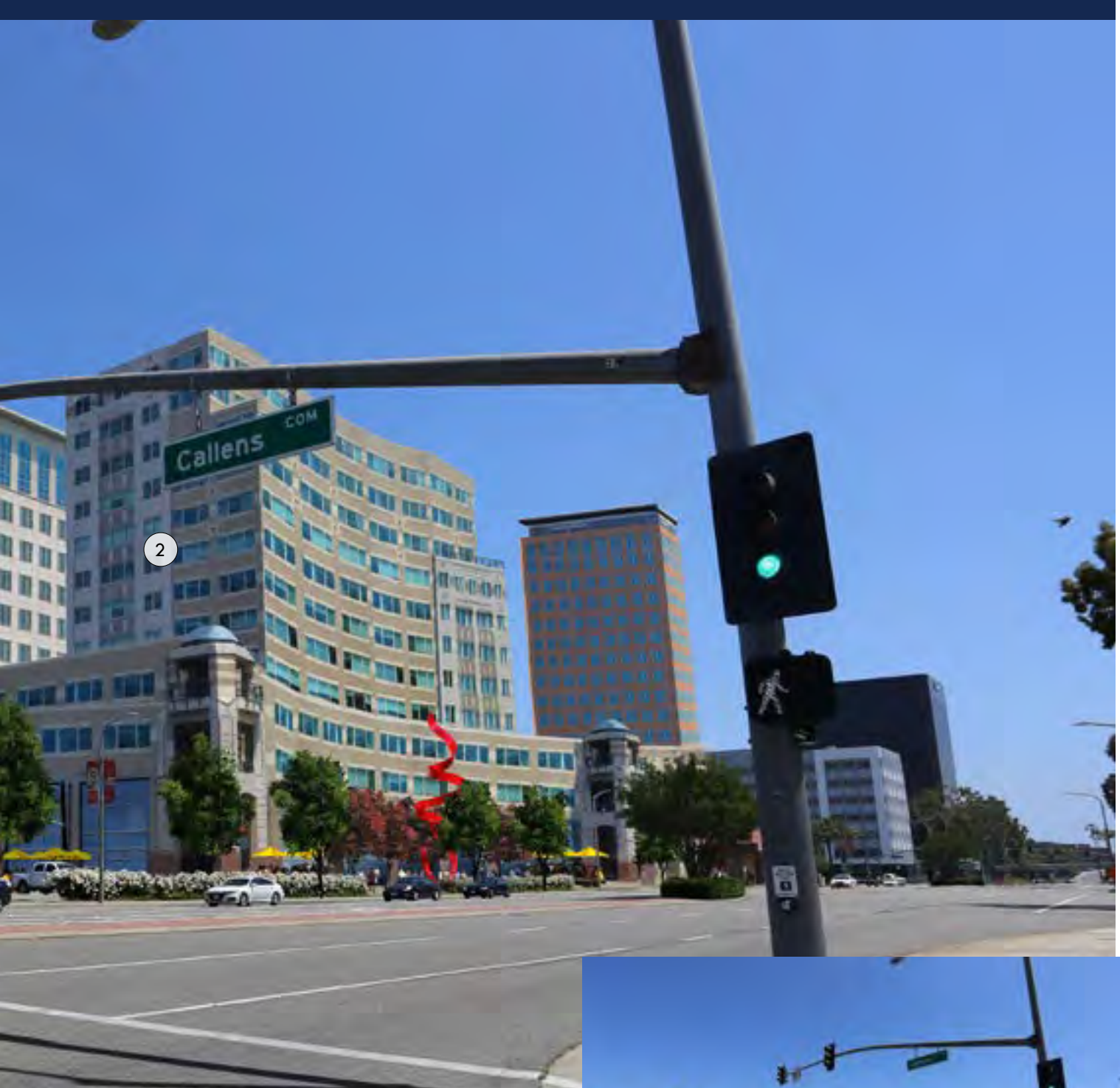
SOUTH BRISTOL DISTRICT CENTER BETWEEN MACARTHUR AND SUNFLOWER



① RESIDENTIAL USES

Medium-density residential uses may complement more substantial development.





[FIGURE LU-21 CONTINUED]

2 DISTRICT CENTER

Buildings are intended to be dynamic and substantial, drawing inspiration from the current South Coast Plaza Town Center area south of Sunflower.



BEFORE
SOUTH BRISTOL DISTRICT CENTER BETWEEN
MACARTHUR AND SUNFLOWER



FIGURE LU-22 ARTIST RENDERING

SOUTH BRISTOL DISTRICT CENTER BETWEEN MACARTHUR AND ALTON



1 URBAN NEIGHBORHOOD

North of Alton, buildings up to three stories will buffer the surrounding single-family neighborhoods.

2 PUBLIC SPACES

New structures will be set in and around vibrant spaces accessible to future occupants and the general public.

3 MIX OF USES

Projects may include retail and dining on the ground floor with residential or office uses above.





[FIGURE LU-22 CONTINUED]

4 LANDMARK ARCHITECTURE

Form and intensity of redevelopment will result in the construction of landmark buildings.



BEFORE
SOUTH BRISTOL DISTRICT CENTER BETWEEN
MACARTHUR AND SUNFLOWER



TABLE LU-9. NOTES FOR ALL FOCUS AREA DESIGNATIONS

Notes:

1. **Maximum intensity/height.** The maximum amount of building area, residential density, and building height is listed to establish the maximum intensity for any individual development project. Development is also subject to the regulations of the underlying zoning district, as described in the Santa Ana Municipal Code, as well as building height restrictions and notification requirements as specified in the Airport Environs Land Use Plan for John Wayne Airport.
2. **General character.** The description is not exhaustive and is intended to further clarify the purpose of each land use designation. The exact uses permitted in each land use category are subject to the regulations of the underlying zoning district, as described in the Santa Ana Municipal Code.
3. **Parking areas.** Standards for FAR exclude structured parking square footage. Height standards include structured parking, except for parking areas that are semi-subterranean.
4. **Mixed-use residential.** Mixed-use development that includes both commercial and residential uses (e.g., residential on top of commercial or live-work units) are governed by both FAR and du/ac in terms of density/intensity. A project's FAR shall be calculated using all residential and nonresidential building square footage, except structure parking areas. Residential densities identified for Urban Neighborhood and District Center designations apply to residential units for the project.
5. **Focus Area Interim Development Standards.** Interim Development Standards have been prepared (Appendix A). The purpose of the Interim Development Standards is to provide a mechanism to review development applications and ensure development projects are consistent with the vision of the general plan and focus areas. The Interim Development Standards provide framework for connecting the general plan land use designations for each focus area with the City's existing zoning ordinance, specific plan(s), and/or specific development(s) plan provisions in regards to the use and mixed-use development standards (i.e. density, building type, parking, open space, etc.). Flexibility is allowed for the developer to select one of respective Interim Development Standard options for designing the development, which may be the least restrictive of the multiple allowable options referenced in Appendix A (Table LU-A-1) for the respective general plan land use designation. The Santa Ana Municipal Code Section 41-668 regarding Development Project Plan Approval and applications required pursuant to SB 330, as amended from time to time, apply to development projects applying the Interim Development Standards. Once the Development Code Update (Implementation Action Item 1.1) is adopted and/or new zoning is established, the Interim Development Standards shall become null and void.



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE LU-10. LAND USE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL LU-1: Growing Responsibly Provide a land use plan that improves quality of life and respects our existing community.		
1.1	Development Code Update. Prepare a comprehensive update to the zoning code to ensure that the City's zoning regulations align with the General Plan's goals and policies. Update the Metro East Mixed-Use Overlay District to remove the portion within the 17th Street and Grand Avenue Focus Area. Update the Midtown Specific Plan.	PBA 2022-2027
1.2	Community benefits. Require new development projects proposing a general plan amendment and/or a zone change to include as part of the development proposal, a community benefit and implementation plan providing a net community benefit as desired by the City and neighborhoods through public outreach. Examples of community benefits may include, but is not limited to public realm improvements, dedication of park and open space for public use, expanded economic development opportunities, job opportunities, new community serving businesses and services, and removal of blight and incompatible land uses. Assess capital costs and ongoing operations and maintenance costs; conduct a financial feasibility analysis to determine the impacts of community benefits on the feasibility of desired types of development.	PBA/CDA 2022 & Ongoing
1.3	Retail business potential. Conduct and annually update a retail market study for the city's District Centers and Urban Neighborhoods to identify types of businesses that can be supported; conduct outreach to local businesses to inform them of potential business opportunities in these areas.	CDA 2022
1.4	Affordable infill housing. Prepare an inventory of affordable housing opportunity sites of publicly held land as well as land owned by nonprofit organizations and churches.	CDA 2022
1.5	Universal access. Evaluate the feasibility of developing standards that require a percentage of units in new residential development projects to incorporate universal design principles.	PBA 2023



TABLE LU-10. LAND USE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
1.6	ADUs. Develop accessory dwelling unit standard plans to facilitate quality site and architectural design while reducing costs and expediting City review and approvals.	PBA 2022
1.7	Civic Center. Explore zoning options that could support residential, mixed-use, and additional facilities that could activate Santa Ana’s Civic Center and complement zoning for Downtown.	CMO/PBA 2028
GOAL LU-2: Land Use Needs Provide a balance of land uses that meet Santa Ana’s diverse needs.		
2.1	Periodic evaluation. Review and, if necessary, update the General Plan every five years to affirm its vision remains consistent with the community’s values.	PBA 2027
2.2	Annual review. Prepare a general plan status report annually. Review the General Plan land use objectives and map to ensure they continue to support the community’s long-term land use vision. Amend the text, goals, policies, and map as necessary to address new concerns, legislation, and changing conditions.	PBA Annually April 1st
2.3	Projections. Review and adjust population assumptions and forecasts annually in conjunction with the Department of Finance, SCAG, and the County of Orange/Center for Demographic Research to adequately plan for the growth of housing and jobs.	PBA 2022 & Ongoing
2.4	School sites. Coordinate with local school districts and community colleges serving Santa Ana residents on the need for new sites as well as plans for surplus property.	CMA/PBA Annually
2.5	Developer outreach. Conduct an annual workshop with residential, mixed-use, commercial, and industrial real estate developers to discuss developing projects in Santa Ana; identify challenges that discourage quality development in the city; identify cost implications that impact affordability; implement a plan to address such challenges.	PBA/CDA 2023 & Ongoing
2.6	Fee assessment. Conduct a periodic review of developer fees and assessment districts to ensure fees are adequate to provide services and mitigate impacts of development, with consideration given to feasibility concerns of building new development.	PWA/PBA 2023
2.7	Fiscal impact model. Develop a fiscal impact analysis model that incorporates the appropriate mix of land uses to achieve fiscal sustainability, or at a minimum, fiscal neutrality to make informed land use decisions. Require the completion of this analysis in mixed-use land use designations and in proposed conversion of commercial uses to residential or mixed-use projects.	PBA/CDA 2022
2.8	City-owned land. Coordinate future disposition of City-owned property and remnant parcels, consistent with the Surplus Land Act.	PWA/CDA Ongoing
2.9	High-density housing. Collaborate with Orange County jurisdictions to prepare and distribute public information to explain the need and value of high-density housing in Santa Ana, combat misinformation about high-density housing, and clarify where high-density housing is planned and where it is prohibited.	PBA 2024
2.10 ^{EU}	Open space requirements. Evaluate public open space and park requirements in the zoning code for residential and nonresidential uses. Consider requirements and/or incentives to aggregate public open space areas required by two or more uses to form larger and more usable areas and facilities.	PBA/PRCSA 2022-2027
2.11	Antidisplacement strategies. Collaborate with community organizations and residents to identify, evaluate, and implement effective and appropriate antidisplacement strategies to address the unintended displacement of vulnerable tenants and property owners due to the introduction of new development.	PBA/CDA 2022 & Ongoing
2.12	Distinctive districts. Develop and adopt a specific plan or corridor plan for each of the land use focus areas to establish regulations and design standards with consideration of the character, history and uniqueness of existing corridors and neighborhoods.	PBA/ CDA 2022-2027



TABLE LU-10. LAND USE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
2.13	Housing Trust Fund. Coordinate and support applications by developers to the Orange County Housing Finance Trust for affordable housing rehabilitation projects in Santa Ana.	CDA Ongoing
2.14	Local preference. Require a first priority preference for Santa Ana residents and workers in tenant selection policies for affordable housing projects that receive financial assistance from the City or project that qualify for a density bonus.	CDA Ongoing
2.15	Community Serving Commercial Retail & Service Diversity Impact Analysis. Implement a requirement for mixed-use projects or proposals to convert commercial and other non-residential uses to residential or mixed-use projects to complete a community serving commercial retail & service diversity impact analysis to inform the decision making process and to ensure availability and diversity of commercial retail and service uses in Santa Ana as part of the development proposal.	PBA/CDA 2022
GOAL LU-3: Compatibility of Uses Preserve and improve the character and integrity of existing neighborhoods and districts.		
3.1	CEQA review. Continue to evaluate land use compatibility through required environmental clearance of new development projects.	PBA Ongoing
3.2 ^{EJ}	Design guidelines and standards. Update the zoning code's development and operational standards for industrial zones to address incompatibility with adjacent uses, including minimum distance requirements to buffer heavy industrial uses from sensitive receptors. Conduct a study to evaluate and establish appropriate minimum distances and landscape buffers between polluting industrial uses from sensitive receptors such as residences, schools, day care, and public facilities.	PBA 2022-2027
3.3 ^{EJ}	Healthy lifestyles. Collaborate with residents and industry stakeholders to create a program to incentivize and amortize the removal of existing heavy industrial uses adjacent to sensitive uses.	PBA 2022
3.4 ^{EJ}	Funding for air filtration. Seek funding from South Coast Air Quality Management District and other regional sources for the installation of high-efficiency air filtration systems in buildings, homes, and schools located in areas with high levels of localized air pollution, especially for those within environmental justice area boundaries.	PBA 2022
3.5 ^{EJ}	Business incentive. Explore economic development incentives and grant funding to encourage existing or draw new business investments in the industrial zones to incorporate more environmentally sustainable practices.	CDA Ongoing
3.6 ^{EJ}	Lead paint abatement. Coordinate with County of Orange Health Care Agency and community organizations to strengthen local programs and initiatives to eliminate lead-based paint hazards, with priority given to residential buildings located within environmental justice area boundaries.	CDA/PBA 2021 & Ongoing
3.7	Building massing. Update the Citywide Design Guidelines to incorporate best practices addressing transitions in building height and bulk for new development adjacent to lower density neighborhoods.	PBA 2022-2027
3.8	Signage. Update the sign ordinance to incorporate measures that reduce visual clutter.	PBA 2022-2027
3.9	Parking. Through City Interagency collaboration, develop parking management strategies to support the Land Use Plan and reduce dependency on single-passenger vehicles, considering the parking needs for existing development and future activity nodes, changes in automotive technologies and car usage trends, and options for City-operated facilities. Explore parking strategies through pilot projects.	PBA/ PWA 2022
3.10	Code enforcement. Continue aggressive code enforcement programs and activities to maintain community pride and promote reinvestment in Santa Ana neighborhoods.	PBA Ongoing
3.11	Neighborhood aesthetics. Partner with neighborhood associations to provide educational materials to residents regarding the front yard, parkway, landscape, and fence requirements.	PBA 2022 & Ongoing



TABLE LU-10. LAND USE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
3.12	Adaptive reuse. Update the Adaptive Reuse Ordinance to clarify the areas of opportunity for conversion to new housing.	PBA 2022-2027
3.13	Growth in focus areas. Develop incentives to promote development within identified focus areas.	PBA/CDA 2022
3.14 ^{EJ}	Sunshine ordinance. Update City Sunshine Ordinance, incorporating best practices for outreach in environmental justice areas in Santa Ana.	CMO 2022
3.15 ^{EJ}	Communication tools. Explore tools for communication with residents and sensitive receptors when new industrial uses are proposed in their areas.	PBA 2022-2024
3.16 ^{EJ}	Health in corridors. Require a Health Risk Assessment to identify best practices to minimize air quality and noise impacts when considering new residential uses within 500 feet of a freeway.	PBA 2022-2027
3.17 ^{EJ}	Training for safe practice. Pursue the EPA Renovate Right Program to train local residential contractors for certification as lead renovators to promote safe work practices and prevent lead contamination.	PBA 2022
3.18 ^{EJ}	Renovations and lead prevention. Evaluate the feasibility of requiring contractor training and/or certification for safe work practices to conduct residential renovations for pre-1978 structures that may contain existing lead paint.	PBA & CDA Ongoing
3.19 ^{EJ}	Promote health. Partner with local organizations (e.g., OC Health Care Agency, Latino Health Access, Santa Ana Unified School District, Garden Grove Unified School District, Orange County Environmental Justice, and the Coalition of Community Health Centers) to increase blood lead testing, outreach, education, and referral services through a ‘promotora’ or community peer outreach model that addresses the root causes of elevated blood lead levels impacting Santa Ana residents, with special focus in environmental justice communities and for children living in pre-1978 housing.	PBA 2022 & Ongoing
3.20 ^{EJ}	Safe housing. Require all residential rehabilitation projects that use local, or HUD federal funds to comply with the Lead Safe Housing Rule, to remove lead paint hazards, depending on the nature of work and the dollar amount of federal investment in the property.	CDA Ongoing
3.21 ^{EJ}	Prevention education. Collaborate with local organizations such as Orange County Health Care Agency, State Environmental Protection Agency, and community-based environmental justice organizations to identify funds and create a Santa Ana Prevent Lead Poisoning Education Program, with special focus on disadvantaged communities and pre-1978 housing stock.	PBA 2022 & Ongoing
3.22 ^{EJ}	Public health outcomes. Support the Orange County Health Care Agency in their role in investigating public complaints regarding unsafe lead work practices and lead hazards wherein children are present, through enforcement of local housing standards to assure healthy outcomes, including for individuals and households presenting with concerns about lead exposure and/or with confirmed lead levels of >3.5 ug/dL, which the Centers for Disease Control and Prevention indicates as the threshold for follow-up and case management in children.	PBA 2022 & Ongoing
3.23 ^{EJ}	Agency permits. Work with South Coast Air Quality Management District and Orange County Health Care Agency to evaluate existing special permit process and criteria for approval, and identify potential policy changes to minimize issuance of special permits with potential health impacts.	PBA 2022
3.24 ^{EJ}	Public health. Partner with Orange County Health Care Agency and community serving organizations to evaluate best practices and benefits of preparing a Public Health Plan to address environmental hazards in Santa Ana, with special focus in environmental justice communities. Conduct public meetings to gather information and present preliminary findings.	PBA 2022-2024



TABLE LU-10. LAND USE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
3.25 ^{EJ}	Engage EJ communities. Work with community serving organizations, neighborhood leaders, and residents to form an Environmental Justice Action Committee to develop ongoing EJ Community Engagement programs for existing and new disadvantaged EJ communities, including multilingual communication protocols. Host quarterly Roundtable meetings with local stakeholders to guide and evaluate implementation of environmental justice policies.	PBA 2022
3.26 ^{EJ}	Health conditions. Work with state agencies including the Department of Toxic Substances Control and South Coast Air Quality Management District, Orange County Health Care Agency and local stakeholders including Orange County Environmental Justice and UC Irvine Public Health to identify baseline conditions for soil and air contamination in Santa Ana, routinely monitor indicators of such contamination, and measure positive outcomes. Collaborate with these organizations to secure grant funds for soil and air testing, remediation (e.g., bioremediation, covering, removing, air filtration), and prevention activities for residential properties in proximity to sites identified with high levels of soil pollution (including sites identified with soil lead levels of 80 ppm or higher) and air pollution, with a focus on communities disproportionately affected by soil contamination.	PBA Ongoing
3.27 ^{EJ}	Groundwater practice. Coordinate with the State Department of Toxic Substances Control (DTSC) to monitor the Santa Ana Southeast Groundwater Clean Up Project and identify measurable progress to remediate groundwater contamination. Share information with the community on the City’s Environmental Quality web page.	PBA Ongoing
3.28 ^{EJ}	Tenant protections. Provide information to residential tenants regarding Landlord Tenant Laws in the State, such as AB 1481, and Santa Ana’s Just Cause for Tenant Eviction and Rent Stabilization ordinance that provide protections against evictions for those who seek action to improve substandard housing and hazardous conditions.	PBA 2022 & Ongoing
3.29 ^{EJ}	Development site history. Update the City’s Development Review application process to require developers to provide information regarding the prior use of the site and history of hazardous materials on the property, in order to identify potential for site contamination from hazardous materials or soil lead contamination to be remediated.	PBA 2022

GOAL LU-4: Complete Communities

Support a sustainable Santa Ana through improvements to the built environment and a culture of collaboration.

4.1	Complete communities. Create an inventory of neighborhoods that are underserved by essential retail stores and services, identify sites that could accommodate the development and operation of essential retail stores and services, and market these sites to brokers and developers.	PBA 2024
4.2	Housing opportunity. Monitor the effectiveness of the Housing Opportunity Ordinance and provide options for City Council consideration on the requirements, including but not limited to requiring new affordable housing units on site and a mix of housing types at various price points.	CDA 2022
4.3	Public improvements in activity nodes and focus areas. Create a public realm plan for each activity node and focus area to establish a unified vision for long-term improvements to streets, sidewalks, plazas, other public spaces, and placemaking elements. Identify public improvement priorities and pilot projects for each focus area and include them in the City’s Capital Improvement Program.	PBA/ PWA 2022 & Ongoing
4.4	Public/private open space. Develop and adopt standards that require the provision and maintenance of publicly accessible usable open space within new multifamily, commercial, office, government, and mixed-use development projects. Ensure long-term fiscal sustainability of publicly accessible open space.	PBA/ PWA/ PRCSA 2022-2027
4.5	Open space acquisition funds. Partner with community organizations to identify opportunities for and pursue grants to fund the acquisition of additional open space and community space in underserved areas, as identified in the parks needs assessment / parks master plan.	PRCSA 2023



TABLE LU-10. LAND USE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
4.6 EJ	Fireworks and environmental pollution. Study the data available to understand the health effects and environmental exposure, including air quality and noise impacts, from airborne sources such as fireworks shows and displays, with special focus on environmental justice areas.	PBA/CMO/PD 2022-2024
4.7 EJ	Construction improvements. Identify best practices and communication tools to monitor mitigation measures and oversight of private and public construction improvements to protect the health and safety of health of the community, with focus on environmental justice areas.	PWA/PBA Ongoing
4.8	Mixed Use Lifestyles. Establish and implement thresholds in the Zoning Code to require minimum percentage of commercial uses to be included in mixed-use land use designations and in proposed conversion of commercial uses to residential or mixed use projects.	PBA 2022-2027
4.9	Collaboration with railroad companies. Collaborate with rail road right-of-way owners and operators to renovate the walls between communities and rail lines that provide the maximum protection for the community and public health, including strategies to reduce air and noise pollution.	PBA 2022 & Ongoing

Notes:

CDA - Community Development Agency

CMO- City Manager's Office

HR- Human Resources Department

PBA- Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

EJ associated with environmental justice policies



APPENDIX A

TABLE LU-A-1. INTERIM DEVELOPMENT STANDARDS

Flexibility is allowed for the developer to select one of respective Interim Development Standard options for designing the development, which may be the least restrictive of the multiple allowable options referenced in this table for the respective general plan land use designation. The Santa Ana Municipal Code Section 41-668 regarding Development Project Plan Approval and applications required pursuant to SB 330, as amended from time to time, apply to development projects applying the Interim Development Standards.

General Plan Desig.	Max Intensity and Height	Interim Devt Standards	Additional Clarification
SOUTH MAIN STREET FOCUS AREA			
UN-20	20 du/ac 3 stories	SD-84 UN-2 SP2 NT	1. The Courtyard Housing building type maximum intensity shall be 20 du/ac and maximum height shall be 3 stories 2. SD-40 shall remain the regulatory zoning for areas currently zoned SD-40
Flex 1.5	30 du/ac 3 stories	M1	1. Adaptive reuse of buildings to accommodate live-work units is encouraged 2. Standalone residential is not permitted 3. Uses per Table 2 Interim Industrial Flex Uses
GRAND AVENUE AND 17TH STREET FOCUS AREA			
UN-20	20 du/ac 3 stories	SD-84 UN-2 SP2 NT	1. The Courtyard Housing building type maximum intensity shall be 20 du/ac and maximum height shall be 3 stories
UN-30	30 du/ac 4 stories	SD-84 UN-2, CR SP2 NT	1. The Flex Block building type maximum intensity shall be 30 du/ac
UN-40	40 du/ac 5 stories	SD-84 CR MEMU NT	1. The SD-84 and MEMU maximum stories may be exceed, but shall be a maximum height of 5 stories
DC-2	90 du/ac 6 stories	SD-84 DT SP2 TN-S	1. The Flex Block, Lined Block, and Stacked Dwelling building type maximum height shall be 6 stories
Flex 1.5	30 du/ac 3 stories	M1	1. Adaptive reuse of buildings to accommodate live-work units is encouraged 2. Standalone residential is not permitted 3. Uses per Table 2 Interim Industrial Flex Uses
WEST SANTA ANA BOULEVARD FOCUS AREA			
CR-30	30 du/ac 3 stories	R2 SD-84 CR SP2 NT	N/A
UN-20	20 du/ac 3 stories	SD-84 UN-2 SP2 NT	1. The Courtyard Housing building type maximum intensity shall be 20 du/ac and maximum height shall be 3 stories
UN-30	30 du/ac 4 stories	SD-84 UN-2, CR SP2 NT	1. The Flex Block building type maximum intensity shall be 30 du/ac
FLEX 1.5	30 du/ac 3 stories	M1	1. Adaptive reuse of buildings to accommodate live-work units is encouraged 2. Standalone residential is not permitted 3. Uses per Table 2 Interim Industrial Flex Uses
55 FREEWAY AND DYER ROAD FOCUS AREA			
DC-2	90 du/ac 6 stories	SD-84 DT SP2 TN-S	1. The Flex Block, Lined Block and Stacked Dwellings building type maximum height shall be 6 stories
Flex 3.0	zero du/ac 10 stories	M1	1. Live-work units are not permitted 2. Uses in Table 2 Interim Industrial Flex Uses
General Plan Designations: CR-30 Corridor Residential UN-20 Urban Neighborhood-Low UN-30 Urban Neighborhood-Medium Low UN-40 Urban Neighborhood-Medium Flex-1.5 Industrial Flex-Low Flex-3.0 Industrial Flex Flow-Medium DC-2 District Center-Medium DC-5 District Center-High		Interim Development Standards: SD-40: Specific Development No. 40 SD-84: Specific Development No. 84 - Transit Zoning Code; UN-2: Urban Neighborhood 2; CR: Corridor; DT: Downtown; TV: Transit Village SP2: Harbor Mixed-Use Transit Corridor Specific Plan; NT: Neighborhood Transitional; TN-S: Transit Node South; TN-N: Transit Node North MEMU: Metro East Mixed-Use Overlay Zone; NT: Neighborhood Transitional; AU: Active Urban M1: Light Industrial R2: Two Family Residence	



APPENDIX A

TABLE LU-A-1. INTERIM DEVELOPMENT STANDARDS

General Plan Desig.	Max Intensity and Height	Interim Devt Standards	Additional Clarification
SOUTH BRISTOL STREET FOCUS AREA			
UN-30	30 du/ac 3 stories	SD-84, UN-2 SP2 NT	N/A
DC-2	90 du/ac 10 stories	SD-84 DT SP2, TN-N	N/A
DC-5	125 du/ac 25 stories	SD-84, TV SP2 TN-N MEMU AU	N/A
General Plan Designations:		Interim Development Standards:	
CR-30 Corridor Residential		SD-40: Specific Development No. 40	
UN-20 Urban Neighborhood-Low		SD-84: Specific Development No. 84 - Transit Zoning Code; UN-2: Urban Neighborhood 2; CR: Corridor; DT: Downtown; TV: Transit Village	
UN-30 Urban Neighborhood-Medium Low		SP2: Harbor Mixed-Use Transit Corridor Specific Plan; NT: Neighborhood Transitional; TN-S: Transit Node South; TN-N: Transit Node North	
UN-40 Urban Neighborhood-Medium		MEMU: Metro East Mixed-Use Overlay Zone; NT: Neighborhood Transitional; AU: Active Urban	
Flex-1.5 Industrial Flex-Low		M1: Light Industrial	
Flex-3.0 Industrial Flex Flow-Medium		R2: Two Family Residence	
DC-2 District Center-Medium			
DC-5 District Center-High			

TABLE LU-A-2. INTERIM INDUSTRIAL FLEX USES USING M-1 LIGHT INDUSTRIAL ZONE

Examples of Clean Industrial Uses	Examples of Uses with Potential Air Pollution, Noise or other Nuisances:
<ul style="list-style-type: none"> The compounding, processing, or treatment of raw or previously treated materials into a finished or semi-finished product. The manufacture of products from raw or previously treated materials. The assembly of products from raw or previously treated materials. The packaging or distribution of previously prepared products or materials. Wholesale establishments where the primary trade is business to business sale of products, supplies, and equipment. Storage of previously prepared goods, products or materials for eventual distribution or sales where the goods, products or materials are the property of the owner or operator of the building or structure. Warehousing. Movie, photography, musical or video production studios. Bulk products sales (twenty-five (25) cubic feet or greater) when such products are the primary sales activity. Blueprinting, photoengraving, screen printing and other reproduction processes. Home improvement warehouse store. Sales of industrial products, supplies and equipment used for final product manufacture. 	<ul style="list-style-type: none"> Machine shop or other metal working shops. Impound yards (storage only) with no office or dispatching operations. Laundry and dry cleaning establishments in conjunction with plant operation for such establishment on the premises. Drive through eating establishments. Research laboratories that do not generate hazardous waste materials. Service stations with no more than two thousand (2,000) square feet of the gross floor area devoted to non-automotive related product sales. Truck, boat and heavy equipment sales, rental, and service. Public utility structures. Wholesale nursery and plant storage. Contractor’s yard. Automotive repair and service, including body and fender repair, painting, and engine replacement. Lumberyard, including mill and sash work if conducted entirely within an enclosed building. Recycling facilities not in excess of forty-five thousand (45,000) gross square feet. Adult entertainment businesses. Storage and distribution of hazardous materials. Passenger transportation services.







Historic Preservation Element

Santa Ana General Plan
FINAL, APRIL 2022

A SHARED VISION

Santa Ana is a city that promotes the health and wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq **Eq**^{EJ} EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes “EJ” in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.



▲ **W. H. Spurgeon Building [cover photo]**

Built in 1913 by the founder of Santa Ana, the Spurgeon Building was the tallest building in Santa Ana. The property was placed on the National Register of Historic Places in 1979. The building’s clock tower remains an iconic feature in the city’s skyline. The property is a Landmark building on the Santa Ana Register of Historical Properties (#20).



HISTORIC PRESERVATION ELEMENT

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COMMUNITY CONSIDERATIONSHP-03

POLICY FRAMEWORKHP-04

 GOAL HP-1: PRESERVE HISTORIC RESOURCES.....HP-04

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RELATED ITEMS UNDER SEPARATE COVER

HISTORICAL RESOURCES TECHNICAL REPORT, MAY 2020 (APPENDIX E-A, DEIR)

TRIBAL CONSULTATION CORRESPONDENCE, APRIL 2020 (APPENDIX L, DEIR)

ARCHAEOLOGICAL RESOURCES TECHNICAL REPORT, MAY 2020 (APPENDIX E-B, DEIR)

EIR CHAPTERS: 5.4, CULTURAL RESOURCES; 5.17 TRIBAL CULTURAL RESOURCES

PALEONTOLOGICAL RESOURCES TECHNICAL REPORT, APRIL 2020 (APPENDIX G-B, DEIR)



Old Orange County Courthouse. The 30,000-square-foot courthouse is the oldest court building in Southern California, and it is the historic seat of County government. The building is currently home to the Orange County History Center.

HISTORIC PRESERVATION

The purpose of this Historic Preservation Element is to provide guidance in developing and implementing activities that ensure that identification, designation, and protection of architectural, historical, cultural, and archaeological resources are part of the City's planning, development, and permitting processes. Through General Plan historic preservation policies and programs, Santa Ana's heritage and diversity will continue to be a source of community pride.



INTRODUCTION

Santa Ana was incorporated as a city in 1886. When Orange County separated from Los Angeles County in 1889, Santa Ana was designated the county seat. Historic preservation of the city’s cultural and architectural heritage is an essential part of the City of Santa Ana’s economic vitality and city identity.

Santa Ana residents take pride in the architectural heritage of the city, including its historical buildings and unique neighborhood character. Sites such as the Old Orange County Courthouse, Pacific Substation, and Yost Theatre reflect the city’s rich cultural history and architectural diversity.

The City’s preservation efforts are consistent with local implementation programs and local ordinances, such as the Santa Ana Municipal Code, specifically Chapter 30 (Places of Historical and Architectural Significance), Chapter 41 (Zoning Code), and the State Historical Building Code, adopted by reference in Chapter 8 (Building and Structures).

Additional direction is provided in the Citywide Design Guidelines, Chapter 13 (Historic Structures Guidelines), Chapter 8 (Downtown Development Guidelines), and Appendix A (Santa Ana Architectural Styles). In 2014, the City passed the Adaptive Reuse Ordinance to encourage the preservation and use of historical buildings.

Incentives to preserve and rehabilitate historic buildings include the Mills Act and the federal Historic Preservation Tax Incentives program.

The City of Santa Ana has two listed National Register historic districts: Downtown Santa Ana and French Park. The City also maintains zoning protection for the historical resources in French Park through Specific Development 19 (SD-19) and in the Heninger Park neighborhood through SD-40.



▲ Downtown Santa Ana

A view of the Downtown Historic District, including dozens of historic buildings along 4th Street, Sycamore Street, Main Street, and Broadway.

Photo courtesy of Lisandro Orozco



COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous historic preservation considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▶ Rich cultural and architectural history
- ▶ Unique neighborhoods
- ▶ Protect existing neighborhoods from intrusive development
- ▶ Maintain character, sense of place, and identity
- ▶ Pride in neighborhoods
- ▶ Adaptive reuse of buildings



▲ Community Input

Residents voiced a strong desire to celebrate and preserve the city's history during all phases of the General Plan preparation, including events such as the 2016 Celebrate Santa Ana event (pictured above) and focused input such as the 2017 General Plan Advisory Group meeting. This input led to the City's first-ever element dedicated to historic preservation.

◀ Bowers Museum

The city boasts hundreds of historic buildings both inside and outside of local and national historic districts. The Bowers Museum is on Main Street north of Downtown. Its opening in 1936 marked a turning point for arts and cultural institutions in Santa Ana. The museum is a Landmark building on the Santa Ana Register of Historical Properties (#135).



POLICY FRAMEWORK

GOAL HP-1: Historic Areas and Resources

Preserve and enhance Santa Ana’s historic areas and resources to maintain a unique sense of place.

POLICY HP-1.1

ARCHITECTURAL AND DESIGN STANDARDS

Preserve unique neighborhoods and structures in Santa Ana through implementation of the Citywide Design Guidelines and historic preservation best practices.



POLICY HP-1.2

FEDERAL STANDARDS FOR REHABILITATION

Ensure rehabilitation of historic buildings complies with the Secretary of Interior’s Standards for the Treatment of Historic Properties and that new construction in historic districts is compatible with context.



POLICY HP-1.3

HISTORIC DISTRICTS AND DESIGN STANDARDS

Explore opportunities to preserve neighborhoods with largely intact historic buildings and character through the creation of historic districts, identification of historically sensitive areas, or neighborhood context-sensitive design standards.



POLICY HP-1.4

PROTECTING RESOURCES

Support land use plans and development proposals that actively protect historic and cultural resources. Preserve tribal, archeological, and paleontological resources for their cultural importance to communities as well as their research and educational potential.



POLICY HP-1.5

STRUCTURE AND SYSTEMS MAINTENANCE

Encourage maintenance, care, and systems upgrades of historic resources to avoid the need for major rehabilitation, prevent loss of historic resources, and remediate health concerns such as lead based paint and mold.



POLICY HP-1.6

LEAD BY EXAMPLE

Ensure that all City-owned historic resources and cultural facilities reflect exceptional architecture and historically appropriate features to celebrate Santa Ana as a world-class city.



POLICY HP-1.7

PRESERVING HUMAN ELEMENT

Encourage participation in oral history programs to capture Santa Ana’s historic and cultural narrative.



POLICY HP-1.8

REUSE OF HISTORIC BUILDINGS

Support flexible land use standards to facilitate the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.



POLICY HP-1.9

HISTORIC DOWNTOWN

Strengthen the image and identity of Downtown through unifying design and architectural themes that are compatible with existing historic fabric.





The Kellogg House. With its asymmetrical shape, faux tower, and prominently decorated dormer, the Kellogg House is a late example of Queen Anne—style Victorian architecture. The house was originally located in downtown Santa Ana at 122 Orange Street. It was donated to the Heritage Museum of Orange County and moved to the museum's grounds in 1980. Today, it provides hands-on opportunities to educate visitors about the Victorian era.

GOAL HP-2: Cultural and Historic Resources

Promote the City’s cultural and historic resources to advance Santa Ana’s role in Southern California history.

POLICY HP-2.1

RESOURCE STEWARDSHIP

Expand community outreach to educate property owners and businesses regarding responsibilities and stewardship requirements of the city’s historic resources.

H **Eq** **S** **Ed**

POLICY HP-2.2

EDUCATIONAL AWARENESS

Provide educational opportunities to foster community awareness and pride in Santa Ana’s history.

C **Eq** **Ed**

POLICY HP-2.3

COMMEMORATING HISTORY

Support efforts to identify and commemorate historic structures and sites, and historically sensitive areas in Santa Ana through murals, plaques, and educational exhibits.

C **Eq** **Ed**

POLICY HP-2.4

LOCAL AND REGIONAL PARTNERSHIPS

Strengthen relationships and programs with local and regional institutions and organizations to promote the appreciation, maintenance, rehabilitation, and preservation of Santa Ana’s historic and cultural resources.

C **H** **Eq** **S** **Ed**

POLICY HP-2.5

ECONOMIC DEVELOPMENT TOOL

Promote economic development through heritage education and the promotion of tourism.

Ed

POLICY HP-2.6

CENTER CORE

Promote Santa Ana’s identity as the cultural and historic downtown of Orange County.

C **Ed**

► Howe-Waffle House

The Howe-Waffle House, built in 1889, is listed on the National Register of Historic Places, as a California Historical Point of Interest, and as a landmark building on the City’s Historic Register.

The house was restored by the Santa Ana Historical Society and is currently used as a house and medical museum, fostering awareness and pride in Santa Ana’s history.



GOAL HP-3: Historic Preservation

Develop, implement, and maintain a nationally recognized historic preservation program.

POLICY HP-3.1 HISTORIC RESOURCE SURVEY

Maintain a comprehensive program to inventory and preserve historic and cultural resources, including heritage landscape and trees.

Eq S Ed

POLICY HP-3.2 INCENTIVIZE PRESERVATION

Support incentive programs that promote restoration, rehabilitation, salvage, and adaptive reuse of historic buildings.

C H Eq S

POLICY HP-3.3 ACCESSIBLE PRESERVATION PROGRAM

Explore strategies to promote a historic preservation program that is robust, equitable, and accessible.

C Eq S Ed

POLICY HP-3.4 PRESERVATION PROGRAM CERTIFICATION

Maintain Santa Ana’s status as a Certified Local Government (CLG) to further the City’s historic resource program and pursue all available funding for preservation.

C S

POLICY HP-3.5 LOCAL PRESERVATION GROUPS

Collaborate with the Santa Ana Historical Preservation Society, community groups, and individuals to promote public awareness and educational opportunities that highlight historic preservation.

C Eq S Ed

POLICY HP-3.6 STAFF DEVELOPMENT

Collaborate with local and regional historic preservation groups to maintain a training program that promotes best practices in preservation techniques.

C Ed



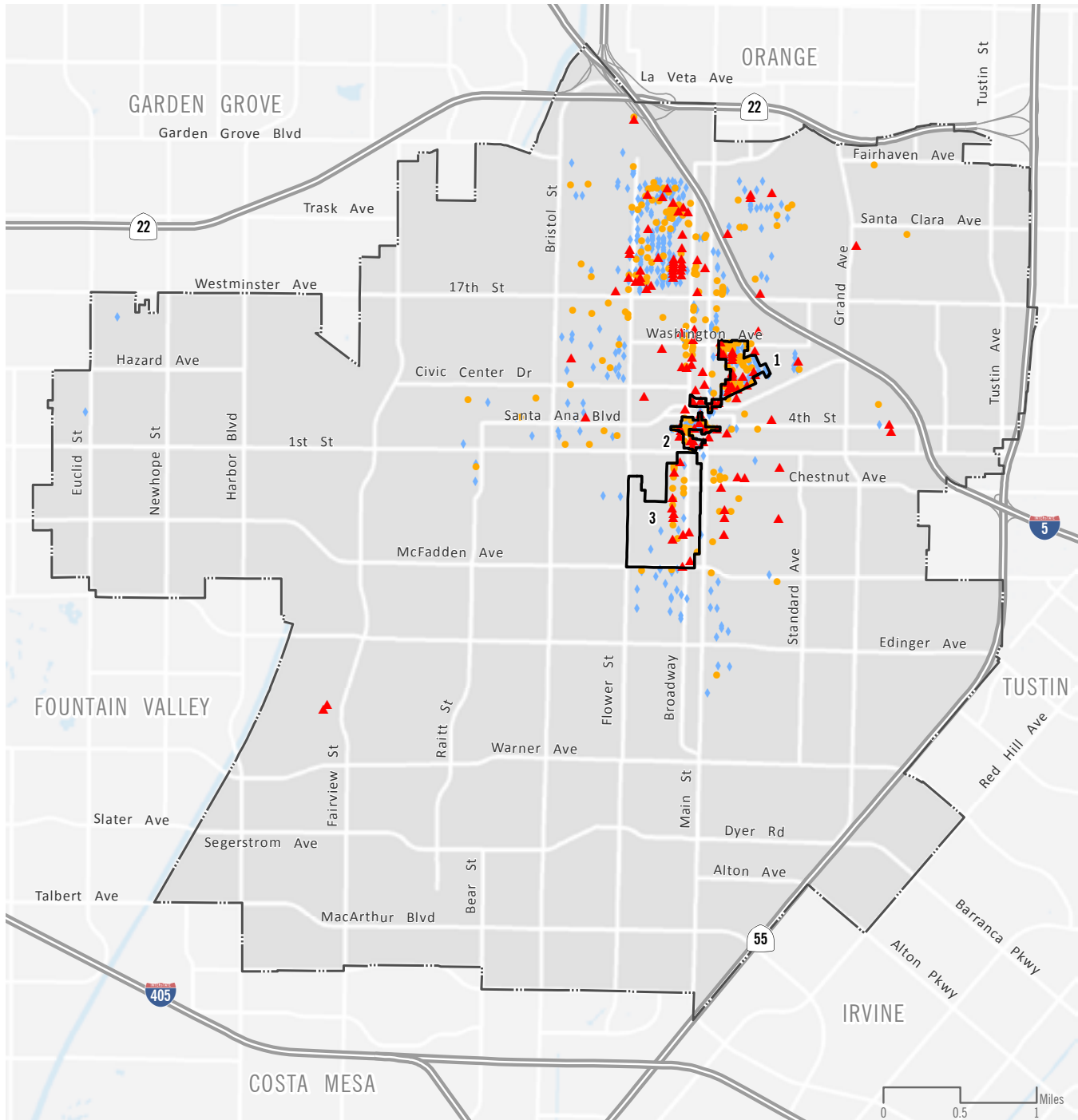
◀ Otis Building

The Otis Building was built in 1889 and still stands today on the corner of 4th and Main. The Otis Building is on the Santa Ana Register of Historical Properties (#187) as a Landmark. The building is also a contributor to the historic fabric of the Downtown Historic District and its placement on the National Register of Historic Places.

Photo courtesy of Santa Ana Public Library, image taken sometime in the 1930s



About the Map. Figure HP-1 shows the different classifications of historic resources and the locations of each type of resource in the city relative to the three established historic resource districts.



Source: City of Santa Ana 2019 Date Published: 6/25/2020

Historic Resource Districts

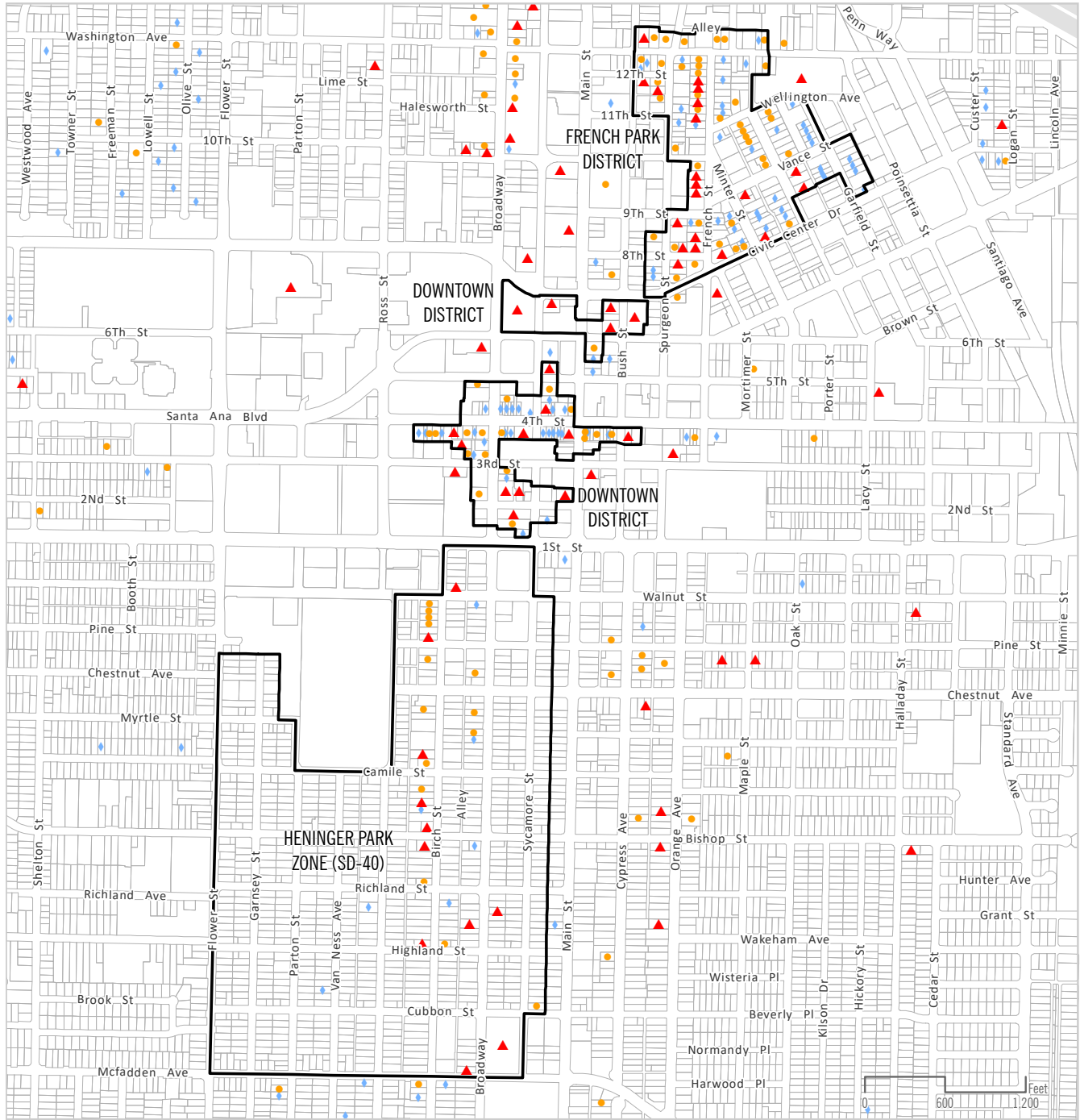
- 1** French Park
- 2** Downtown
- 3** Heninger Park (SD-40)

Historic Registry Category

- ▲ **Landmark:** The building, structure, object or site is on the National or California Register, appears eligible for listing on the National or California Register, has historical/cultural significance to the city, or has a unique architectural significance.
- **Key:** The building, structure, object or site has a distinctive architectural style and quality, is characteristic of a significant period in the history of the city, or is associated with a significant person or event in the city.
- ◆ **Contributive:** The building, structure, object or site contributes to the overall character and history of a neighborhood or district and is a good example of period architecture.



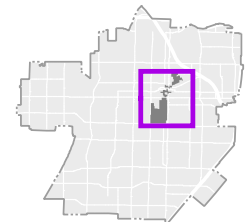
About the Map. Figure HP-2 zooms in on the three established historic districts, and shows the classification and location of historic resources in and around each district.



Source: City of Santa Ana 2019 Date Published: 5/5/2020

Historic Registry Category

- ▲ **Landmark:** The building, structure, object, or site is on the National or California Register, appears eligible for listing on the National or California Register, has historical/cultural significance to the city, or has a unique architectural significance.
- **Key:** The building, structure, object, or site has a distinctive architectural style and quality, is characteristic of a significant period in the history of the city, or is associated with a significant person or event in the city.
- ◆ **Contributive:** The building, structure, object, or site contributes to the overall character and history of a neighborhood or district and is a good example of period architecture.



Historic District

**FIGURE HP-2
HISTORIC RESOURCES - DOWNTOWN AREA**



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table HP-1 lists each Historic Preservation goal in the far

left column and, in columns to the right, identifies related policy numbers from other elements.

Goal HP-1, for example, is supported not only by the policies listed in this element (HP-1.1 through HP-1.9), but also by Policy LU-3.5 in the Land Use Element and the six policies identified in the Urban Design Element.

TABLE HP-1. RELATED GENERAL PLAN POLICIES

Historic Preservation Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
HP-1: Historic Areas and Resources Preserve and enhance Santa Ana’s historic areas and resources to maintain a unique sense of place.	-	-	-	-	-	-	-	-	LU-3.5	-	Current Element	UD-2.3 UD-2.4 UD-2.6 UD-6.1 UD-6.2 UD-6.3
HP-2: Cultural and Historic Resources Promote the City’s cultural and historic resources to advance Santa Ana’s role in Southern California history.	CM-1.9	-	EP-1.10 EP-3.1 EP-3.11	PS-1.3	-	-	-	-	LU-1.10 LU-2.8	HE-1.7 HE-2.1	Current Element	-
HP-3: Historic Preservation Develop, implement, and maintain a nationally recognized historic preservation program.	-	-	-	-	-	-	-	-	-	-	Current Element	-

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element





Pancake Breakfast. Friends and neighbors from across the City partake in a continuation of the historic Santa Ana Festival de Oro Street Breakfast, which was initiated in 1928 (photos from 1933 and 2019). The City seeks not only to protect and preserve its physical historic resources, but also to celebrate and commemorate people and cultures of Santa Ana's past and present.

IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the Plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE HP-2. HISTORIC PRESERVATION ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
Goal HP-1: Historic Areas and Resources		
Preserve and enhance Santa Ana’s historic areas and resources to maintain a unique sense of place.		
1.1	Development standards update. Amend Specific Development No. 19 and Specific Development No. 40 zoning districts to streamline development processes, incorporate best practices, and make documents user friendly.	PBA 2022-2027
1.2	Historic designation. Develop a process to identify and designate a neighborhood as a Historic District.	PBA 2023
1.3	Mills Act. Restructure historic designation and Mills Act application and administration processes to reflect industry standards and prioritize resources at risk of being lost.	PBA 2023
1.4	Design Guidelines update. Comprehensively update Citywide Design Guidelines to reflect current best practices for sections related to Historic Structures and Downtown Santa Ana.	PBA 2022-2027
1.5	Historic design standards. Update historic design standards for preserving historic setting and context, incorporating best practices related to landscape design, front yard fences, and other property features.	PBA 2024
1.6	Historic resources survey. Survey all City-owned historic resources to identify condition, maintenance and repair needs, and sources of funding for upgrades.	PRCSA/PWA 2022
1.7	Oral history. Seek funding to reinstate local oral history program to capture Santa Ana’s historic and cultural narrative.	PRCSA Ongoing



TABLE HP-2. HISTORIC PRESERVATION ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
1.8	Signage improvement. Seek funding and create incentives program for Downtown Santa Ana façade and signage improvement program.	CDA 2023
1.9	Adaptive reuse. Update the Adaptive Reuse Ordinance to provide more flexibility and options for the reuse of historic buildings citywide.	PBA 2025
1.10	Public realm improvements. Establish public realm plans for all historic districts, including landscaping, street, sidewalk, lighting, curb cut standards, and pedestrian amenities.	PWA 2026
1.11	Municipal code update. Update Chapter 30 of the municipal code (Places of Historical and Architectural Significance) for consistency with national historic standards and industry best practices, including such topics as demolition of historic resources and building signage.	PBA 2024
1.12	Tree preservation. Establish a citywide tree preservation ordinance and program to protect unique natural resources and trees with great cultural capital.	PWA/PBA 2023

GOAL HP-2: Cultural and Historic Resources
Promote the City’s cultural and historic resources to advance Santa Ana’s role in Southern California history.

2.1	Educational resources. Hold bi-annual educational/resource workshops for owners and tenants of historic resources and buildings to ensure responsible stewardship.	PBA 2026
2.2	Public awareness. Promote awareness of the city’s historic resources and their importance in the development of Orange County.	PBA Ongoing
2.3	Wayfinding. Create an interactive, multimedia wayfinding program to highlight historic structures, sites, and events throughout the city.	PBA/ PWA 2028
2.4	City branding. Include historic resources and cultural imagery in future City branding and marketing campaigns.	CMO 2025
2.5	Public art catalog. Create a citywide catalog of public art, including murals, sculptures, and utility box art for use in promoting awareness of Santa Ana’s rich historic and cultural resources.	CDA 2021 & Ongoing
2.6	Active participation. Participate in and support efforts of existing civic and preservation organizations and business groups to promote the appreciation, maintenance, and preservation of historic and cultural resources.	CDA Ongoing
2.7	Native American Cultural Significance. Consult with all affiliated tribes listed with the California Native American Heritage Commission to identify sites of cultural, spiritual, and/or historical significance to their tribes, and work with them to preserve, restore or celebrate these sites, where feasible.	PBA 2023 & Ongoing

GOAL HP-3: Historic Preservation
Develop, implement, and maintain a nationally recognized historic preservation program.

3.1	Educational opportunities. Dedicate resources for staff and policy makers to participate in historic preservation educational and professional development opportunities.	PBA Ongoing
3.2	Historic properties. Update and expand citywide Historic Properties Survey Program to identify potential historic resources for placement on local Register and those that are at risk of losing their historic value, with the first phase to include resource evaluation of the Focus Areas.	PBA 2022 & ongoing



TABLE HP-2. HISTORIC PRESERVATION ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
3.3	Historical places. Proactively nominate all properties that potentially qualify for placement on the Santa Ana Register of Historical Places.	PBA 2024
3.4	Community engagement. Prepare a community engagement plan that targets communities with historic resources that have low participation rates in historic preservation programs including hard to reach communities and affiliated tribes listed with the California Native American Heritage Commission.	PBA 2023
3.5	Media communication. Enhance and maintain a web-based tool to promote Santa Ana’s local historic resources and provide incentives to encourage historic preservation.	PBA 2023
3.6	Historic Resources Commission. Establish minimum qualifications for participation on the Historic Resources Commission.	PBA 2023
3.7	Maintain certification. Maintain Certified Local Government status under the National Parks Service historic preservation program through training and submittal of annual report.	PBA Ongoing
3.8 ^{Et}	Equitable access. Establish a fee reduction or waiver program for low-income applicants to ensure equitable access and participation in the Mills Act Program.	PBA 2023
3.9	Historic building rehabilitation. Maintain and enhance a low-interest loan program for the rehabilitation of historic buildings.	CDA 2022
3.10	Public awareness. Participate in and support efforts of preservation organizations, affiliated tribes listed with the California Native American Heritage Commission, and business groups to promote public awareness and educational opportunities that highlight historic preservation.	PBA Ongoing

Notes:

CDA - Community Development Agency

CMO- City Manager's Office

HR- Human Resources Department

PBA- Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

^{Et} associated with environmental justice policies





Floral Park. A view of the Floral Park neighborhood at the curving intersection of Heliotrope Drive and North Park Drive. Floral Park features wide-canopied, tree-lined streets and hundreds of homes built from the 1920s to the 1950s, ranging from 1920s-era mansions, smaller vintage abodes, and larger ranch houses on oversized lots. Notable architectural styles include English Tudor, French Norman, Spanish Colonial, and Colonial Revival.

Photo courtesy of Lisandro Orozco





Urban Design Element

Santa Ana General Plan
FINAL, APRIL 2022



A SHARED VISION

Santa Ana is a city that promotes the health and wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq EJ EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes "EJ" in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents' economic wellbeing.



▲ Calle Cuatro Plaza [Cover Photo]

At the intersection of 4th and French Streets, Calle Cuatro Plaza is a public space that provides a forum for a range of community activities in Downtown Santa Ana. The plaza has been enhanced with design features that welcome people, such as seating areas, a stage, murals, and other accessibility features.



URBAN DESIGN

ELEMENT

INTRODUCTION.....	UD-02
COMMUNITY CONSIDERATIONS	UD-03
ELEMENTS OF THE CITY	UD-04
POLICY FRAMEWORK	UD-12
GOAL UD-1: PHYSICAL CHARACTER	UD-12
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RELATED ITEMS UNDER SEPARATE COVER

EIR CHAPTERS: 5.1, AESTHETICS; 5.10, LAND USE AND PLANNING



Santa Ana Artists Village. Looking west down the 2nd Street Promenade, Santa Ana's Artists Village is one of Orange County's most vibrant arts districts. It is a thriving home to art galleries, studios, creative businesses, and restaurants in historic Downtown Santa Ana. The Artists Village features restored historical brick buildings alongside ornate Spanish architecture on streets lined with fountains, palm trees, and sidewalk cafes.

URBAN DESIGN

The Urban Design Element establishes the long-range vision for the physical design, visual qualities, and sensory experience of the city. This element, in coordination with other elements of the General Plan, orchestrates a safe, functional, and aesthetically pleasing urban environment. Specifically, the Urban Design Element addresses the public realm and building form, and establishes programs and measures to improve the physical setting in which community life takes place while curtailing obsolete, dysfunctional, and chaotic development.



INTRODUCTION

Urban design is the process of shaping the physical character and organization of the city and defining the relationship between people and their environment. It respects the history of a place, considers existing organizational patterns and the form and character of existing buildings, supports healthy outdoor spaces, and is mindful of the natural environment. These considerations unite to define a distinct visual quality and sense of place that reflects community values.

Santa Ana's urban environment has continuously evolved since its establishment in 1869 (and later incorporation in 1886). The Urban Design Element identifies key components that define the city's visual form and provides a broad framework to guide the continued evolution of Santa Ana's visual vocabulary, ensuring it is respectful of the existing built environment and cultural heritage, reflective of local identity, and consistent with community values.

The design direction in this element is implemented by adopted design guidelines and standards, including the Citywide Design Guidelines, Heninger Park Architectural Design Guidelines, Historic French Park Design Guidelines, Hotel and Motel Design Standards, North Broadway Corridor Design Standards, and Residential Building Design and Materials Standards. The Santa Ana Municipal Code, specifically Chapter 41 (Zoning Code), also implements portions of this element.

The various design guidelines contain specific guidance that expounds upon the general goals and policies in this element, providing supplementary design guidance for issues not explicitly stated in the Santa Ana Municipal Code.



▲ Historic French Park

A view of the French Park neighborhood looking southwest toward Downtown Santa Ana. The neighborhood, first marketed as “Santa Ana East,” was plotted in 1877 in anticipation of the railroad line extension. The streets in the original 160-acre tract were laid out parallel to the railroad tracks and at an angle to both the original townsite and the majority of subsequent development in the city. Areas where the two street patterns meet result in irregularly shaped blocks, like the triangular French Park, pictured above.

COMMUNITY CONSIDERATIONS



Through the community engagement process for this General Plan, participants identified numerous urban design considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▶ Create well-designed, accessible, and attractive places for people
- ▶ Maintain well-designed private property
- ▶ Enhance the streetscape, greenscape, and urban forest
- ▶ Encourage architectural diversity and respect the city's architectural heritage
- ▶ Promote creative development that is compatible with existing land uses
- ▶ Promote sustainable design practices



▲ Old Santa Ana City Hall

At the corner of Third and Main Streets, the Old Santa Ana City Hall was constructed in 1935 and housed city offices until the 1980s. Today the art-deco building sits adjacent to Main Street Studios, a modern live-work project, blending the iconic corner building with modern architecture through thoughtful material selection and facade articulation.



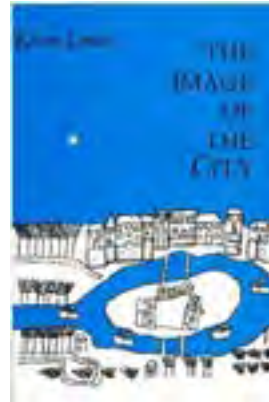
▲ Community Input

Residents emphasized their desire to enhance their sense of identity and enjoyment of the city through improvements and standards that respect the city's and community's history, lead to a more sustainable future, attract new investment, and create more dynamic activity centers. This input was consistent throughout all phases of the General Plan preparation, including events such as the 2016 Ciclovía event (pictured above) and focused input such as the 2017 General Plan Advisory Group meetings.



ELEMENTS OF THE CITY

For planning purposes, this element breaks the visual form of Santa Ana into several key components that organize the city, including *districts*, *travelways*, *activity nodes / urban hubs*, *focus intersections*, *landmarks*, and *gateways*. The following sections define these elements and describe their desired role in shaping the visual character of Santa Ana. The goals and policies detailed in this element provide a framework to guide future improvements and ensure that changes to the physical aspects of Santa Ana help create a more vivid and memorable urban experience that is reflective of community values.



◀ The Image of the City

The approach used in the identification of key urban design issues in this element is adapted from the work of Kevin Lynch.

Lynch characterized a city's urban form according to selected components or "Elements of the City."

DISTRICTS

As illustrated in Figure UD-1, Districts, Santa Ana is composed of component districts, which refer to the areas of the city that have consistent design features with a strong context and interrelationship of activities. For example, the Downtown, the Civic Center, the area around the transit center, and the industrial areas all form unique districts. Much of the city consists of neighborhood districts that are characterized by residential land-use patterns, including small amounts of neighborhood-serving commercial uses. There are, however, distinct districts within the neighborhood district category, like French Park, that are defined by the street grid, streetscaping, lot sizes, subdivision patterns, building scale, and other common physical features.

This similarity of physical characteristics can be expressed by any attribute that is repeatedly found throughout a district. For example, between 4th and 17th Streets, Tustin Avenue contains similar building types, landscaped edges, and other qualities that create a sense of place. Defining attributes may include architectural styles, scale, pattern, overall character, or support of a primary organizing feature (as in the Civic Center and mixed-use districts clustered around streetcar stations).

KEY ISSUES

- » Older districts tend to be smaller and better defined near the city core.
- » The boundaries of neighborhood districts away from the city core tend to be more flexible and can overlap.
- » Newer, large-scale commercial and mixed-use developments generally create new districts that have well-defined characteristics and boundaries distinct from the existing urban fabric.
- » The boundaries of established neighborhood associations may divide a single district defined by common physical features, creating perceived districts not defined by physical characteristics.

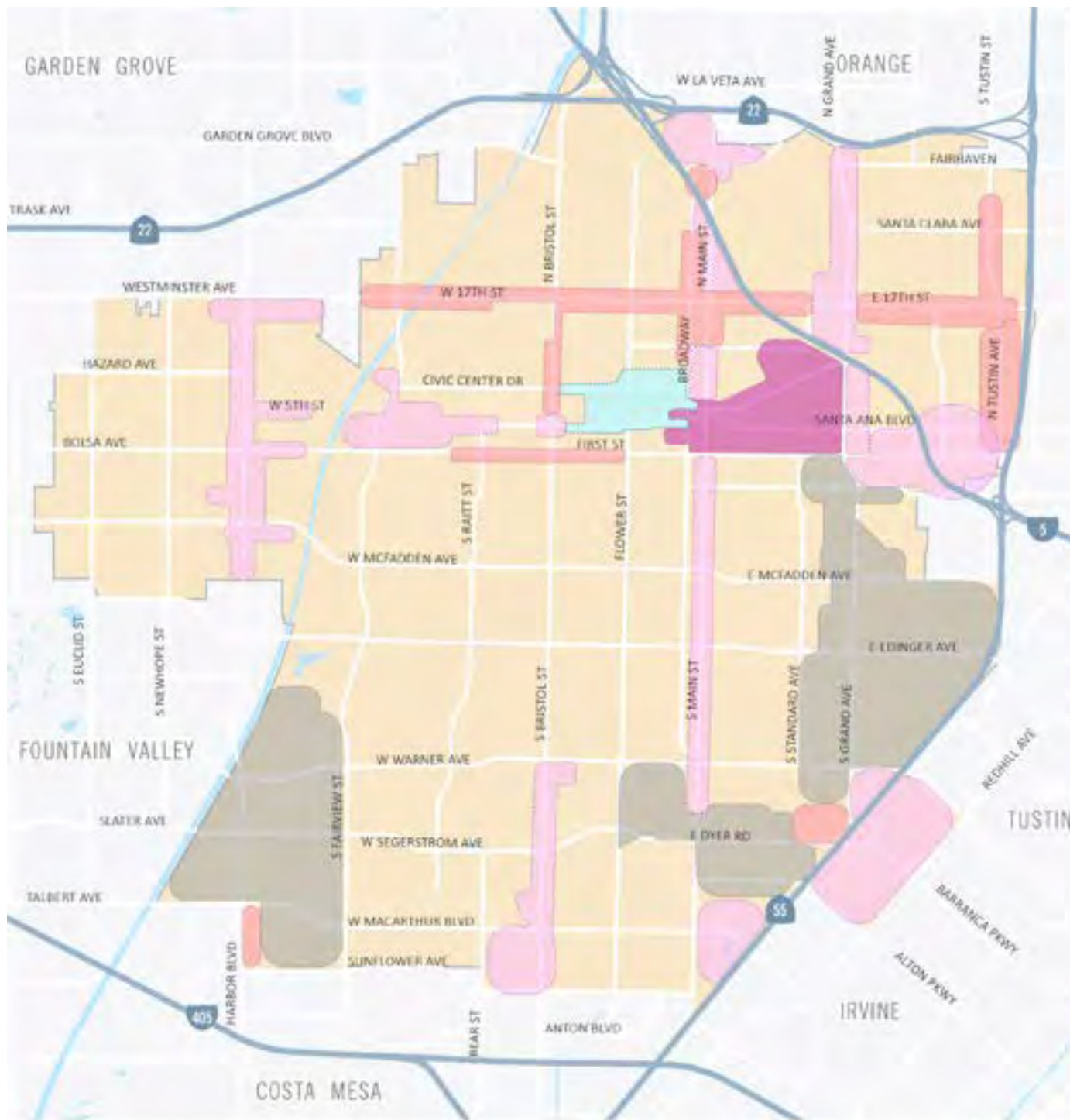


◀ District Boundary

A neighborhood district featuring single-family homes and narrower, tree-lined streets abuts a commercial district.



About the Map. Figure UD-1 shows the generalized district types and their locations within the city relative to major travelways, including streets, the future alignment of the OC streetcar/stations, passenger rail, and current/potential bus rapid transit lines.



- Districts**
- Downtown and Transit Center
 - Civic Center and Supporting Areas
 - Mixed-Use
 - Commercial / Employment
 - Industrial

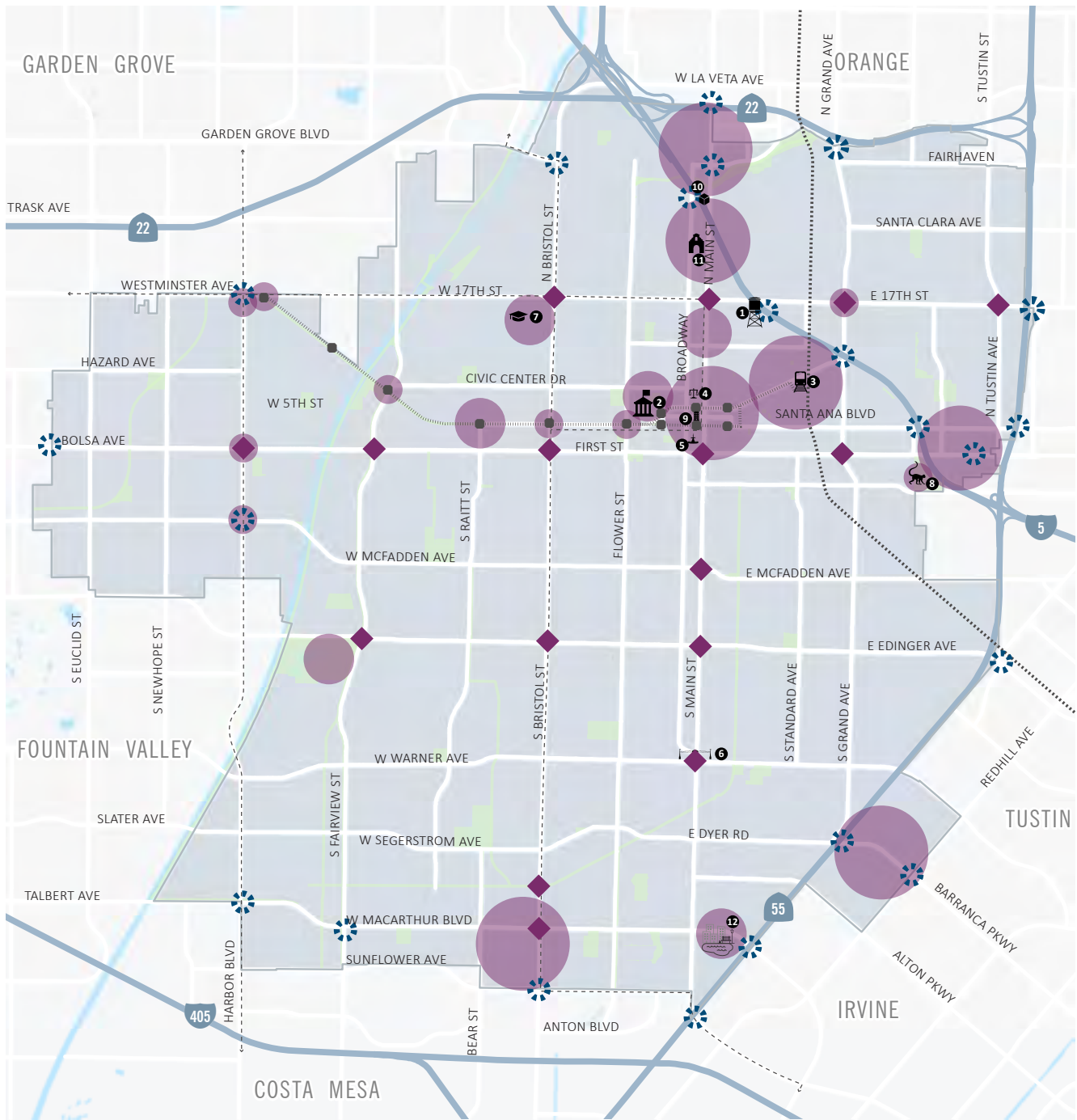
Source: City of Santa Ana 2020 Date Published: 4/23/2020



**FIGURE UD-1
DISTRICTS**



About the Map. Figure UD-2 shows the location and types of the key urban design components that organize the visual form of the city, including activity nodes / urban hubs, focus intersections, major landmarks, and gateways. These components are presented relative to major travelways, including streets, the future alignment of the OC streetcar/stations, passenger rail, and current/potential bus rapid transit lines.



Source: City of Santa Ana 2020 Date Published: 9/23/2020



- Activity Node / Urban Hub
- Park / Open Space
- Focus Intersection
- OC Streetcar & Station
- OC Metrolink
- OCTA BRT alignment
- Gateway

Major Landmarks

- 1 Santa Ana Water Tower
- 2 Civic Center
- 3 Transit Center
- 4 Old Orange County Courthouse
- 5 Chiarini Fountain & Historic Downtown
- 6 Historic South Main Street Sign
- 7 Santa Ana College
- 8 Santa Ana Zoo
- 9 Spurgeon Building
- 10 Discovery Cube
- 11 Bowers Museum
- 12 Hutton Center / MacArthur Place

FIGURE UD-2
URBAN DESIGN ELEMENTS



TRAVELWAYS

Travelways are the paths people use to travel throughout the city, including roadways, walkways, bikeways, and transit routes. Travelways create linkages between districts, activity nodes / urban hubs, and other destination points, and the design of travelways plays a vital role in defining the visual identity of the city. The functional linkages and visual quality of travelways may be strengthened by view corridors, landmarks, natural features, and open spaces.



The city's network of streets, sidewalks, and bikeways form the primary travelways in Santa Ana and serve as the framework for the city's urban form. The city's travelways are described in detail in the Mobility Element.

KEY ISSUES

- » Many major travelways convey a progression through the city, providing a sense of movement across residential, industrial, and commercial areas.
- » Some travelways lack important attributes, such as a distinct hierarchy of uses, scale, and density of buildings.
- » A number of important travelways in the city do not relate to the surrounding land uses or reflect their importance.
- » Along some major travelways, disruptions in the rhythm and context of the established development pattern reduce the feeling of progression along the corridor.
- » In most of the city, vehicle circulation is given precedence over pedestrian or bicycle movement.



▲ The Urban Grid

Travelways, like Main Street shown here, define the layout and physical character of the city. Together with First Street, Main Street serves as an axis for the city's street numbering system, further reinforcing the role that travelways play in defining the urban environment.

Other corridors that define form of the city include First Street, 17th Street, Bristol Street, Harbor Boulevard, McFadden Avenue, MacArthur Boulevard, and Fairview Street.

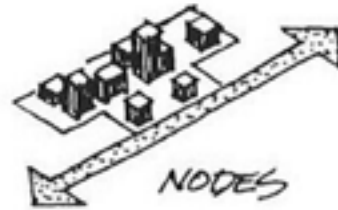


◀ Multimodal Travelways

The Harbor Corridor travelway shows how vehicular, pedestrian, bicycle, and bus routes can be accommodated within the same travelway. Pedestrians are protected by the sidewalk curb and street trees, and green paint on the bikeway makes it clear to vehicles that the zone is protected for cyclists.

ACTIVITY NODES / URBAN HUBS

Activity nodes / urban hubs, shown in Figure UD-2, Urban Design Elements, are strategic destinations in the city where activity is concentrated, or should be concentrated when development or redevelopment occurs. Activity nodes and urban hubs are typically defined by unique design characteristics and identifiable boundaries that provide a clear sense of place.



KEY ISSUES

- » District centers, as indicated in the Land Use Element, are well suited to act as urban hubs because they promote a concentration of assorted activities within their boundaries and they are well connected to automobile, bus, and pedestrian travelways.
- » Activity nodes occur in places with a concentration of similar activities. Examples include the Civic Center, which accommodates numerous government agencies; Santa Ana College, which serves thousands of students, faculty, and workers every day; and educational and cultural nodes such as the Santa Ana Zoo and Bowers Museum.
- » Some locations, like the 55 Freeway and Dyer Road Focus Area described in the Land Use Element, are considered nodes because they are anticipated to be centers of activity in the future.



▲ Downtown Santa Ana

The historic downtown is defined by historic buildings, consistent street-lighting, special sidewalk paving, strong pedestrian orientation, and smaller commercial parcels. The architecture, building orientation, and placemaking elements combine to establish a clearly defined activity node / urban hub.



◀ MacArthur Place

MacArthur Place offers an urban environment where housing and services are integrated in a collection of tall office buildings and residential towers. The southern portion of MacArthur Place surrounds a central lake that provides a scenic amenity with pedestrian linkages for all users. The area's perimeter is characterized by landscaped setbacks and structures increasing in height as you move east from Main Street.

Photo by Essex

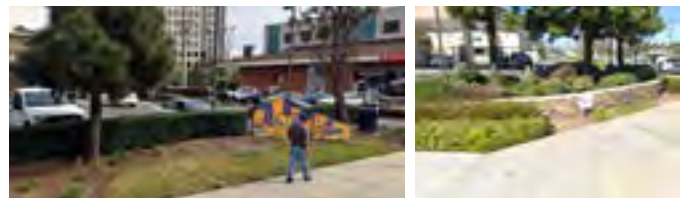
FOCUS INTERSECTIONS

Focus intersections are prominent areas at the crossroads of two major travelways where the design of the buildings, streetscape elements, and travelways can establish or reinforce the identity of the city and underlying district, create rhythm and interest along the travelway, and define creative people-oriented spaces. Focus Intersections are identified in Figure UD-2, Urban Design Elements.



KEY ISSUES

- » Focus intersections are intended to enhance strategic crossroads by improving the aesthetic presence and creating memorable experiences that reinforce local identity along otherwise routine travelways.
- » Focus intersections also provide visual interest along important corridors to break up the city's grid pattern and reduce the feeling of excessive openness often perceived within typical intersections.
- » Many of the identified locations are not yet clearly defined focus intersections, but will be targeted for visual improvements as future development occurs and/or City programs are funded.
- » When appropriately scaled and articulated, the structures around focus intersections combine with other enhancements like landscaping to define the rhythm, enhance the visual quality, and convey the local identity of an area.



▲ 17th and Tustin

The corners around the intersection of 17th Street and Tustin Avenue incorporate consistent visual enhancements, including signage, landscaping, and public art.

◀ First and Main

First Street and Main Street serve as the axis for the city's street numbering system. The corner of First Street and Main Street includes improvements such as landscaping, continuous pedestrian access routes, and enhanced crosswalks.



LANDMARK

Landmarks provide a point of reference that helps people to orient themselves within the city. Some landmarks are very large, like the Santa Ana Water Tower or landmark areas such as the transportation center or zoo. Major city landmarks are identified in Figure UD-2, Urban Design Elements. In addition to the major landmarks, most neighborhoods have reference points, such as schools, parks, churches, notable buildings, public art, or even well-established businesses, that serve as local landmarks. Landmarks should also distinguish districts and reinforce the local identity.



KEY ISSUES

- » There is a concentration of established landmarks along the Santa Ana Freeway and downtown, including several prominent landmarks of architectural or historical significance that help create a sense of place and communicate the local identity.
- » Most neighborhoods have reference points that serve as local landmarks in the community. These local landmarks generally include schools, parks, church buildings, or even a well-established corner store.
- » Some local landmarks, especially those farther from the city center, are recognizable and serve to orient people within the city, but may not reflect the local identity.



◀ Major Landmarks

Many major landmarks, like the the Chiarini Fountain shown here, the old Orange County Courthouse, the Spurgeon Building, the zoo, and Santa Ana College, are well-established community assets that reflect the city's history and communicate the city's current identity and role in the region.



▲ Local Landmarks

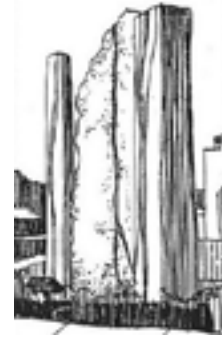
Local landmarks can be anything that helps to orient people within a district and communicates the local identity. Public art, like the "Santa Ana" mural above Calle Cuatro Plaza, can function as both a local landmark that helps to orient people in the city and as a placemaking tool.

◀ Landmark as Catalyst

Newer landmarks, like the Historic South Main Street Business District sign, help orient people in the city but also function as a catalyst for reinvestment.

GATEWAY

Gateways are well-designed, prominent points of entry. They define boundaries, establish a sequence of arrival, enhance the city's identity, and contribute to creating a sense of place. Gateways may take many forms, including an attractive monument, landscaped median, neighborhood identification sign, landmark buildings, development projects with significant and attractive architectural features, or public art. While every entrypoint into the city is effectively a gateway, those where enhanced design consideration would be most appropriate are identified in Figure UD-2, Urban Design Elements.



KEY ISSUES

- » Several existing gateways, largely in the northern and eastern parts of the city, establish a sense of arrival marked by changes in the character of the environment, the pattern of development, distinct features like freeways that create a perceptual boundary, or changes in other physical characteristics near city entry points.
- » Gateways are the least defined in areas where districts expand outside the city and merge with surrounding communities in Garden Grove, Costa Mesa, and Irvine.
- » Several gateways are identified by posted signs or monument signs within a landscaped median that mark the borders but do not convey a sense of arrival.



▲ Landscaping That Creates a Sense of Arrival

The formal streetscaping along Broadway near the Santa Ana Freeway interchange establishes a distinct sequence of arrival.



◀ Landmarks as Gateways

The city gateway south of the Santa Ana Freeway / 17th Street interchange is defined by the iconic water tower, which is also a city landmark



◀ Distinct Buildings as Gateways

The Discovery Cube sits north of the Santa Ana Freeway next to the Main Street interchange. The building's instantly recognizable architecture establishes it as both a landmark and a gateway, greeting motorists as they approach the city from the freeway.

POLICY FRAMEWORK

GOAL UD-1: Physical Character

Improve the physical character and livability of the City to promote a sense of place, positive community image, and quality environment

POLICY UD-1.1 DESIGN QUALITY

Ensure all developments feature high quality design, materials, finishes, and construction.

Eq S

POLICY UD-1.2 PUBLIC ART

Require public art as part of major developments and the public realm improvements.

C

POLICY UD-1.3 DELINEATION OF PUBLIC SPACES

Encourage site design that clearly defines public spaces through building placement and orientation.

C Eq

POLICY UD-1.4 SAFETY THROUGH DESIGN

Incorporate public safety design features into private and public developments to prevent loitering, vandalism, and other undesirable activities.

H Eq

POLICY UD-1.5 ATTRACTIVE PUBLIC SPACES

Encourage community interaction through the development and enhancement of plazas, open space, people places, and pedestrian connections with the public realm.

C H Eq

POLICY UD-1.6 ACTIVE TRANSPORTATION INFRASTRUCTURE

Support the creation of citywide public street and site amenities that accommodate and promote an active transportation-friendly environment.

H Eq S

POLICY 1.7 VISUAL CLUTTER

Promote the beautification and accessibility of the public realm through the undergrounding of utility lines and aboveground equipment.

H Eq

► Urban Design Elements in Downtown Santa Ana

This view of the intersection of 3rd and Bush Streets in Downtown Santa Ana shows how the thoughtful layering of urban design elements unite to form safe, recognizable, functional, and attractive places for people. Here, complete streets, including a bike boulevard, sidewalks, vehicle travel lanes, and a bus stop, are flanked by drought-tolerant landscaping, street trees, and other placemaking elements like street lights and directional signage. Parking is screened by landscape elements, and a large mural serves as a local landmark, reinforcing the district's unique identity and contributing to a sense of place.



GOAL UD-2: Sustainable Environment

Improve the built environment through sustainable development that is proportional and aesthetically related to its setting.

POLICY UD-2.1

ENHANCED PUBLIC REALM EXPERIENCE

Encourage development to enhance the existing environment through the use of creative architectural design and sustainable streetscape treatments that are consistent on each corridor.



POLICY UD-2.2

COMPATIBILITY AND USE WITH SETTING

Employ buffers and other urban design strategies to encourage the compatibility of new development with the scale, bulk, and pattern of existing development.



POLICY UD-2.3

NEW LIFE FOR OLD BUILDINGS

Encourage the preservation and reuse of historic and architecturally significant structures to maintain urban fabric and reduce overall energy consumption associated with new construction.



POLICY UD-2.4

INTENTIONAL DESIGN

Encourage design and architecture on private and public property that accentuate focal points, activity nodes, and historic areas.



POLICY UD-2.5

RELATION TO SURROUNDINGS

Ensure new development exhibits a functional, comfortable scale in relation to its neighborhood.



POLICY UD-2.6

PRESERVE NEIGHBORHOOD CHARACTER

Preserve the character and uniqueness of existing districts and neighborhoods.



POLICY UD-2.7

BUILDING AND STRENGTHENING IDENTITY

Collaborate with community stakeholders to strengthen and foster development of community and neighborhood identity and district character through complementary architecture, unique streetscapes, and programming.



POLICY UD-2.8

INNOVATIVE DEVELOPMENT STRATEGIES

Explore development and subdivision options that promote new opportunities for sustainable, livable, and affordable development.



POLICY UD-2.9

VISUAL AESTHETIC OF BUILT ENVIRONMENT

Ensure that on- and off-premise signs and communication equipment are situated to minimize detrimental impacts to the aesthetic quality, character, and image of the surrounding area.



CONTINUED ON NEXT PAGE >>



<< UD-2 SUSTAINABLE ENVIRONMENT

POLICY UD-2.10 GREENING THE BUILT ENVIRONMENT

Promote planting of shade trees and require, where feasible, preservation and site design that uses appropriate tree species to shade parking lots, streets, and other facilities, with the goal of reducing the heat island effect.

H S

POLICY UD-2.11 SUSTAINABLE PRACTICES

Encourage sustainable development through the use of drought-tolerant landscaping, permeable hardscape surfaces, and energy-efficient building design and construction.

S

► New Life for Old Buildings

This 1914 brick structure was renovated and repurposed as a local coffee house in 2016. The original brick walls and high exposed wood ceilings were preserved, and the project complements the unique character of the surrounding neighborhood.



GOAL UD-3: Attractive Travelways

Create and maintain safe and attractive travelways through coordinated streetscape design.

POLICY UD-3.1

LANDSCAPED TRAVELWAYS

Promote visually appealing and sustainable landscaping along freeway corridors, roadway medians, and parkways.



POLICY UD-3.2

ACTIVATE PATHS

Strengthen and activate the design of paths and adjacent development through enhanced and cohesive streetscapes, architectural themes, and landscaping.



POLICY UD-3.3

FOSTER COMMUNITY BUILDING

Promote a safe environment that facilitates social interaction and improves active transportation along corridors.



POLICY UD-3.4

IMPROVEMENTS TO STREETScape

Promote streetscape improvement plans that are responsive to community needs, the nature of adjacent uses, path characteristics, street classification, pedestrian scale, and view corridors.



POLICY UD-3.5

ACTIVITY NODE LINKAGES

Promote streetscape designs that link major destination points, landmarks, and local activity nodes.



POLICY UD-3.6

LINEAR PARK SYSTEM

Support open space improvements along roadways and nonvehicular paths, such as bike or multiuse trails, to create linear open space that connect to a network of parks and activity areas throughout the city.



POLICY UD-3.7

NATURAL RECREATIONAL AMENITIES

Enhance natural and recreational features of Santiago Creek and the Santa Ana River corridors and provide linkages throughout the community.



POLICY UD-3.8

PLEASANT TRAVEL EXPERIENCE

Maximize the use of street trees and parkway landscaping to create a pleasant travel experience and positive city image.



POLICY UD-3.9

SCENIC VIEWS

Preserve and enhance scenic views along corridors and other travelways.



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<< UD-3 ATTRACTIVE TRAVELWAYS

POLICY UD-3.10 COORDINATED STREET IMPROVEMENT PLANS

Coordinate citywide landscape medians and street trees with land use plans and development projects.



POLICY UD-3.11 URBAN FOREST

Create a diverse urban forest with a variety of sustainable trees in medians, parkways, public open space, and private development.



◀ Urban Forest

The City of Santa Ana maintains an urban forest that includes more than 60,000 healthy and attractive trees. Street trees and landscaping beautify the community, provide a welcome touch of nature, produce oxygen, clean the air, reduce the urban heat island effect, reduce flooding, improve street safety, promote exercise, and contribute to mental health of residents. Many of the city's existing street trees frame travelways in older residential neighborhoods.

GOAL UD-4: Nodes and People Places

Create nodes and urban hubs throughout the city to foster community, education, arts and culture, business activities, and entertainment and establish Santa Ana as a vibrant center.

POLICY UD-4.1 INTENTIONAL DEVELOPMENT

Support development growth in nodes consistent with the City's vision as the dynamic urban center of Orange County.



POLICY UD-4.2 IMAGE MAKING THROUGH ARCHITECTURE

Promote development within nodes to reflect the significance of the area and cultivate a positive image of Santa Ana through high quality architecture.



POLICY UD-4.3 ACTIVATE OPEN SPACE

Ensure architectural and landscape design activates open space as a means to promote community interaction and enhance the aesthetic quality of development.



POLICY UD-4.4 VIBRANT STREET LIFE

Encourage development within nodes that promotes pedestrian activities, enhanced amenities, and engaging designs that allow for discovery, excitement, and social interaction.



POLICY UD-4.5 OPEN SPACE AT NODES

Promote creative, multipurpose public space within nodes, major development projects, and people places.



POLICY UD-4.6 COMMUNITY-LED INSTALLATIONS

Provide for opportunities to incorporate distinctive, innovative, and community-informed public art in plazas and open spaces to promote pedestrian activity.



◀ Vibrant Street Life

The Roost project at Santa Ana Boulevard and Minter Street weaves outdoor uses that promote community interaction and pedestrian activities throughout the project, which includes repurposed cargo containers, a renovated craftsman bungalow duplex, a 1920 commercial building, and a reinvented two-story barn.

Photo by Studio Oneleven

GOAL UD-5: Focus Intersections

Create focal points at major intersections to enhance community identity and open space.

POLICY UD-5.1

BUILDING PRESENCE AT INTERSECTIONS

Create a strong presence at focus intersections by locating intense building mass and open space areas along the street that include high quality design and materials.

C

POLICY UD-5.2

LINKAGES BETWEEN PUBLIC ART

Promote public art in conveniently accessible and prominent places to physically and visually link development with streetscape and paths.

C Eq

POLICY UD-5.3

ACTIVATING INTERSECTIONS

Encourage projects at focal intersections that incorporate vertical design features or mixed-use development as a means to provide visual presence and encourage pedestrian activity in these areas.

C S

POLICY UD-5.4

INTERSECTIONS FOR ALL TRAVEL MODES

Strengthen active transportation connections and amenities at focal intersections to promote a pleasant and safe experience for nonmotorized forms of travel.

H Eq S

POLICY UD-5.5

COORDINATED FEATURES

Ensure projects within focus intersections incorporate consistent architectural designs, enhanced landscaping, and coordinated signage.

C S



◀ Enhanced Landscaping

New development at focus intersections should incorporate corner enhancements that improve the aesthetic quality of the intersection.

GOAL UD-6: Landmarks

Create new and protect existing City landmarks and memorable places that convey positive images.

POLICY UD-6.1

DESIGN WITH LANDMARKS

Strengthen the design of development to frame and enhance landmarks, natural features, and view corridors.

C S

POLICY UD-6.2

APPROPRIATE DESIGN NEAR LANDMARKS

Ensure development near existing landmarks is supportive and respectful of architecture, site, and other design features of the landmark.

C Eq S

POLICY UD-6.3

CREATE NEW LANDMARKS

Encourage new development that will lead to the creation of new landmarks in the City and bolster community pride.

C

POLICY UD-6.4

DECORATIVE FEATURES

Promote coordinated landscaping and decorative features in projects near landmarks that appropriately enhance the vicinity and do not create visual clutter.

C S



◀ Santa Ana Zoo

The Santa Ana Zoo opened in 1952, after J. E. Prentice donated land to the city with the stipulation that the City must keep at least 50 monkeys on the property at all times. The project has since evolved into the Santa Ana Zoo, covering 20 acres at Prentice Park. Today, the zoo focuses on plants and animals from Central and South America, including dozens of primate species.

Photo by Santa Ana Zoo

GOAL UD-7: Gateways

Create and strengthen gateways into the City that promote a sense of arrival.

POLICY UD-7.1 FIRST IMPRESSION

Strengthen the architectural design of developments near gateways to communicate a sense of arrival and inspire positive images of the City.



POLICY UD-7.2 STREETSCAPE IMPROVEMENTS

Enhance Santa Ana's gateways to include unique and distinctive streetscape improvements.



POLICY UD-7.3 IMPROVED FREEWAY INTERFACE DESIGN

Collaborate with Caltrans and adjacent jurisdictions to enhance freeway interchanges that create a sense of place and arrival.



POLICY UD-7.4 MONUMENTS AT GATEWAYS

Promote imaginative and distinctive features, such as entry monuments, public art, decorative landscape, directional signs, landscape statements, and architectural elements that project a positive image and community character at City gateways.



POLICY UD-7.5 TRANSIT CORRIDOR BEAUTIFICATION

Improve transit and rail corridors and interfaces to create a welcoming experience for all travelers.



POLICY UD-7.6 NEIGHBORHOOD SIGNAGE SYSTEM

Encourage the creation of a citywide signage system that identifies and promotes a sense of place for the city's various neighborhoods.



► City Gateway

Gateways establish a sense of arrival, denote city boundaries, and function as placemaking features contributing to the image of the city and its overall identity. Gateways may be articulated in many ways depending on the location, context, and how it will be viewed. This monument sign and decorative landscaping at Redhill Avenue and Dyer Road defines the boundary between Santa Ana and Tustin.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different Elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table UD-1 lists each Urban Design goal in the far

left column and, in columns to the right, identifies related policy numbers from other elements.

Goal UD-3, for example, is supported not only by the policies listed in this Element (UD-3.1 through 3.11), but also by Policy EP-3.2 and Policy EP-3.11 in the Economic Prosperity Element.

TABLE UD-1. RELATED GENERAL PLAN POLICIES

Urban Design Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
UD-1: Physical Character Improve the physical character and livability of the City to promote a sense of place, positive community image, and quality environment.	-	M-4.5 M-5.1 M-5.4 M-5.5	-	PS-1.1 PS-2.1	-	OS-2.9 OS-2.14	-	-	LU-3.7 LU-4.2	HE-1.1 HE-1.3 HE-1.5 HE-1.8	HP-1.1 HP-2.2	Current Element
UD-2: Sustainable Environment Improve the built environment through sustainable development that is proportional and aesthetically related to its setting.	-	M-5.5	-	PS-3.5	CN-1.4 CN-1.6	OS-1.7 OS-3.6	-	-	LU-3.5 LU-4.10	HE-1.7 HE-2.5	HP-1.3 HP-1.4 HP-1.8 HP-1.9	Current Element
UD-3: Attractive Travelways Create and maintain safe and attractive travelways through coordinated streetscape design.	-	M-4.5 M-5.1 M-5.3 M-5.4 M-5.5	EP-3.2 EP-3.11	-	-	OS-1.7	-	-	LU-3.7	-	-	Current Element
UD-4: Nodes and People Places Create nodes and urban hubs throughout the City to foster community, education, arts and culture, business activities, entertainment, and establish Santa Ana as a vibrant center.	CM-3.5	-	-	-	-	-	-	-	LU-1.6 LU-1.10 LU-2.3 LU-2.5 LU-3.6 LU-4.10	HE-2.1 HE-2.2	-	Current Element

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



TABLE UD-1. RELATED GENERAL PLAN POLICIES CONT'D

Urban Design Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
UD-5: Focus Intersections Create focal points at major intersections to enhance community identity and open space.	-	M-4.5 M-5.1 M-5.3 M-5.4 M-5.5	-	-	-	-	-	-	LU-3.7	-	-	Current Element
UD-6: Landmarks Create new and protect existing City landmarks and memorable places that convey positive images.	-	M-4.5 M-5.1 M-5.5	-	-	-	OS-3.4	-	-	-	-	-	Current Element
UD-7: Gateways Create and strengthen gateways into the City that promote a sense of arrival.	-	M-4.5 M-5.1 M-5.3 M-5.4 M-5.5	-	-	-	-	-	-	LU-3.7	-	-	Current Element

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City’s Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City’s best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan’s aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards, and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE UD-2. URBAN DESIGN ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
Goal UD-1: Physical Character		
Improve the physical character and livability of the City to promote a sense of place, positive community image, and quality environment.		
1.1	Public art program. Collaborate with the Arts Director and Commission to develop a citywide public art program. Pursue public art grant-funding opportunities. Evaluate the feasibility of revising the development standard to require public art as part of new development projects and/or imposing a public art impact fee on new development projects.	PBA/CDA 2022
1.2	Design guidelines. Update or develop design guidelines that direct architectural design, building siting and orientation, neighborhood identity including monumentation, wayfinding, placemaking elements, and other public realm features for transit-oriented and higher intensity areas.	PBA 2022-2027
1.3	Signage. Update the zoning code sign regulations to incorporate best practices to establish a cohesive identity and visually appealing integrated development or district.	PBA 2022-2027
1.4	Public Safety Through Environmental Design. Educate City staff on "public safety through environmental design" principles by sponsoring participation in workshops. Update existing design guidelines and require any new design guidelines to include public safety through environmental design best practices. Avoid aspects of public safety through environmental design that privatize or segregate open space areas, recreation facilities, and neighborhoods.	PBA/PD Ongoing
1.5	Property upgrades. Develop an incentive program to encourage residents and property owners to maintain and upgrade front yards and buildings.	PBA 2023
1.6	Funding for placemaking. Evaluate best practices and standards for public-private partnerships to fund placemaking elements on public property.	PBA 2023



TABLE UD-2. URBAN DESIGN ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL UD-2: Sustainable Environment		
Improve the built environment through sustainable development that is proportional and aesthetically related to its setting.		
2.1	Emerging technology. Consider updating the zoning code to require mixed-use and multifamily residential projects to incorporate on-site lanes/spaces for transportation network companies (TNC) and other emerging technologies. As parking demand begins to outstrip parking supply in established business districts, conduct curbside management studies to identify pick-up and drop-off areas for TNC services to maintain the character of historic and established districts; reduce parking demand; limit vehicle idling, searching, and circling; and encourage pedestrian activity.	PBA/PWA 2022-2027
2.2	Creative expression. Amend the zoning code to update the front yard fence requirements to address innovative designs and neighborhood characteristics.	PBA 2022-2027
2.3	Billboards. Amend the zoning code to update the Billboard Ordinance to reflect current advertising practices and capitalize on the freeways that run through the city.	PBA 2022-2027
2.4	LEED Projects. Evaluate program or policy options to promote energy efficient development practice such as fee waivers or expedited processing of projects that are certified LEED Gold or Platinum.	PBA 2022
GOAL UD-3: Attractive Travelways		
Create and maintain safe and attractive travelways through coordinated streetscape design.		
3.1	Corridors. Update the zoning code to require new development projects or major renovations along arterial roadways to meet the City’s landscape standards and to reflect of the identity and values of the adjacent neighborhoods.	PBA 2022
3.2	Multimodal transit facility design. Develop a unique public realm plan for the land use focus areas and transit facilities to guide the design of landscape, hardscape, and amenities to promote walkability and linkages to all modes of transportation, consistent with the City’s Active Transportation Plan.	PBA/PWA 2022-2027
3.3	Bicycle parking. Update design guidelines for safe and secure bicycle parking, and promote bicycle access for special events. Explore options to update the zoning code to require secure bicycle parking for any new development project that also has a parking requirement.	PBA/CDA 2022-2027
3.4	Cross-access. Amend the zoning code to require reciprocal access on commercial development projects adjacent to other commercially zoned developments.	PBA 2022-2027
3.5	Public realm impact fees. Create and implement public realm improvement impact fees to fund development and construction of public realm plan improvements.	PWA/PBA 2022
3.6	Linear parks and trails. Within the parks master plan, address needs for off-street trails, including new linkages and linear park improvements, such as lighting, security features, signage, and enhanced landscaping.	PRCSA 2022
3.7	Streetscape Improvements. Collaborate with community organizations to conduct a citywide windshield study to identify arterial streets or corridors in most need of comprehensive streetscape improvements. Identify funding or resources to complete Public Realm Plans for these corridors to enhance the pedestrian experience, amenities, safety, sense of place and aesthetics.	PBA/PWA 2022-2027
3.8	Maintenance District. Evaluate and consider a program that requires developers/owners to pay into a maintenance district that absorbs the costs for maintaining public realm improvements.	PBA/PWA 2022-2027



TABLE UD-2. URBAN DESIGN ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL UD-4: Nodes and People Places Create nodes and urban hubs throughout the City to foster community, education, arts and culture, business activities, entertainment, and establish Santa Ana as a vibrant center.		
4.1	Museum District. Continue to enhance and develop policies and design standards for the Museum District to encourage private and public improvements that promote the arts, education, culture, and activity centers.	PBA/CDA 2022
4.2	Channels. Explore opportunities to reestablish waterways for recreational and educational purposes.	PWA/PRCSA 2025
4.3	Allowable uses. Expand the types of outdoor uses in public spaces to allow for additional social activities and community-focused entertainment.	PBA 2022-2027
4.4	Community advertising. Explore options to incorporate digital signage or advertisements that promote community activities on small-scale structures such as bus shelters or trash receptacles.	PBA/PWA/ CDA 2022
4.5	Emerging technologies. Collaborate with wireless and technology companies to create wireless charging areas in public spaces. Evaluate the feasibility of installing solar-powered charging stations. Evaluate the feasibility of providing free public WiFi in select park areas and public plazas. In the parks master plan include consideration for adapting public spaces to respond to changes in the way residents live and interact with their environment as a result of emerging technologies.	PRCSA/PWA 2024
GOAL UD-5: Focus Intersections Create focal points at major intersections to enhance community identity and open space.		
5.1	Landscaping at focus intersections. Develop landscape design standards for developments adjacent to or at focus intersections.	PBA 2022-2027
5.2	Public art at focus intersections. Explore a collaborative program with schools, nonprofit organizations, and local artists to create and maintain public art in public spaces.	CDA 2023
5.3	Placemaking elements at focus intersections. Coordinate street signage and branding at focus intersections, consistent with public realm plans and district identity.	PWA/PBA 2022-2027
GOAL UD-6: Landmarks Create new and protect existing City landmarks and memorable places that convey positive images.		
6.1	Landmarks. Establish and implement a Landmark program that identifies, maintains, and promotes city landmarks and memorable places.	PBA/CDA 2024
6.2	Natural landmarks. Update the Santa Ana River Vision Plan to develop the Santa Ana River and Santiago Creek as natural landmarks within the city.	PRCSA 2024
GOAL UD-7: Gateways Create and strengthen gateways into the City that promote a sense of arrival.		
7.1	Enhanced gateways. Pursue funding to develop and maintain a signage, lighting, and landscape program at gateways leading into the city.	PBA/PWA 2023
7.2	Gateway impact fee. Consider amending the zoning code to require projects within proximity of a defined city gateway to incorporate gateway design features. If the development project is unable to integrate such features on-site, an in-lieu fee may be paid into a gateway fund.	PBA/PWA 2022

Notes:

CDA - Community Development Agency

CMO- City Manager's Office

HR- Human Resources Department

PBA- Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

EJ associated with environmental justice policies



