

5.8 Land Use and Planning

5.8.1 INTRODUCTION

In accordance with CEQA Guidelines Section 15125(d), this section provides a summary of the plans, policies, and regulations of the City of Santa Ana, and regional, state, and federal agencies that have policy and regulatory control over the Specific Plan area and the proposed Project. Policy conflicts do not, in and of themselves, indicate a significant environmental effect within the meaning of CEQA. To the extent that physical environmental impacts may result from such conflicts, those impacts are analyzed in this Supplemental EIR in the specific topical sections to which the impact pertains (e.g., noise, air quality, greenhouse gas emissions, or transportation). More specifically, this section examines the potential for the proposed Specific Plan Project to physically divide an established community and/or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including relevant goals and policies of the recently updated City of Santa Ana General Plan (2022), the City's zoning code, the Airport Environs Land Use Plan (AELUP) for John Wayne Airport, and the SCAG Final 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), "Connect SoCal 2020".

5.8.2 REGULATORY SETTING

California Public Utilities Code, Section 21676, Airport Land Use Commission

Prior to the amendment of a general plan or 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), the local agency shall first refer the proposed action to the ALUC. If the ALUC determines that the proposed action is inconsistent with the airport land use plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article, which are to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

At least 45 days prior to the decision to overrule the determination of the ALUC, the local agency governing body shall provide the ALUC and the Caltrans Division of Aeronautics (Division) with a copy of the proposed decision and findings. The ALUC and the Division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the ALUC's or the Division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the ALUC or Division are advisory to the local agency governing body. The local agency governing body shall include comments from the ALUC and the Division in the public record of any final decision to overrule the ALUC, which may only be adopted by a two-thirds vote of the governing body.

SCAG Final 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), (Connect SoCal 2020)

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange,

Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for Southern California as a whole.

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (Connect SoCal) - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

The following SCAG Connect SoCal sustainable community land use related policies are intended to be supportive of implementing the RTP/SCS. Several are directly tied to supporting related GHG reductions while others support the broader goals of Connect SoCal:

Focus Growth Near Destinations & Mobility Options

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.
- Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.
- Plan for growth near transit investments and support implementation of first/last mile strategies.
- Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed-uses or locating and orienting close to existing destinations).
- Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).

Promote Diverse Housing Choices

- Preserve and rehabilitate affordable housing and prevent displacement.
- Identify funding opportunities for new workforce and affordable housing development.
- Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.
- Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.

Leverage Technology Innovations

- Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.
- Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments.
- Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation.

Support Implementation of Sustainability Policies

- Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.
- Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.
- Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.
- Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.
- Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.
- Continue to support long range planning efforts by local jurisdictions.
- Provide educational opportunities to local decisionmakers and staff on new tools, best practices, and policies related to implementing the Sustainable Communities Strategy.

Promote a Green Region

- Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.
- Integrate local food production into the regional landscape.
- Promote more resource efficient development focused on conservation, recycling, and reclamation.
- Preserve, enhance, and restore regional wildlife connectivity.
- Reduce consumption of resource areas, including agricultural land.
- Identify ways to improve access to public park space.

Connect SoCal identifies Priority Growth Areas (PGAs) that follow the principles of “center-focused placemaking,” including “locations where many Connect SoCal strategies can be fully realized.” Connect SoCal identifies several types of PGAs—Job Centers, Transit Priority Areas (TPAs), High-Quality Transit Areas, Neighborhood Mobility Areas, Livable Corridors, and Spheres of Influence—that account for only 4 percent of region’s total land area, while accommodating 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045.

The purpose of this more compact form of regional development is to:

- Reduce travel distances;
- Increase mobility options;
- Improve access to workplaces; and
- Conserve the region’s resource areas.

The Specific Plan area is within a Transit Priority Area (TPA); TPAs are within one half-mile of existing or planned ‘major’ transit stops. Connect SoCal envisions TPAs as areas where “transit oriented development can be realized – where people can live, work and play in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives.” Connect SoCal states that focusing regional growth in areas with planned or existing transit stops is “key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports Connect SoCal’s strategies for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.” Connect SoCal describes that TPAs comprise less than 1 percent of Southern California’s land area, while accommodating approximately 30 percent of projected new households within Southern California between 2020 and 2045.

Airport Environs Land Use Plan for John Wayne Airport

John Wayne Airport (SNA) is within the oversight of the Orange County Airport Land Use Commission (ALUC). The ALUC is required to prepare and adopt an airport land use plan for each of the airports within its jurisdiction. The ALUC prepared the Airport Environs Land Use Plan (AELUP) for SNA (amended April 17, 2008). The AELUP intends “to safeguard the general welfare of the inhabitants within the vicinity of the airport and to ensure the continued operation of the airport. Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.”

Land uses within the AELUP planning area boundaries are required to conform to safety, noise, and height restrictions. Public Utilities Code Section 21675(c) requires that areas surrounding any airport which affects, or is affected by, aircraft operations are embraced by the boundaries of its compatibility plan (i.e., AELUP). The planning area sets limits of the area within which proposed land use projects are to be referred to the ALUC for review. Planning area boundaries are determined by the location and configuration of the airport included in the plan, and the extent of the noise and safety impacts associated with that airport, with certain exceptions. The overall planning area is the furthest extent of the 60 CNEL contour, the FAR Part 77 Notification Surface, and the runway safety zones associated with the airport. In most instances, the airport influence area is designated by the ALUC as its planning area boundary for the airport and the two terms can be considered synonymous. The Project site is located within the SNA Planning Area’s FAR Part 77 Notification Area but outside of the airport’s 60 CNEL Contour, as shown in Figures 5.6-1, 5.6-2, and 5.6-3.

Building Height Restrictions: The ALUC has adopted the FAR Part 77 as the criteria for determining height restrictions in Orange County. These regulations are the only definitive standard available and the standard most generally used (AELUP 2008). The allowable height of structures surrounding an airport is described in FAR Part 77 as the allowable height at which safe movement of aircraft occurs. The regulation requires that notice be given to the FAA if there is a proposal to construct a structure that would exceed a 100:1 slope of an imaginary surface extending outward for 20,000 feet from the nearest runway at SNA. Beyond the 100:1 imaginary surface, FAR Part 77 requires notification to FAA for any project that will be more than 200 feet in height above the ground level pursuant to FAR Part 77 Section 77.13.

Airport Environs Land Use Plan Policies: The following policies in the AELUP for John Wayne Airport are relevant to the proposed Project:

Policy 3.2.1: Within the boundaries of the AELUP, any land use may be found to be inconsistent with the AELUP which:

1. Places people so that they are affected adversely by aircraft noise,

2. Concentrates people in areas susceptible to aircraft accidents,
3. Permits structures of excessive height in areas which would affect adversely the continued operation of the airport, or
4. Permits activities or facilities that would affect adversely aeronautical operations.

Policy 3.2.4: Noise Impact Zone "2" - Moderate Noise Impact (60 dB CNEL or greater, less than 65 dB CNEL). Noise impacts in this area are sufficient to require sound attenuation as set forth in the California Noise Insulation Standards, Title 25, California Code of Regulations. Single noise events in this area create serious disturbances to many inhabitants. Even though the Commission would not find residential units incompatible in this area, the Commission strongly recommends that residential units be limited or excluded from this area unless sufficiently sound attenuated. The residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB. In addition, it is recommended that designated outdoor common or recreational areas within Noise Impact Zone 2 provide outdoor signage informing the public of the presence of operating aircraft.

Policy 3.2.5: Runway Protection Zone "RPZ," Extreme Crash Hazard. The severe potential for loss of life and property due to accidents prohibits most land uses in this area. Only airport related uses and open space uses, including agriculture and certain types of transportation and utility uses are permitted. No buildings intended for human habitation are permitted in the RPZ. Furthermore, because of the proximity to aeronautical operations, uses in this area must not attract birds nor emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference so as to interfere with, or endanger, aeronautical operations.

Policy 3.2.6: Height Restriction Zone. Any object, which by reason of its height or location would interfere with the established, or planned, airport flight procedures, patterns, or navigational systems, is unacceptable to the Commission. Similarly, any proposal which would cause a diminution in the utility of an airport is unacceptable to the Commission. The standards, criteria, and procedures promulgated by the FAA for the thorough evaluation of development projects are designed to ensure the safe and efficient use of the navigable airspace. The application of these principles by the Commission will ensure the stability of local air transportation, as well as promote land uses that are compatible with the airport environs. However, any object which rises above the height of surrounding development, or which is located in close proximity to any of the various flight paths, must be clearly visible during hours of twilight or darkness and must not threaten, endanger, or interfere with aeronautical operations. Such objects, even if within the above height restrictions, are not acceptable to the Commission unless they are clearly marked or lighted according to FAA standards.

Policy 3.2.7: Airspace/Airport Inconsistency. Any structure, either within or outside of the planning area, is inconsistent with this AELUP if it:

1. Is determined to be a "Hazard" by the FAA;
2. Would raise the ceiling or visibility minimums at an airport for an existing or planned instrument procedure (i.e., a procedure consistent with the FAA approved airport layout plan or a proposed procedure formally on file with the FAA);
3. Would result in a loss in airport utility, e.g. in a diminution of the established operational efficiency and capacity of the airport, such as by causing the usable length of the runway(s) to be reduced; or
4. Would conflict with air space used for the airport traffic pattern or enroute navigation to and from the airport.

City of Santa Ana General Plan Update

Land Use Designation

The Project site has a General Plan Land Use designation of District Center-High (DC-5). The GPU Land Use Element describes that the District Center designation includes the major activity areas of the City of Santa Ana, designed to serve as anchors to the City's commercial corridors and to accommodate major development activity. District Center-High is a mixed-use designation identified in the GPU as including "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."

Table LU-8 of the GPU identifies the DC-5 area as allowing a maximum Floor Area Ratio (FAR) of 5.0, or 125 dwelling units per acre (du/ac) and a maximum height of 25 stories. The GPU's District Center designation allows up to 8,733,780 SF of mixed uses, inclusive of residential uses, based on the maximum FAR of 5.0 over the approximately 41.13-gross-acre site.

Focus Area

The Project site is located in the GPU Land Use Element South Bristol Street Focus Area. This Focus Area is bordered by Warner Avenue to the north, Sunflower Avenue to the south, and is generally centered along Bristol Street is located in a north-south alignment down the center.

The South Bristol Street Focus Area is identified in the GPU as Santa Ana's southern gateway and is a part of the South Coast Metro area between Sunflower and Alton Avenues. The GPU identifies the Focus Area as suited for redevelopment or overall improvement, and that the area should allow for the changing economy and provide for a jobs-housing balance. The GPU identifies that the goals for the South Bristol Street Focus Area are to:

- 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.

GPU Goals and Policies

The GPU is the City's principal long-range policy and planning document guiding the development, conservation, and enhancement of Santa Ana. The General Plan Update was adopted by the City in 2022 and contains 9 Elements that provide a comprehensive collection of goals and policies related to the physical development of the City. The GPU goals and policies that are relevant to the proposed Project are listed below by General Plan Element.

Community Element

GOAL CM-1: Provide opportunities for public and private recreation and cultural programs that meet the needs of Santa Ana's diverse population.

POLICY CM-1.5 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** Promote the development and use of privately-owned recreation and entertainment facilities that help meet the needs of Santa Ana residents.
- POLICY CM-3.2** 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-3.8** 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.

Mobility Element

- GOAL M-1:** A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.
- POLICY M-1.2** Provide a balanced and equitable multimodal circulation network that reflects current and changing needs.
- POLICY M-1.6** 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** 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** Consider air and water quality, noise reduction, neighborhood character, and street-level aesthetics when making improvements to travelways.
- GOAL M-3:** 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** 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** 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-3.6** Enhance first and last mile connectivity to transit facilities through safe, accessible, and convenient linkages.
- 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-4.4** 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** 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** Promote reductions in automobile trips and vehicle miles traveled by encouraging transit use and nonmotorized transportation as alternatives to augmenting roadway capacity.

- POLICY M-4.8** 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** Utilize land use, building, site planning, and technology solutions to mitigate exposure to transportation-related air pollution, especially in environmental justice focus areas.

- POLICY M-5.1** Improve the beauty, character, and function of travelways with amenities such as landscaped parkways and medians, bike lanes, public art, and other amenities.

- POLICY M-5.4** Leverage opportunities along streets and public rights-of-way to improve water quality through use of landscaping, permeable pavement, and other best management practices.

- POLICY M-5.6** Encourage the use of alternative fuel vehicles and mobility technologies through the installation of supporting infrastructure.

Economic Prosperity Element

- GOAL EP-1:** Foster a dynamic local economy that provides and creates employment opportunities for all residents in the city.

- POLICY EP-1.2** Strengthen and expand citywide business attraction efforts in order to achieve the city’s full employment potential.

- POLICY EP-3.4** 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-3.10** Promote the creation of distinctive neighborhood serving districts through the renovation or redevelopment of existing strip-commercial development.

Public Services Element

- POLICY PS-1.10** Require that new development pays its fair share of providing improvements to existing or creating new public facilities and their associated costs and services.

- GOAL PS-2:** Preserve a safe and secure environment for all people and property.

- POLICY PS-2.1** 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.

- POLICY PS-2.2** 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.
- POLICY PS-3.5** 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.
- POLICY PS-3.8** Promote cost-effective conservation strategies and programs that increase water use efficiency.
- POLICY PS-3.10** Encourage new development and reuse projects to incorporate recycling and organics collection activities aligned with state waste reduction goals.
- POLICY PS-3.12** Maintain and upgrade sewer and water infrastructure through impact fees from new development and exploring other funding sources.

Conservation Element

- GOAL CN-1:** Protect air resources, improve regional and local air quality, and minimize the impacts of climate change.
- POLICY CN-1.6** Promote development that is mixed use, pedestrian friendly, transit oriented, and clustered around activity centers.
- POLICY CN-1.7** 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 use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.
- POLICY CN-1.12** 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-1.18** Coordinate with park renovation and new development to address air quality and climate impacts by reducing the heat island effect by providing green infrastructure and shade, and reducing air pollution by providing vegetation that removes pollutants and air particles.
- GOAL CN-3:** Reduce consumption of and reliance on nonrenewable energy, and support the development and use of renewable energy sources.
- POLICY CN-3.3** Promote energy-efficient development patterns by clustering mixed use developments and compatible uses adjacent to public transportation.

- POLICY CN-3.4** Encourage site planning and subdivision design that incorporates the use of renewable energy systems.
- POLICY CN-3.5** 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-3.7** Maintain, preserve, and enhance the City's urban forest as an environmental, economic, and aesthetic resource to improve residents' quality of life.
- GOAL CN-4:** Conserve and replenish existing and future water resources.
- POLICY CN-4.2** Encourage public and private property owners to plant native or drought-tolerant vegetation.
- POLICY CN-4.4** Promote irrigation and rainwater capture systems that conserve water to support a sustainable community.
- POLICY CN-4.6** 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.

Open Space Element

- GOAL OS-1:** Provide an integrated system of accessible parks, recreation facilities, trails, and open space to serve the City of Santa Ana.
- POLICY OS-1.5** 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-1.9** 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.
- GOAL OS-2:** 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** 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-3.5** 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** Integrate drought tolerant or native plantings, waterwise irrigation, design and maintenance efficiencies, and sustainable development practices to reduce water use and energy consumption.

Noise Element

- GOAL N-1:** Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.
- POLICY N-1.2** Encourage functional and attractive designs to mitigate excessive noise levels.
- POLICY N-1.4** Protect noise sensitive land uses from excessive, unsafe, or otherwise disruptive noise levels.
- GOAL N-2:** Reduce the impact of known sources of noise and vibration.
- POLICY N-2.1** Reduce noise generated from traffic, railroads, transit, and airports to the extent feasible.
- POLICY N-2.2** Minimize noise impacts from commercial and industrial facilities adjacent to residential uses or zones where residential uses are permitted.
- POLICY N-2.3** Minimize the effects of intermittent, short-term, or other nuisance noise sources.
- GOAL N-3** Protect sensitive land uses from airport related noise impacts.
- POLICY N-3.1** Residential development within the John Wayne Airport (SNA) 65 dB(A) CNEL Noise Contour or greater is not supported.

Safety Element

- GOAL S-1:** Protect life and minimize property damage, social and economic disruptions caused by flood and inundation hazards.
- POLICY S-1.7** 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.
- GOAL S-2:** 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-2.4** 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.
- GOAL S-3:** Provide a safe environment for all Santa Ana residents and workers while minimizing risk.
- POLICY S-3.2** 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.
- GOAL S-4** Protect the safety of the general public from aircraft hazards.

- POLICY S-4.1** For development projects that include structures higher than 200 feet above existing grade, the City shall inform the Airport Land Use Commission (ALUC) and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the Federal Aviation Administration.
- POLICY S-4.2** 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.
- POLICY S-4.3** Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAA regulations and the John Wayne Airport Environs Land Use Plan.
- POLICY S-4.6** 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.

Land Use Element

- POLICY LU-1.1** Foster compatibility between land uses to enhance livability and promote healthy lifestyles.
- POLICY LU-1.5** Incentivize quality infill residential development that provides a diversity of housing types and accommodates all income levels and age groups.
- POLICY LU-1.6** Encourage residential mixed-use development, within the City’s District Centers, Urban Neighborhoods, and adjacent to high quality transit.
- POLICY LU-1.9** 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.
- GOAL LU-2:** Provide a balance of land uses that meet Santa Ana’s diverse needs.
- POLICY LU-2.1** Provide a broad spectrum of land uses and development that offer employment opportunities for current and future Santa Ana residents.
- POLICY LU-2.2** Encourage a range of commercial uses to capture a greater share of local spending and offer a range of employment opportunities.
- POLICY LU-2.5** Encourage infill mixed-use development at all ranges of affordability to reduce vehicle miles traveled, improve jobs/housing balance, and promote social interaction.
- POLICY LU-2.7** Support land use decisions that encourage the creation, development, and retention of businesses in Santa Ana.

- POLICY LU-2.8** Encourage land uses, development projects, and public art installations that promote the city's image as a cultural, governmental, and business-friendly regional center.
- POLICY LU-2.10** Focus high density residential in mixed-use villages, designated planning focus areas, Downtown Santa Ana, and along major travel corridors.
- GOAL LU-3:** Preserve and improve the character and integrity of existing neighborhoods and districts.
- POLICY LU-3.1** Support new development which provides a net community benefit and contributes to neighborhood character and identity.
- POLICY LU-3.4** Ensure that the scale and massing of new development is compatible and harmonious with the surrounding built environment.
- POLICY LU-3.9** 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.
- POLICY LU-4.1** Promote complete neighborhoods by encouraging a mix of complementary uses, community services, and people places within a walkable area.
- POLICY LU-4.5** Concentrate development along high-quality transit corridors to reduce vehicle miles traveled (VMT) and transportation-related carbon emissions.

Historic Preservation Element

- POLICY HP-1.4** 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.

Urban Design Element

- GOAL UD-1:** 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** Ensure all developments feature high quality design, materials, finishes, and construction.
- POLICY UD-1.2** Require public art as part of major developments and the public realm improvements.
- POLICY UD-1.3** Encourage site design that clearly defines public spaces through building placement and orientation.
- POLICY UD-1.4** Incorporate public safety design features into private and public developments to prevent loitering, vandalism, and other undesirable activities.
- POLICY UD-1.5** Encourage community interaction through the development and enhancement of plazas, open space, people places, and pedestrian connections with the public realm.

GOAL UD-2:	Improve the built environment through sustainable development that is proportional and aesthetically related to its setting.
POLICY UD-2.1	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	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-2.10	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.
POLICY UD-2.11	Encourage sustainable development through the use of drought-tolerant landscaping, permeable hardscape surfaces, and energy-efficient building design and construction.
GOAL UD-3:	Create and maintain safe and attractive travelways through coordinated streetscape design.
POLICY UD-3.2	Strengthen and activate the design of paths and adjacent development through enhanced and cohesive streetscapes, architectural themes, and landscaping.
POLICY UD-3.3	Promote a safe environment that facilitates social interaction and improves active transportation along corridors.
POLICY UD-3.6	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.

City of Santa Ana Municipal Code

Chapter 41, Zoning

The City's Municipal Code Chapter 41, Zoning, regulates the location and uses of specific uses within the city, including residences, businesses, trades, industries, use of buildings, structures, and land, the location, height, bulk, and size of buildings and structures. The zoning standards are implemented to:

- Encourage the most appropriate use of land.
- Conserve and stabilize property value.
- Provide adequate open spaces for light and air and to prevent and fight fires.
- Prevent the undue concentration of population.
- Lessen congestion on streets and highways.
- Promote the health, safety, and the general welfare of the people, all as part of the General Plan of the City.

The existing zoning of the Project site is General Commercial (C-2) north of Callen's Common, and Commercial Residential (CR) and General Commercial (C-2) south of Callen's Common. Both designations

include a range of commercial uses as well as all of the uses allowed in the Community Commercial (C-1) zone. Pursuant the City's Zoning Code Sec. 41-377, uses permitted in the C-1 zone include but are not limited to:

- a) Retail and service uses.
- b) Professional, administrative, and business offices.
- c) Automobile parking lots and parking structures.
- d) Automobile sales, but excluding truck, trailer, tractor, and boat sales.
- e) Churches and accessory church buildings.
- f) Mortuaries.
- g) Theaters.
- h) Hospitals, clinics, and sanitariums.
- i) Animal hospitals and veterinaries.
- j) Plant nurseries.
- k) Gymnasiums.
- l) Golf courses, both regulation and miniature, and driving ranges.
- m) Public utility structures, including electric distribution and transmission substations.
- n) Restaurants, cafes, and eating establishments, other than those specified in Section 41-365.5.
- o) Schools and studios operated for commercial or public purposes.
- p) Childcare facilities.
- q) Service stations.
- r) Automobile servicing.
- s) Tattoo and/or body art establishments, subject to the development and operational standards set forth in Section 41-199.3.

Uses permitted in the C-2 zone include:

- a) All uses which are permitted in the C-1 district pursuant to Section 41-365.
- b) Automotive garages including body and fender repair, painting, and engine replacement.
- c) Blueprinting, photo-engraving, including all types of reproduction processes.
- d) Reserved.
- e) Equipment rental yards.
- f) Metal shops.
- g) Tire recapping.
- h) Wholesale establishments as follows:
 - 1) Automotive equipment, including parts and supplies for machinery.
 - 2) Drugs, chemicals, and allied products excluding explosives and industrial chemicals.
 - 3) Dry goods and apparel.
 - 4) Food products.
 - 5) Farm products.
 - 6) Electrical and plumbing supplies.
 - 7) Office equipment and supplies.
- i) Truck, trailer, tractor, and boat sales.
- j) Research institutions and laboratories.
- k) Adult entertainment businesses subject to compliance with the requirements of article XVII of this Chapter.

Uses permitted in the CR zone include:

- a) Retail and service uses.
- b) Professional offices.
- c) One-family, two-family, and multiple-family dwellings.

- d) Resident managers' offices devoted solely to the rental of dwelling units on the site, provided that said office and surrounding grounds shall retain a residential character if located within residential areas.
- e) Adult entertainment businesses, subject to compliance with the requirements of article XVII of this chapter.

Specific Plan (SP) Zoning District: The proposed zoning for the Project site is Specific Plan (SP). A “specific plan” is a planning and regulatory tool made available to local governments by the state of California. Specific plans implement an agency’s General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan. The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location, and intent of the uses, including open space, within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.
- Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including programs, public works projects, and financing measures.

Pursuant the City’s Zoning Code Section 41-593.1, the purpose of the SP zone is to provide for the orderly implementation of adopted specific plans. No use of property is permitted in the SP district except those uses stated in the applicable specific plan as permitted uses or uses subject to the issuance of a conditional use permit. No use of property which is required to have a conditional use permit by the applicable specific plan is permitted in a SP district in the absence of such conditional use permit. The development of property in the SP district must comply with all applicable development standards set forth in the applicable specific plan.

5.8.3 ENVIRONMENTAL SETTING

Proposed Specific Plan Area

The Project site is 41.13 gross acres of land that includes the following nine parcels: (Assessor Parcel Numbers [APNs]) 412-131-12, 412-131-13, 412-131-14, 412-131-16, 412-131-17, 412-131-22, 412-131-24, 412-131-25 and 412-131-26.

The site is developed with a shopping center that includes 16 commercial buildings with parking areas, vehicle circulation drives, and ornamental landscaping. The northern half of the site is developed with approximately 45 percent site coverage and tenants include a grocery, gym, bank, and a variety of retail, service retail/commercial, medical, restaurant, and fast-food uses. The southern half of the site is developed with approximately 55 percent site coverage with a tenant mix of retail, service retail/commercial, restaurant, and fast-food uses. Existing major tenants on the southern half of the center include TJ Maxx, Ross Dress for Less, Cost Plus World Market, and Red Robin Restaurant.

The existing buildings total 465,063 SF and consist of the following structures:

- **3900 South Bristol Street:** A single story commercial building that is approximately 214,137 SF and was constructed in 1972. The building has six commercial tenants, including Hobby Lobby; Ross Dress for Less; TJ Maxx; Red Robin Restaurant, and Cost Plus World Market.
- **3610 South Bristol Street:** A single story commercial building constructed in 1972 with two roll up truck bays.
- **3701 South Plaza Drive:** A two-story high commercial building constructed in 1974 that currently is used as a gym for the LA Fitness company.
- **3620 South Bristol Street:** A three-story 28,847 SF medical and dentist office building constructed in 1973.
- **3600 South Bristol Street:** A 19,910 SF two-story bank/office building constructed in 1972.
- **3608 South Bristol Street:** A 8,426 SF three-story high restaurant building constructed in 1972 currently occupied by a Korean BBQ restaurant.
- **3730 South Bristol Street:** A single story commercial building constructed in 1972 and currently occupied by Bank of America.
- **3638 South Bristol Street:** A single story commercial building constructed in 2003 and currently occupied by Sleep Number.
- **3710 South Bristol Street:** A single story commercial building constructed in 2001 and currently occupied by Jack in the Box.
- **1500 West MacArthur Boulevard:** A single story seafood restaurant building constructed in 1984.
- **3814-16 South Bristol Street:** A two story 8,761 SF commercial building currently occupied by clothing store, Hawaiian BBQ restaurant, barbershop, and a hair salon on the first floor and seven retail tenants on the second floor. The building was constructed in 1979.
- **3810 South Bristol Street:** A single story restaurant building constructed in 2004 and occupied by McDonald's.
- **3820 South Bristol Street:** A single story commercial building constructed in 1978 and currently occupied by Robbins Brothers.
- **3930 South Bristol Street:** A 30,129 SF retail/office building with a 3,330 SF square foot mezzanine and 6 loading docks that was constructed in 1985.

Existing General Plan Land Use and Zoning Designations

The Project site has a General Plan Land Use designation of District Center-High (DC-5) within the South Bristol Street Focus Area and is zoned General Commercial (C-2) and Community Residential (CR), as shown on Figure 3-5, *Existing Zoning*, in Chapter 3.0, *Project Description*. As described previously, the Land Use Element states that the existing District Center-High land use designation applies to 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, or where such development is being encouraged. The development intensity standard applicable to this land use designation is a maximum FAR of 5.0 and 125 units/acre. The District Center-High areas are intended to

capitalize on the success of the South Coast Metro area and introduce mixed-use urban villages and encourage experiential commercial uses that are more walkable, bike friendly, and transit oriented.

Existing Transit-Oriented-Development Setting

The proposed Project is located within a Transit Priority Area (TPA) as identified in the City of Santa Ana Traffic Impact Study Guidelines (September 2019) and is within the both the 2012 and 2045 High-Quality Transit Areas (HQTAs) as defined by SCAG. Furthermore, the GPU's Mobility Element (April 2022) indicates key multimodal aspects and opportunities in the vicinity of the proposed Project, including public transit, bikeways, and pedestrian zones.

Surrounding Land Uses

The proposed Specific Plan area is located within an urban area that is fully developed. The Specific Plan area is located immediately north of major regional activity hubs including South Coast Plaza, Segerstrom Center for the Arts, and a mix of commercial and residential uses in the Cities of Costa Mesa and Santa Ana. The land uses immediately adjacent to the Specific Plan area include the following:

- North:** MacArthur Boulevard (a 6-lane major arterial) bounds the site to the north, followed by commercial and multi-family residential uses. Areas across MacArthur Boulevard from the site are within the City of Santa Ana.
- East:** South Bristol Street (a 6-lane major arterial) borders the site to the east. Land uses east of Bristol Street include retail commercial uses and multi-family residential uses within the City of Santa Ana.
- South:** Sunflower Avenue (a 6-lane major arterial) bounds the site to the south. Commercial uses are located south of Sunflower Avenue within the City of Costa Mesa.
- West:** South Plaza Drive (a 4-lane local roadway) bounds the site to the west. Multi-family residential uses and South Coast Village are located west of South Plaza Drive.

John Wayne Airport

John Wayne Airport (SNA) is located approximately 1.4 miles southeast of the proposed Project within the AELUP Notification area and the FAR Part 77 Notification Imaginary Surface area, as detailed in Section 5.6, *Hazards and Hazardous Materials* (Figures 5.6-1 and 5.6-4). As the Project proposes a zone change and adoption of a Specific Plan, the City is required to refer the proposed Project to the ALUC for review, pursuant to the California Public Utilities Code Section 21676, as listed previously.

Also, the ALUC has adopted FAR Part 77 as the criteria for determining height restrictions in Orange County. FAR Part 77 requires notification to FAA for any project that would be more than 200 feet in height above ground level or within the imaginary surface of a 100:1 slope extending outward for 20,000 feet from the nearest runway. As shown on Figure 5.6-4, in Section 5.6, *Hazards and Hazardous Materials*, the Project site is located within the 206-foot-high imaginary surface area for SNA. Therefore, FAA notification for the proposed Project would be required.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

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

5.8.5 METHODOLOGY

The analysis of land use consistency impacts considers whether the proposed Project would physically divide an established community and if the proposed Project would be inconsistent with (or conflict with) with regional and local plans, policies, and regulations that are applicable to the proposed Specific Plan and Project site, including the: SCAG RTP/SCS, AELUP for John Wayne Airport, City of Santa Ana GPU and zoning code. Consistent with the scope and purpose of this Supplemental EIR, this discussion primarily focuses on those goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. Thus, a project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts (as defined by CEQA Guidelines Section 15382).

CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. A project need not be consistent with each and every policy and objective in a planning document. Rather, a project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary goals of the land use plan or policy.

5.8.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the GPU FEIR

The GPU FEIR determined that the land use in the General Plan Update is intended to promote growth and development of the City. Proposed changes in the existing land use following the GPU would not physically divide the community. The GPU FEIR describes that many General Commercial and Professional Office use areas would change to Urban Neighborhood (UN) or District Center (DC) designations by the GPU, which would increase opportunities for residential development. These new designations propose mixed-use residential, commercial, and public spaces within the existing land uses. Similarly, a mixed-use industrial/office Industrial Flex designation would be introduced where industrial uses currently exist.

The GPU FEIR describes that the South Bristol Focus Area is planned to add 5,272 dwelling units to existing conditions and would not physically divide the established community. The GPU FEIR describes that implementation of the Urban Design and Land Use Policies would result in less than significant impacts.

The GPU area is subject to land use plans under the AELUP for the John Wayne Airport, SCAG RTP/SCS, and the Orange County Transportation Authority (OCTA) Congestion Management Plan. The GPU FEIR determined that the GPU complies with the goals and regulations of all three land use plans. Therefore, the GPU FEIR determined that environmental impacts related to potential conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

Proposed Specific Plan Project

IMPACT LU-1: THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

No Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development were built that was inconsistent with the land uses in the community such that it divided the community.

As described previously, the Project site has long been developed with a shopping center that includes 16 commercial buildings with surface parking areas, vehicle circulation drives, and ornamental landscaping. The Project site is surrounded by and well connected to roadways. Areas across Sunflower Avenue, which is a 6-

lane arterial roadway, include commercial uses within South Coast Plaza. The land directly across South Bristol Street (also a 6-lane arterial roadway) from the Project site is developed with retail commercial uses followed by multi-family residential units. Areas to the north of the site, across West MacArthur Boulevard, are also within the South Bristol Focus Area and developed with commercial and residential uses. Areas to the west across South Plaza Drive include multi-family residential uses to the north and commercial uses to the south.

The proposed Project would demolish the existing development and related infrastructure on the site and provide a new mixed-use development with up to 3,750 multi-family residential units; up to 350,000 SF of commercial uses; a 250-room hotel; a senior living/continuum of care use with up to 200 units; and approximately 13.1 acres of common open space. The proposed Project would change the site from a partially underutilized shopping center to a residential and commercial mixed-use community with open space and gathering spaces, consistent with the DC-5 designation for development of transit-oriented high density urban villages. The proposed Project would result in the generation of a new community that would be consistent with the surrounding commercial and multi-family residential uses. The proposed Project would result in a new community that would connect to and become part of the existing community around the site; thus, the proposed Project would not physically divide an established community.

In addition, the proposed Project would not change roadways in a manner that would inhibit access or install any infrastructure that would result in a physical division. The Specific Plan includes development of new onsite roadways and installation of new onsite infrastructure that would connect to existing roadways and infrastructure that are adjacent to the site. The proposed Project also includes offsite circulation improvements to roadways, bicycle lanes, and pedestrian facilities that would facilitate connections and multimodal methods of travel and would not result in any physical division. Thus, the proposed Project would not result in impacts related to physical division of an established community.

This is consistent with the findings of the GPU FEIR, which determined that the GPU provides for infill redevelopment and would concentrate development in areas to take advantage of mass transit and provide mixed-use opportunities, and would not introduce any new development, roadways, or other infrastructure that would bisect existing communities or neighborhoods.

IMPACT LU-2: THE PROJECT WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.

Less than Significant Impact.

SCAG Connect SoCal Regional Transportation Plan/ Sustainable Communities Strategy Policies

SCAG strategies focus largely on implementing transit-oriented development and increasing the use of regional transit, encouraging development patterns and densities that reduce infrastructure costs, and providing affordable and a variety of housing types.

The proposed Specific Plan would implement SCAG strategies related to high-density, infill development, and improvement of the job/housing balance that is centered around public transit opportunities. The proposed Specific Plan provides for infill development in an already developed urban area that would make use of the existing circulation and utility infrastructure. The proposed Specific Plan would introduce high-density residential uses and retail, commercial, hotel, and restaurant uses that would create a mixed-use environment in which residents would benefit from the proposed onsite uses and nearby shopping, restaurant, and employment opportunities to reduce VMT.

The site is located within a TPA and a High-Quality Transit Corridor, as the fixed route bus routes provide service intervals of no longer than 15 minutes during the peak commute hour. Six OCTA bus routes operate within the vicinity of the Project site and travel along MacArthur Boulevard, Bristol Street, Sunflower Avenue, South Plaza Drive, and Bear Street that provide connections to the regional transit system. Thus, the proposed Specific Plan would be consistent with SCAG strategies to provide infill residential and mixed-use development and increase the availability of transit-oriented development.

In addition, green building measures, such as water efficiency, Low Impact Development (LID), and renewable energy sources would be implemented by the proposed Specific Plan to reduce GHG emissions. Overall, the proposed Specific Plan would be consistent with SCAG’s 2020 Connect RTP/SCS, as detailed in Table 5.8-1. Therefore, implementation of the proposed Project would not result in conflict with SCAG Connect SoCal strategies, and impacts would not occur.

Table 5.8-1: Project Consistency with SCAG Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy Policies

2020 Connect SoCal Strategy Policy	Proposed Project Consistency with Policy
Focus Growth Near Destinations & Mobility Options	
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	Consistent. The proposed Project would implement a high intensity mixed-use development near multiple freeways and the OCTA transit system. In addition, the Project includes installation of new/improved sidewalks and bikeway and bus stop improvements to facilitate pedestrian, bicycle, bus, and vehicle multimodal circulation.
Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.	Consistent. The proposed Project would provide additional housing, shopping, and restaurants in a regional job centered area and is located near transit and main streets and would improve the City’s jobs/housing balance.
Plan for growth near transit investments and support implementation of first/last mile strategies.	Consistent. The proposed Project provides improvements to pedestrian and bicycle facilities that would maximize access to OCTA transit. The proposed mixed-use land uses are intended to reduce VMT by providing housing, retail, restaurants, and services within the Project site.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	Consistent. The proposed Project would redevelop an older shopping center with large areas of surface parking and provide a new mixed-use development with uses including residential, hotel retail, restaurants, and services.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	Consistent. The proposed Project is an infill use that would redevelop an underutilized land to accommodate new growth, and would increase amenities, such as parks, and provide connectivity to neighborhoods.
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed-uses or locating and orienting close to existing destinations).	Consistent. The proposed Project provides improvements to pedestrian and bicycle facilities that increase access to OCTA transit. The proposed mixed-use land uses are intended to reduce VMT by providing housing, retail, restaurants, and services within the Project site.
Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	Consistent. The proposed Specific Plan includes parking requirements and implements shared parking areas and alternative parking strategies for the mixed-use development.
Promote Diverse Housing Choices	
Preserve and rehabilitate affordable housing and prevent displacement.	Consistent. The Project site does not currently include any housing. No housing would be displaced with the proposed Project. The proposed Project provides for new housing in a mixed-use setting.

2020 Connect SoCal Strategy Policy	Proposed Project Consistency with Policy
Identify funding opportunities for new workforce and affordable housing development.	Consistent. Consistent with the City of Santa Ana’s GPU assumptions for the area, the proposed Specific Plan provides for a substantial amount of new housing in proximity to transit and major employment centers. The proposed Specific Plan is a mixed-use development at a higher density to provide for additional housing in the SCAG region.
Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	Consistent. The proposed Project provides for an increase in dwelling units to increase housing supply. The proposed Project would not conflict with policies related to accessory dwelling units.
Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	Consistent. Issues related to streamlining the City’s development review process and lessening barriers to the production of housing are addressed in the GPU Housing Element. However, the proposed Specific Plan provides for a substantial increase in housing units consistent with the GPU buildout for the site in proximity to transit, pedestrian circulation, and bicycle facilities to provide for multimodal transportation opportunities and reduce vehicle miles traveled to support a reduction in GHG emissions.
Leverage Technology Innovations	
Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.	Consistent. The proposed Specific Plan includes EV charging locations, pedestrian connectivity, and dedicated bicycle lanes and bicycle racks for convenient use.
Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments.	Not applicable. Issues related to technological improvements are addressed on a citywide and regional basis.
Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	Not applicable. Issues related to “micro-power grids” would be addressed on a citywide and regional basis. The proposed Project would comply with CALGreen/Title 24 requirements and would provide onsite solar through implementation of Mitigation Measure GHG-1.
Support Implementation of Sustainability Policies	
Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.	Consistent. The proposed Specific Plan would implement development standards, and provides for high-density, mixed-use development in proximity to transit and employment that would result in reduced vehicle miles traveled and related reductions in GHG emissions.
Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.	Consistent. The proposed Project is a land use planning project that is not related to statewide legislation. However, the proposed Project would implement new development in the transit corridor and adjacent to bus stops; and therefore, is consistent with this policy.
Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	Consistent. The proposed Project would be responsible for the payment of development impact fees and implementation of a Development Agreement to help facilitate future infrastructure, parks, and other public improvements.

2020 Connect SoCal Strategy Policy	Proposed Project Consistency with Policy
Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	Consistent. The proposed Project is a land use planning project that includes sustainability design standards included in the Specific Plan in Section 5.0, <i>Design Guidelines</i> .
Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	Not applicable. The proposed Project is a land use planning project for a specific area of the City. This measure is intended for implementation by regional agencies.
Continue to support long range planning efforts by local jurisdictions.	Consistent. The proposed Project would implement the GPU, which is a long-range planning document; and therefore, is consistent with this policy.
Provide educational opportunities to local decisions makers and staff on new tools, best practices, and policies related to implementing the Sustainable Communities Strategy.	Consistent. The proposed Project is a land use planning project that includes sustainability design standards included in the Specific Plan in Section 5.0, <i>Design Guidelines</i> .
Promote a Green Region	
Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	Consistent. The City of Santa Ana has a Climate Adaptation Plan (CAP). The proposed Project would be consistent with the CAP and the Specific Plan provides land use standards and sustainability design standards that are consistent with reduction of VMT related GHG emissions/climate adaptation. Thus, the proposed Project is consistent with this policy.
Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	Consistent. The proposed Project is a land use planning project that includes sustainability design standards included in the Specific Plan in Section 5.0, <i>Design Guidelines</i> .
Integrate local food production into the regional landscape.	Not applicable. This measure is a regional policy and is not applicable to an urban infill development, such as that proposed by the Specific Plan Project.
Promote more resource efficient development focused on conservation, recycling, and reclamation.	Consistent. The proposed Project is a land use planning project that includes sustainability design standards including in the Specific Plan as Section 5.0, <i>Design Guidelines</i> .
Preserve, enhance, and restore regional wildlife connectivity.	Not applicable. The Project site and surrounding areas do not contain biological habitats for which wildlife connectivity would be an issue.
Reduce consumption of resource areas, including agricultural land.	Not applicable. This measure is a regional policy and not related to an urban transit-oriented environment. The Project site does not contain any resource areas, including agricultural land.
Identify ways to improve access to public park space.	Consistent. The proposed Project includes development of approximately 13.1 acres of publicly accessible park and open space areas.

Airport Environs Land Use Plan for John Wayne Airport

As described previously, SNA is located approximately 1.4 miles southeast of the Project site within the AELUP Notification area and FAR Part 77 Notification Area for the airport, but outside of the airport’s 60 CNEL Contour. Table 5.8-2 provides an assessment of the proposed Project’s consistency with the AELUP for John Wayne Airport. As detailed, the proposed Project would be consistent with airport land use plan policies and the proposed Project would not conflict with the AELUP for John Wayne Airport.

Table 5.8-2: Consistency with John Wayne Airport Land Use Plan Policies

AELUP Policy	Proposed Project Consistency with Applicable Policy
<p>Policy 3.2.1: Within the boundaries of the AELUP, any land use may be found to be inconsistent with the AELUP which:</p> <ol style="list-style-type: none"> Places people so that they are affected adversely by aircraft noise, 	<p>Consistent. The Project site is outside of the airport’s 60 CNEL contour, as shown in Figures 5.6-2 and 5.6-3, and is not subject to adverse aircraft noise. Noise from airport or aircraft operations would be below 60 dBA CNEL on the Project site. As described in Section 5.10,</p>

AELUP Policy	Proposed Project Consistency with Applicable Policy
<ol style="list-style-type: none"> 2. Concentrates people in areas susceptible to aircraft accidents, 3. Permits structures of excessive height in areas which would affect adversely the continued operation of the airport, or 4. Permits activities or facilities that would affect adversely aeronautical operations. 	<p><i>Noise</i>, the proposed Project would not result in significant impacts related to airport noise. The Project site is not located within SNA's Airport Safety Zone, as shown in Figure 5.6-1, Section 5.6, <i>Hazards and Hazardous Materials</i> and thus would not concentrate people in areas susceptible to aircraft accidents. The proposed Project buildings would be a maximum of 25 stories-high consistent with the GPU assumptions. These structure heights would not affect airport operations, and the Project site is not within the runway approach or protection zones. Also, the proposed uses would not affect aeronautical operations. Therefore, the proposed Project is consistent with Policy 3.2.1.</p>
<p>Policy 3.2.4: Noise Impact Zone "2" – Moderate Noise Impact (60 dB CNEL or greater, less than 65 dB CNEL). Noise impacts in this area are sufficient to require sound attenuation as set forth in the California Noise Insulation Standards, Title 25, California Code of Regulations. Single noise events in this area create serious disturbances to many inhabitants. Even though the Commission would not find residential units incompatible in this area, the Commission strongly recommends that residential units be limited or excluded from this area unless sufficiently sound attenuated. The residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB. In addition, it is recommended that designated outdoor common or recreational areas within Noise Impact Zone 2 provide outdoor signage informing the public of the presence of operating aircraft.</p>	<p>Consistent. The Project site is not located within Noise Impact Zone 2. As described in Section 5.6, <i>Hazards and Hazardous Materials</i>, and Section 5.9, <i>Noise</i>, the proposed Project site is outside of the airport's 60 CNEL contour, as shown in Figures 5.6-2 and 5.6-3.</p> <p>Additionally, as described in Section 5.9, <i>Noise</i>, the proposed Project would comply with California Noise Insulation Standards, Title 24 California Code of Regulations that require interior noise levels to not exceed 45 dBA CNEL. Therefore, the proposed Project is consistent with Policy 3.2.4.</p>
<p>Policy 3.2.5: Runway Protection Zone "RPZ," Extreme Crash Hazard. The severe potential for loss of life and property due to accidents prohibits most land uses in this area. Only airport related uses and open space uses, including agriculture and certain types of transportation and utility uses are permitted. No buildings intended for human habitation are permitted in the RPZ. Furthermore, because of the proximity to aeronautical operations, uses in this area must not attract birds nor emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference so as to interfere with, or endanger, aeronautical operations.</p>	<p>Consistent. The Project site is not located within any SNA's Airport Safety Zone or Runway Protection Zone, as shown in Figure 5.6-1 in Section 5.6 <i>Hazards and Hazardous Materials</i>. Therefore, the proposed Project is consistent with Policy 3.2.5.</p>
<p>Policy 3.2.6: Height Restriction Zone. Any object, which by reason of its height or location would interfere with the established, or planned, airport flight procedures, patterns, or navigational systems, is unacceptable. This will ensure the stability of local air transportation, as well as promote land uses that are compatible with the airport environs. However, any object which rises above the height of surrounding development, or which is located in close proximity to any of the various flight paths, must be clearly visible during hours of twilight or darkness and must not threaten, endanger, or interfere with aeronautical operations.</p>	<p>Consistent. The Project site is within the SNA FAR Part 77 Notification Imaginary Surface area, which requires notification to FAA for any project that would exceed a 100:1 slope of an imaginary surface extending outward for 20,000 feet from the nearest runway at SNA or would be more than 200 feet in height above the ground level. The proposed mixed-use buildings would be a maximum of 25 stories high; the tallest point on the buildings would be 285 feet above the existing ground level. Because the proposed Project is subject to the City's development review and permitting process, it would</p>

AELUP Policy	Proposed Project Consistency with Applicable Policy
<p>Policy 3.2.7: Airspace/Airport Inconsistency. Any structure, either within or outside of the planning area, is inconsistent with this AELUP if it:</p> <ol style="list-style-type: none"> 1. Is determined to be a “Hazard” by the FAA; 2. Would raise the ceiling or visibility minimums at an airport for an existing or planned instrument procedure (i.e., a procedure consistent with the FAA approved airport layout plan or a proposed procedure formally on file with the FAA); 3. Would result in a loss in airport utility, e.g. in a diminution of the established operational efficiency and capacity of the airport, such as by causing the usable length of the runway(s) to be reduced; or 4. Would conflict with air space used for the airport traffic pattern or enroute navigation to and from the airport. 	<p>comply with the FAA’s notification requirement and is consistent with Policy 3.2.6.</p> <p>Consistent. The proposed Project is not located within an area, and would not extend into areas, that would adversely affect the SNA operations or result in a hazard. As described previously, and in Section 5.6 <i>Hazards and Hazardous Materials</i>, and shown in Figure 5.6-1, the proposed Project location is outside of the Runway protection Zone and would not result in excessive heights and would not be considered a hazard by the FAA.</p> <p>The proposed mixed-use buildings would be a maximum of 25 stories high; and the tallest point on the buildings would be 285-feet from ground level. Although the proposed Project would require FAA’s notification, it would not affect airport operations, and would not raise the visibility minimums at SNA airport.</p> <p>Overall, the proposed structures would not adversely affect SNA aeronautical operations and would comply with AELUP and FAR Part 77 notification requirements. Therefore, the proposed Project is consistent with Policy 3.2.7.</p>
<p>Policy 3.3.6: Condition which may serve to mitigate a project/action and thus may permit the ALUC to make a finding of consistency includes providing noticing that states “Notice of Airport in Vicinity: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.”</p>	<p>Consistent. As detailed previously, SNA is located approximately 1.4 miles southeast of the Project site and is not located within the approach or departure zones or runway safety compatibility zones for the airport. The Project site is located outside of both the airport’s planned and actual (2019) 60 CNEL contours (Figures 5.6-2 and 5.6-3); and the site is not subject to annoyances or inconveniences associated with airport operations (such as noise, vibration, or odors). Thus, the noticing statement in this policy is not required for the ALUC to make a finding of consistency. Therefore, the proposed Project is consistent with Policy 3.3.6.</p>

General Plan Update

General Plan Land Use Designation. The Project site currently has a General Plan Land Use designation of District Center-High (DC-5), which has a maximum Floor Area Ratio (FAR) of 5.0, or 125 dwelling units per acre (du/ac) and a maximum height of 25 stories that allows up to 8,733,780 SF of mixed uses, inclusive of residential uses, within the Project site.

The GPU Land Use Element states that the District Center land use designation 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. The designation allows a mix of uses, including residential; 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 within areas designated as District Center.

The GPU Land Use Element also states that the DC-5 designation is for “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”.

The proposed Project would implement the City’s GPU and the DC-5 land use designation for the Project site by removing the existing low intensity vehicle-oriented commercial development on the site and provide a new mixed-use development with up to 3,750 multi-family residential units; up to 350,000 SF of commercial uses; a 250-room hotel; a senior living/continuum of care use with up to 200 units; and approximately 13.1 acres of common open space that would provide pedestrian connectivity throughout the site. The proposed Project would result in a residential density of 91 du/ac and a non-residential FAR of 2.7, which is within the DC-5 allowable residential density of up to 125 du/ac and non-residential FAR of up to 5.0.

Consistent with the DC-5 designation the proposed Project would develop new urban retail, residential mixed-use, and employment uses that would be connected to public transportation. The proposed Project would create a new activity center at the southern entrance into Santa Ana, adjacent to the existing South Coast Metro area, and would provide new urban-scale development. The proposed Project would provide a mix of uses, including residential, retail, and commercial services, recreation, and entertainment. In addition, the Project site is located within a Transit Priority Area (TPA) and High Quality Transit Area, and is adjacent to six bus routes that provide connections to regional transit services. Thus, the proposed Project would implement, and would not conflict with, the General Plan land use designation for the site.

GPU Focus Area. The Project site is located within the GPU South Bristol Street Focus Area. The GPU Land Use Element states that the intent of the South Bristol Street Focus Area is to 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.

The images on page 60 of the GPU Land Use Element show high density multi-story buildings and urban open space corridors, and the text states that the images are intended to convey the desired design and character of new development, improvements to the public realm, and general atmosphere envisioned for the focus area. This includes introducing mixed use urban villages with a multi-story presence along the corridor and commercial uses that are bike friendly and transit oriented.

The proposed Project would implement the intent of the South Bristol Street Focus Area by removing the existing low intensity auto-oriented shopping center on the site and provide a new mixed-use urban village with up to 3,750 multi-family residential units; up to 350,000 SF of commercial uses; a 250-room hotel; a senior living/continuum of care use with up to 200 units; and approximately 13.1 acres of common open space that would provide pedestrian connectivity throughout the site. The proposed Project would be transit-friendly because the site is within a TPA and a High Quality Transit Area, and adjacent to six OCTA bus routes that connect to regional transportation. Additionally, the proposed Project would install on and offsite pedestrian and bicycle facilities and would include onsite bicycle parking/lockers, etc. and therefore, would be bike friendly. The proposed Project would implement the intent and GPU vision for the South Bristol Street Focus Area. Impacts related to conflict with the GPU South Bristol Street Focus Area would not occur from implementation of the proposed Project.

Land Use Consistency. As shown on Figure 3-4, the majority of the areas adjacent to the Project site within Santa Ana are also designated as DC-5, with exception of the northwest portion of the site, across from South Plaza Drive, which is designated for Medium Density Residential (MR-15). South Coast Plaza is located across Sunflower Avenue to the south of the Project site in the City of Costa Mesa and the North Costa Mesa Specific Plan which describes that South Coast Plaza is a regionally significant retail trade center served by major regional transportation facilities and services.

The areas surrounding the Project site are developed with residential, service, office, and commercial uses. Development of the site for multi-family residential, commercial (retail/restaurant/hotel), and open space

uses would integrate into the adjacent areas. The proposed Project would provide housing proximate to local employment centers, commercial retail services and restaurants for onsite residents and employees working nearby. In addition, the proposed Project would provide onsite open space and recreation activities that would integrate into the existing communities around the site. The proposed Project would provide vehicular, bicycle, and pedestrian access and would provide circulation improvements to efficiently integrate into the land uses and circulation infrastructure of the area.

Overall, the proposed Project would not result in a land use inconsistency. The proposed Project would implement a mix of uses, including multi-family residential, and would provide locational efficiency as it allows people to work, live, and obtain services within a small area, which has the potential to reduce VMT in comparison to residential development that is farther from employment and services. As described throughout this Supplemental EIR, with implementation of existing regulations, the proposed Project would not result in significant environmental impacts such as light, noise, or air quality to the adjacent existing and planned land uses. Therefore, impacts related to land use inconsistency would be less than significant.

GPU Goals, Policies, and Objectives: A detailed analysis of the proposed Project’s consistency with the applicable goals, policies, and objectives of the City’s GPU that serve to avoid or mitigate environmental impacts is provided in Table 5.8-3. As described, the proposed Project would be consistent with the relevant goals, policies, and objectives of the City’s GPU that avoid or mitigate environmental impacts, and impacts related to conflict with a GPU policy related to an environmental effect would be less than significant.

Table 5.8-3: Consistency with Relevant General Plan Update Goals, Policies, and Objectives

General Plan Update Goal, Policy, or Objective	Project Consistency
Community Element	
GOAL CM-1: Provide opportunities for public and private recreation and cultural programs that meet the needs of Santa Ana’s diverse population.	Consistent. As discussed in Chapter 3.0, <i>Project Description</i> , the proposed Project site would include approximately 13.1 acres of public open space with Greenlink walking corridors to connect the mixed uses within the development as well as improve access to centers around the Project site.
POLICY CM-1.5: 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.	Consistent. As described in Chapter 3.0, <i>Project Description</i> , the proposed Project would include 13 acres of public open space which includes walking paths, parks, and active areas to encourage active lifestyles to not only those within the development but to the general public.
POLICY CM-1.6: Promote the development and use of privately-owned recreation and entertainment facilities that help meet the needs of Santa Ana residents.	Consistent. As described in Chapter 3.0, <i>Project Description</i> , the proposed Project would include approximately 13 acres of privately-owned open space available to the public which includes walking paths, parks, and active areas to encourage active lifestyles to not only those within the development but to the general public.
POLICY CM-3.2: 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.	Consistent. The proposed Project would not result in impacts related to public safety. The Project buildings and accesses would be developed pursuant to the California Building Codes, which would be verified through the City’s development permitting process; and as detailed in the Phase I and Phase II Environmental Site Assessments prepared for the site (Appendices J and K), the site does not contain any significant public safety related hazards. The proposed Project would also not result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference. Substantial light or glare would not be generated because exterior light fixtures and security

General Plan Update Goal, Policy, or Objective	Project Consistency
	<p>lighting would be installed pursuant to Municipal Code specifications for shielding and intensity of security lighting. The Specific Plan includes design guidelines, such that the Project buildings would not use highly reflective surfaces and would not include large areas of glass on the buildings. Therefore, the proposed Project would not generate substantial sources of glare. Also, the proposed residential, open space, hotel, and commercial uses would not generate substantial quantities of steam, smoke, and dust emissions, and emissions would be regulated by SCAQMD requirements. Therefore, the proposed Project is consistent with Policy CM-3.2.</p>
<p>POLICY CM-3.8: 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.</p>	<p>Consistent. As discussed in Chapter 3.0, <i>Project Description</i>, the 41.1-gross-acre site is currently underutilized with approximately 465,063 SF of retail commercial with large areas of surface parking. Residential development would have amenities including recreation areas, leasing offices, fitness rooms, pools/spas, business centers, etc. Residential uses would be located adjacent to public amenities including parks, open space areas, and the pedestrian-only green linkage (“Greenlink”) that connects the public open spaces throughout the Project site. The Project site is not with an Environmental Justice area.</p>
<p>Mobility Element</p>	
<p>Goal M-1: A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.</p>	<p>Consistent. As described in Section 5.13, <i>Transportation</i>, the proposed Project provides an efficient and comprehensive circulation system that would use adjacent streets that currently serve the site. In addition, as described in Section 5.10, <i>Population and Housing</i>, the proposed Project would provide residences, service uses, visitor-serving uses (e.g., hotel), retail, and restaurants near existing and planned employment areas, and public transit routes which enhances economic viability of the Project site and surrounding area. Therefore, the proposed Project is consistent with Goal M-1.</p>
<p>POLICY M-1.2: Provide a balanced and equitable multimodal circulation network that reflects current and changing needs.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project is adjacent to six existing bus routes and would expand pedestrian and bicycle facilities along adjacent streets as well as within the Project site to provide a multimodal circulation network. Therefore, the proposed Project is consistent with Policy M-1.2.</p>
<p>POLICY M-1.6: Transform travelways to accommodate all users through street design and amenities, such as sidewalks, trees, landscaping, street furniture, and bus shelters.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, Project improvements include street trees, planted setback areas, right-of-way dedication for roadway improvements, bike lane, improved sidewalk conditions, Greenlink pedestrian crossing, drop-off and loading areas, pedestrian paths, and signalization. Therefore, the proposed Project would accommodate all users through street design and amenities and would be consistent with Policy M-1.6.</p>

General Plan Update Goal, Policy, or Objective	Project Consistency
<p>POLICY M-1.7: 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.</p>	<p>Consistent. As described in Section 5.13, <i>Transportation</i>, the proposed Project is located in a High Quality Transit Area and a Transit Priority Area near existing employment, commercial, residential, and retail destinations and in proximity to existing public bus stops and freeways, which would promote reduced VMT. The reduction in VMT would reduce land use related energy consumption in addition to implementation of the required energy efficient systems per Title 24. Therefore, the proposed Project is consistent with Policy M-1.7.</p>
<p>POLICY M-1.8: Consider air and water quality, noise reduction, neighborhood character, and street-level aesthetics when making improvements to travelways.</p>	<p>Consistent. The proposed Project would not result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference. Substantial light or glare would not be generated because exterior light fixtures and security lighting would be installed pursuant to Municipal Code specifications for shielding and intensity of security lighting. The Specific Plan Design Guidelines do not include use of highly reflective surfaces or large areas of glass on the buildings. Therefore, the proposed Project would not generate substantial sources of glare. As described in Section 5.2, <i>Air Quality</i>, operation of the proposed Project would not generate substantial quantities of steam, smoke, and dust emissions, and emissions would be regulated by SCAQMD requirements. Therefore, the proposed Project is consistent with Policy M-1.8.</p>
<p>GOAL M-3: 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>	<p>Consistent. The Project site provides for efficient vehicular travel. The site is also adjacent to existing OCTA bus routes, sidewalks, and bicycle routes. The proposed Project would provide non-vehicular onsite circulation, which would connect to the existing sidewalks adjacent to the Project site. Therefore, the proposed Project is consistent with Goal M-3.</p>
<p>POLICY M-3.1: 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.</p>	<p>Consistent. As described above, the site is adjacent to existing OCTA bus routes, sidewalks, and bicycle routes that would create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers. In addition, the proposed Project includes new and/or improvements to onsite and offsite sidewalks, bicycle lanes, and bus stops. Therefore, the proposed Project encourages multi-modal and transit opportunities, and the proposed Project is consistent with Policy M-3.1.</p>
<p>POLICY M-3.2: 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.</p>	<p>Consistent. As described above, the proposed Project would install new landscaping, shade trees, lighting, benches, bicycle parking and similar support facilities throughout the site and improvements along adjacent roadways. Therefore, the proposed Project is consistent with Policy M-3.2.</p>

General Plan Update Goal, Policy, or Objective	Project Consistency
<p>POLICY M-3.6: Enhance first and last mile connectivity to transit facilities through safe, accessible, and convenient linkages.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would include sidewalk improvements adjacent to the Project site, as well as bike improvements on South Bristol Street, MacArthur Boulevard, and Sunflower Avenue. New exterior lighting onsite would be provided to accent landscaping, Project signage, walkways, parking areas, and to provide for security. In addition, the Project site is located adjacent to six existing OCTA bus routes and the new development onsite would provide connectivity to existing transit facilities. Therefore, the proposed Project is consistent with Policy M-3.6.</p>
<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>	<p>Consistent. As described in Section 5.13, <i>Transportation</i>, the proposed Project is located near existing employment, commercial, residential, and retail destinations and adjacent to existing public bus stops and near freeways within a High Quality Transit Area and a Transit Priority Area which provides for low VMT, sustainable development, and is consistent with the broader GPU land use goals. Therefore, the proposed Project is consistent with Goal M-4.</p>
<p>POLICY M-4.4: Ensure that all development projects pay their fair share of the system improvements necessary to accommodate the transportation needs of their projects.</p>	<p>Consistent. The proposed Project would comply with existing fair-share payment programs, as set forth in the Municipal Code. Therefore, the proposed Project is consistent with Policy M-4.4.</p>
<p>POLICY M-4.6: Promote reductions in automobile trips and vehicle miles traveled by encouraging transit use and nonmotorized transportation as alternatives to augmenting roadway capacity.</p>	<p>Consistent. The Project site is adjacent to existing OCTA bus stops for six different routes, sidewalks, and bicycle routes. The proposed Project would provide non-vehicular onsite and offsite circulation, which would connect to the existing sidewalks and bicycle lanes. Therefore, the proposed Project would encourage transit use and nonmotorized transportation and is consistent with Policy M-4.46.</p>
<p>POLICY M-4.8: Encourage physical and operational improvements to reduce noise levels around major roads, freeways, and rail corridors, in particular around sensitive land uses.</p>	<p>Consistent. As described in Section 5.10, <i>Noise</i>, the proposed Project would implement improvements to the Project site and adjacent roadways that would not result in traffic noise impacts to sensitive land uses. Therefore, the proposed Project is consistent with Policy M-4.8.</p>
<p>POLICY M-4.9: Utilize land use, building, site planning, and technology solutions to mitigate exposure to transportation-related air pollution, especially in environmental justice focus areas.</p>	<p>As described in Section 5.13, <i>Transportation</i>, the Project site is located near existing employment, commercial, residential, and retail destinations and in proximity to existing public bus stops and freeways, which would promote reduced VMT from being located in a Transit Priority Area and High Quality Transit Area. The reduction in VMT would reduce related air pollutants. Therefore, the proposed Project is consistent with Policy M-4.9.</p>
<p>POLICY M-5.1: Improve the beauty, character, and function of travelways with amenities such as landscaped parkways and medians, bike lanes, public art, and other amenities.</p>	<p>Consistent. As described above, the proposed Project would install new landscaping, shade trees, lighting, benches, bicycle lanes and similar amenities facilities throughout the site with improvements along adjacent roadways. Therefore, the proposed Project is consistent with Policy M-5.1.</p>

General Plan Update Goal, Policy, or Objective	Project Consistency
<p>POLICY M-5.4: Leverage opportunities along streets and public rights-of-way to improve water quality through use of landscaping, permeable pavement, and other best management practices.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would include setbacks with landscaped areas, sidewalks, and street trees on South Bristol Street. Street trees would also be added on MacArthur Boulevard, Plaza Drive, and Sunflower Avenue that would help to manage stormwater runoff quality. Therefore, the proposed Project is consistent with Policy M-5.4.</p>
<p>POLICY M-5.6: Encourage the use of alternative fuel vehicles and mobility technologies through the installation of supporting infrastructure.</p>	<p>Consistent. EV charging stations would be provided pursuant to Title 24 requirements. Therefore, the proposed Project is consistent with Policy M-5.6.</p>
<p>Economic Prosperity Element</p>	
<p>GOAL EP-1: Foster a dynamic local economy that provides and creates employment opportunities for all residents in the city.</p>	<p>Consistent. As described in Section 5.2, <i>Air Quality</i>, the proposed Project would help to balance jobs and housing. The proposed Project would develop a mix of land uses that would bring a wide range of employment opportunities to the area. Therefore, the proposed Project is consistent with Goal EP-1.</p>
<p>POLICY EP-1.2: Strengthen and expand citywide business attraction efforts in order to achieve the city's full employment potential.</p>	<p>Consistent. The proposed Project would bring a mixed-use development into the City of Santa Ana along with a positive contribution to the local economy through capital investment, job production, and expanded business attraction. The additional employment opportunities would assist the City in achieving its full employment potential. Therefore, the proposed Project is consistent with Policy EP-1.2.</p>
<p>POLICY EP-3.4: 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.</p>	<p>Consistent. The proposed Project would convert a retail center with large areas of surface parking lots into a mixed-use community with residential, retail, hospitality, and recreation with open spaces and gathering areas for the community. There would be a wide range of amenities that are accessible onsite and nearby through multiple means of transportation. Therefore, the proposed Project is consistent with Policy EP-3.4.</p>
<p>POLICY EP-3.10: Promote the creation of distinctive neighborhood serving districts through the renovation or redevelopment of existing strip-commercial development.</p>	<p>Consistent. As described Chapter 3.0, <i>Project Description</i>, the Project site is currently developed with approximately 465,063 SF of strip-commercial development. The proposed development would provide a distinctive neighborhood with residential, commercial, open space, and recreation areas that would connect to nearby areas through pedestrian, bicycle, and transit linkages. Therefore, the proposed Project is consistent with Policy EP-3.10.</p>
<p>Public Services Element</p>	
<p>POLICY PS-1.10: Require that new development pays its fair share of providing improvements to existing or creating new public facilities and their associated costs and services.</p>	<p>Consistent. Through the City's development permitting process the proposed Project would be required to comply with all City Ordinances related to fair share funding or development fees to provide for new public facilities. Therefore, the proposed Project is consistent with Policy PS-1.10.</p>

General Plan Update Goal, Policy, or Objective	Project Consistency
<p>GOAL PS- 2: Preserve a safe and secure environment for all people and property.</p>	<p>Consistent. The proposed Project would protect the public health and safety by compliance with existing federal, state, regional, and local regulations. Also, prior to building permit issuance, the Orange County Fire Authority and the Santa Ana Police Department would perform a plan review to ensure all applicable codes are met. Therefore, the proposed Project is consistent with Goal PS-2.</p>
<p>POLICY PS-2.1: 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.</p>	<p>Consistent. Prior to building permit issuance, Orange County Fire Authority and the Santa Ana Police Department would perform a plan review to ensure all applicable codes are met. A Fire Master Plan has been prepared and would be reviewed by the Orange County Fire Authority as part of the Subdivision Map review. Therefore, the proposed Project is consistent with Policy PS-2.1.</p>
<p>POLICY PS-2.2: 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.</p>	<p>Consistent. Through the City’s development permitting process the proposed Project would be required to comply with all applicable fire and building codes and to comply with an ongoing fire inspection program. Therefore, the proposed Project is consistent with Policy PS-2.2.</p>
<p>POLICY PS-3.5: 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.</p>	<p>Consistent. As described in Section 5.7, <i>Hydrology and Water Quality</i>, the proposed Project would include a project specific WQMP that would outline best management practices per municipal NPDES. The proposed Project would adhere to the Orange County MS4 Stormwater Permit which identifies requirements and regulations for water quality. As described in Section 5.15, <i>Utilities and Service Systems</i>, the proposed onsite drainage would reduce stormwater runoff. Therefore, the proposed Project is consistent with Policy PS-3.5.</p>
<p>POLICY PS-3.8 Implement Promote cost-effective conservation strategies and programs that increase water use efficiency.</p>	<p>Consistent. As described in Section 5.8, <i>Utilities and Service Systems</i>, the proposed Project would be required to implement CALGreen/Title 24 water conservation strategies including low flow plumbing fixtures, drought tolerant landscaping and water efficient irrigation systems. In addition, onsite drainage would flow to landscaping areas providing reuse of water resources. Thus, the proposed Project would implement cost-effective conservation strategies and increase water efficiency. Therefore, the proposed Project is consistent with Policy PS-3.8.</p>
<p>POLICY PS-3.10: Encourage new development and reuse projects to incorporate recycling and organics collection activities aligned with state waste reduction goals.</p>	<p>Consistent. The proposed Project would be required by the state and City, through the development permitting process, to provide recycling bins in trash enclosures as well as require restaurants to recycle organic materials. Therefore, the proposed Project is consistent with Policy PS-3.10.</p>
<p>POLICY PS-3.12 Maintain and upgrade sewer and water infrastructure through impact fees from new development and exploring other funding sources.</p>	<p>Consistent. As described in Section 5.16, <i>Utilities and Service Systems</i>, the proposed Project would install a new onsite water infrastructure system that would connect to water pipelines adjacent to the site. The onsite improvements include construction of a 12-inch water main in Bristol Paseo and replacement of the existing 12-inch water line in Callen’s Common with a new 12-inch water line and connection with the new onsite infrastructure. The</p>

General Plan Update Goal, Policy, or Objective	Project Consistency
	<p>proposed Project also includes offsite infrastructure improvements that would replace a portion of the 12-inch water main in South Plaza Drive from MacArthur Boulevard to Sunflower Ave with a 12-inch water main. Also, the existing 12-inch water mains in Sunflower Avenue from South Plaza Drive to Bristol Street and Bristol Street from MacArthur Boulevard to Sunflower Avenue would be replaced “in-kind” with new 12-inch water mains. Thus, the upgraded water infrastructure would have adequate capacity to serve the needs of the proposed Project, in addition to the other needs within the service areas. In addition, pursuant to permitting requirements and existing City development requirements, the new development onsite would be required to provide development impact fees to provide for maintenance and improvement of the City’s infrastructure as needed. Therefore, the proposed Project is consistent with Policy PS-3.12.</p>
Conservation Element	
<p>GOAL CN-1: Protect air resources, improve regional and local air quality, and minimize the impacts of climate change.</p>	<p>Consistent. As discussed previously, the site is located within a Transit Priority Area and a High Quality Transit Area and the mixed-use redevelopment on the site would promote reduced VMT from the mix of onsite uses and connections to transit, sidewalks, and bicycle routes. The reduction in VMT and infill development by the proposed Project would limit emissions and the related impacts of climate change, as detailed in Section 5.5, <i>Greenhouse Gas Emissions</i>. Therefore, the proposed Project is consistent with Policy CN-1.</p>
<p>POLICY CN-1.6: Promote development that is mixed use, pedestrian friendly, transit oriented, and clustered around activity centers.</p>	<p>Consistent. As described above, the site is located within a Transit Priority Area and a High Quality Transit Area. The mixed-use site is adjacent to existing bus stops for six OCTA bus routes; in addition to sidewalks and bicycle routes that would create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers. The proposed Project would develop an activity center and is adjacent to South Coast Plaza, which is an activity center. The proposed Project includes new onsite pedestrian and bicycle pathways and offsite sidewalk, bikeway, and bus stop improvements that would connect to existing sidewalks and bicycle routes to implement multi-modal transportation. Therefore, the mixed-use proposed Project is within an activity center, would be pedestrian friendly, and would encourage multi-modal and transit opportunities. The proposed Project is consistent with Policy CN-1.6.</p>
<p>POLICY CN-1.7: 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.</p>	<p>Consistent. As described in Section 5.10, <i>Population and Housing</i>, the proposed Project would provide residences near existing employment, shopping, and services as well as bring in a diverse range of employment opportunities. In addition, the proposed Project would assist in the jobs to housing balance and provide additional housing within an area that has limited vacancy; thus, providing a net community benefit. Therefore, the proposed Project is consistent with Policy CN-1.7.</p>

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<p>POLICY CN-1.8: Promote use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.</p>	<p>Consistent. As described above, the Project site is adjacent to existing OCTA bus stops for six routes and the proposed Project would provide sidewalks and bicycle lanes. Therefore, the proposed Project encourages multi-modal and transit opportunities, and the proposed Project is consistent with Policy CN-1.8</p>
<p>POLICY CN-1.12: 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.</p>	<p>Consistent. The site is adjacent to bus stops for six OCTA bus routes. The proposed Project would provide new and/or improvements to sidewalks and bikeways, and bus stop improvements that would connect to existing infrastructure. In addition, the proposed Project would install EV charging stations and secure bicycle parking. Therefore, the proposed Project is consistent with Policy CN-1.12.</p>
<p>POLICY CN-1.18: Coordinate with park renovation and new development to address air quality and climate impacts by reducing the heat island effect by providing green infrastructure and shade, and reducing air pollution by providing vegetation that removes pollutants and air particles.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would increase the amount of greenspace and landscaping on the site. Landscaping is planned throughout the development including the open space park areas and the Greenlink which provides a walking path connection between Bristol Green and Bristol Central Park with shade trees. Therefore, the proposed Project is consistent with Policy CN-1.18.</p>
<p>GOAL CN-3: Reduce consumption of and reliance on nonrenewable energy and support the development and use of renewable energy sources.</p>	<p>Consistent. As described in Section 5.3, <i>Energy</i>, the proposed Project includes features to reduce consumption of non-renewable energy, such as solar infrastructure, EV charging stations, energy efficient appliances, and Title 24 compliant lighting and plumbing fixtures. Therefore, the proposed Project is consistent with Goal CN-3.</p>
<p>POLICY CN-3.3: Promote energy-efficient development patterns by clustering mixed use developments and compatible uses adjacent to public transportation.</p>	<p>Consistent. The Project proposes a mixed-use development adjacent to compatible commercial and residential development and adjacent to bus stops for six OCTA bus routes, which includes connections to regional transportation centers. Therefore, the proposed Project is consistent with Policy CN-3.3.</p>
<p>POLICY CN-3.4: Encourage site planning and subdivision design that incorporates the use of renewable energy systems.</p>	<p>Consistent. As described in Section 5.3, <i>Energy</i>, the proposed Project includes features to reduce consumption of non-renewable energy, such as solar infrastructure, EV charging stations, energy efficient appliances, and Title 24 compliant lighting and plumbing fixtures. Therefore, the proposed Project is consistent with Policy CN3.4.</p>
<p>POLICY CN-3.5: 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.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would increase the amount of greenspace and landscaping on the site. Landscaping is planned throughout the development including the open space areas, the Greenlink which provides a walking path connection between Bristol Green and Bristol Central Park with shade trees, and new landscaping and street trees along roadways surrounding the site. Therefore, the proposed Project is consistent with Policy CN-3.5</p>

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<p>GOAL CN-4: Conserve and replenish existing and future water resources.</p>	<p>Consistent. As described in Section 5.15, <i>Utilities and Service Systems</i>, the proposed Project would be required to implement CALGreen/Title 24 water conservation strategies including low flow plumbing fixtures, drought tolerant landscaping, and water efficient irrigation systems. In addition, onsite drainage would flow to landscaping areas. Thus, the proposed Project would implement water conservation and water efficiency. Therefore, the proposed Project is consistent with Policy CN-4.</p>
<p>POLICY CN-4.2: Encourage public and private property owners to plant native or drought-tolerant vegetation.</p>	<p>Consistent. The proposed Specific Plan includes development standards for landscaping that include use of native and drought tolerant landscaping as required by the City’s Municipal code and CALGreen/Title 24 requirements. Therefore, the proposed Project is consistent with Policy CN-4.2.</p>
<p>POLICY CN-4.4: Promote irrigation and rainwater capture systems that conserve water to support a sustainable community.</p>	<p>Consistent. As described in Section 5.7, <i>Hydrology and Water Quality</i>, the proposed Project would direct stormwater to landscaping areas for irrigation use and would include structural BMPs to filter stormwater through vegetated biotreatment systems before discharge. Therefore, the proposed Project is consistent with this policy.</p>
<p>POLICY CN-4.6: 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.</p>	<p>Consistent. As described in Section 5.7, <i>Hydrology and Water Quality</i>, the proposed Project would result in an increase in pervious surfaces on the site and a reduction in stormwater runoff. The proposed Project would include structural BMPs to filter stormwater through vegetated biotreatment systems to protect water quality. A Project specific WQMP is required to ensure that appropriate BMPs are implemented to reduce pollutant loads from the Project site. Therefore, the proposed Project is consistent with this policy.</p>
Open Space Element	
<p>GOAL OS-1: Provide an integrated system of accessible parks, recreation facilities, trails, and open space to serve the City of Santa Ana.</p>	<p>Consistent. The proposed Project includes approximately 13 acres of publicly available open space including Bristol Green, Bristol Central Park, and a Greenlink as shown in Figure 3-11 in Chapter 3.0, <i>Project Description</i>. The Specific Plan includes a conceptual community neighborhood layout that connects the community through pedestrian and bike friendly streets to the commercial and recreational open space uses on and near the site. Therefore, the proposed Project is consistent with Policy OS-1.</p>
<p>POLICY OS-1.5: 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.</p>	<p>Consistent. The proposed Project would convert an underutilized commercial shopping center into a mixed-use development that includes residential, retail, hospitality, and recreational uses with open spaces with greenway corridors, landscape areas, and gathering areas for the community. There would be a wide range of amenities that are accessible by sidewalks, greenways, and bicycle paths. Therefore, the proposed Project is consistent with Policy OS-1.5.</p>

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<p>POLICY OS-1.9: 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.</p>	<p>Consistent. The proposed Project would include approximately 13 acres of publicly accessible open space including a proposed central park, two plaza spaces, and a Greenlink as shown in Figure 3-11. Development applicants would be required to pay park fees as set forth in the Municipal Code. The Specific Plan includes a conceptual community neighborhood layout that connects the community through multi-modal pedestrian and bike friendly streets. Therefore, the proposed Project is consistent with Policy OS-1.9.</p>
<p>GOAL OS-2: Provide welcoming, inclusive, safe, and healthy parks, recreation facilities, and activities to serve Santa Ana residents regardless of age, ability, or income.</p>	<p>Consistent. As described in the Specific Plan, open space would consist of approximately 13 acres, comprised of Bristol Central Park, Greenlink, Bristol Green, Bristol Plaza/Retail Village Open Space, and the Bristol Street Expanded Parkway. The Bristol Central Park would be a publicly accessible open space with open play areas, walkways, seating, and a private recreation facility. The Greenlink would be a landscaped walking path with seating. The Bristol Green would include landscaping, seating, and walkways. The Bristol Plaza would include retail, seating, outdoor dining, and landscaping. Therefore, the proposed Project is consistent with Policy OS-2.</p>
<p>POLICY OS-2.1: 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.</p>	<p>Consistent. As described in the Specific Plan, open space would consist of approximately 13 acres, comprised of Bristol Central Park, Greenlink, Bristol Green, Bristol Plaza/Retail Village Open Space, and the Bristol Street Expanded Parkway. The Bristol Central Park would be a publicly accessible open space with open play areas, walkways, seating, and a private recreation facility. The Greenlink would be a landscaped walking path with seating. The Bristol Green would include landscaping, seating, and walkways. The Bristol Plaza would include seating, outdoor dining, and landscaping. Therefore, the proposed Project is consistent with Policy OS-2.</p>
<p>POLICY OS-3.5: 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.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would include native and drought tolerant landscaping (Figure 3-11). Landscaping is planned throughout the development including a Greenlink which provides a walking path connection between Bristol Green and Bristol Central Park with shade trees and garden areas. Additionally, new landscaping and street trees along roadways surrounding the site. Therefore, the proposed Project is consistent with Policy OS-3.5.</p>
<p>POLICY OS-3.6: Integrate drought tolerant or native plantings, waterwise irrigation, design and maintenance efficiencies, and sustainable development practices to reduce water use and energy consumption.</p>	<p>Consistent. Implementation of the Related Bristol Specific Plan would result in sustainable development through the provision of open space and trees within the site. Drought tolerant plant materials and water efficient irrigation systems would be used to conserve water, and vegetated biotreatment systems would be used to treat rainwater. Additionally, development facilitated by the Specific Plan would use materials and technologies that minimize environmental impacts, reduce energy and resource consumption, and promote long lasting development. Window technologies such as physical sun shading, low e-coatings, and insulated daylighting panels would be used</p>

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	where appropriate to decrease the energy costs associated with cooling buildings during most of the year. Therefore, the proposed Project is consistent with Policy OS-3.6.
Noise Element	
GOAL N-1: Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.	Consistent. As described in Section 5.9, <i>Noise</i> , the land uses implemented by the proposed Project would be compatible with current and projected (Year 2045) noise conditions. Impacts related to noise would be less than significant and Conditions of Approval would ensure that design specifications result in noise attenuation in compliance with Title 24 and City regulations. Therefore, the proposed Project is consistent with this policy.
POLICY N-1.2: Encourage functional and attractive designs to mitigate excessive noise levels.	Consistent. As described in Section 5.9, <i>Noise</i> , Conditions of Approval would ensure that design specifications result in noise attenuation in compliance with Title 24 and City regulations. Therefore, the proposed Project is consistent with this policy.
POLICY N-1.4: Protect noise sensitive land uses from excessive, unsafe, or otherwise disruptive noise levels.	Consistent. As detailed in the noise analysis provided in Section 5.9, <i>Noise</i> , the proposed Project’s operational uses would not generate high noises levels. Also, as described above the proposed Project is consistent with the General Plan land use designation of DC-5. Therefore, the proposed Project is consistent with this policy.
GOAL N-2: Reduce the impact of known sources of noise and vibration.	Consistent. As described in Section 5.9, <i>Noise</i> , the proposed Project would result in less than significant impacts related to noise and vibration. Thus, the proposed Project is consistent with Goal N-2.
POLICY N-2.1: Reduce noise generated from traffic, railroads, transit, and airports to the extent feasible.	Consistent. As described in Section 5.9, <i>Noise</i> , the proposed Project would result in less than significant impact related to traffic noise. Thus, the proposed Project is consistent with Policy N-2.1.
POLICY N-2.2: Minimize noise impacts from commercial and industrial facilities adjacent to residential uses or zones where residential uses are permitted.	Consistent. As described in Section 5.9, <i>Noise</i> , the proposed Project would result in less than significant noise impacts from operation of the proposed commercial uses on the existing and proposed residences. No industrial uses are proposed as a part of the proposed Project. Thus, the proposed Project is consistent with Policy N-2.2.
POLICY N-2.3: Minimize the effects of intermittent, short-term, or other nuisance noise sources.	Consistent. As described in Section 5.9, <i>Noise</i> , the proposed Project would result in less than significant impacts with mitigation incorporated related to construction noise and other potential short-term nuisance noise sources. Thus, the proposed Project is consistent with Policy N-2.3.
GOAL N-3: Protect sensitive land uses from airport related noise impacts.	Consistent. As described in Section 5.9, <i>Noise</i> , the Project site is located outside of the SNA 60 CNEL noise contour and the site is not subject to airport related noise impacts. The proposed Project is consistent with Goal N-3.

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<p>POLICY N-3.1: Residential development within the John Wayne Airport (SNA) 65 dB(A) CNEL Noise Contour or greater is not supported.</p>	<p>Consistent. As described in Section 5.9, <i>Noise</i>, and Section 5.6, <i>Hazards and Hazardous Materials</i>, the Project site is not within the SNA 60 dBA CNEL Noise Contour and would not result in airport noise related hazards to new sensitive uses on the Project site. Thus, the proposed Project is consistent with Policy N-3.1.</p>
Safety Element	
<p>GOAL S-1: Protect life and minimize property damage, social and economic disruptions caused by flood and inundation hazards.</p>	<p>Consistent. The proposed Project is not located within a flood inundation area and would protect the public health and safety by compliance with existing federal, state, regional, and local regulations related to natural hazards and other public safety concerns. Therefore, the proposed Project is consistent with Goal S-1.</p>
<p>POLICY S-1.7: 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.</p>	<p>Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i>, the proposed Project would result in an increase in pervious surfaces on the site and a reduction in stormwater runoff. The proposed Project would include structural BMPs to filter stormwater through vegetated biotreatment systems to protect water quality. A Project specific WQMP is required to ensure that appropriate BMPs are implemented to reduce pollutant loads from the Project site. Therefore, the proposed Project is consistent with this policy.</p>
<p>GOAL S-2: 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.</p>	<p>Consistent. As described in Section 5.7, <i>Hazards and Hazardous Materials</i>, Phase I and II Environmental Site Assessments were prepared for the Project site and determined that potential impacts from hazardous materials would be less than significant with implementation of Mitigation Measure HAZ-1, PPP HAZ-1&2, and PPP WQ-1&2. The proposed Project is consistent with this policy.</p>
<p>POLICY S-2.4: 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.</p>	<p>Consistent. As described in Section 5.7, <i>Hazards and Hazardous Materials</i>, Phase I and Phase II Environmental Site Assessments were prepared for the Project site and determined that impacts from hazardous materials would be less than significant with implementation of Mitigation Measure HAZ-1, PPP HAZ-1&2, and PPP WQ-1&2. Thus, the proposed Project is consistent with Policy S-2.4.</p>
<p>GOAL S-3: Provide a safe environment for all Santa Ana residents and workers while minimizing risk.</p>	<p>Consistent. As described in Section 5.7, <i>Hazards and Hazardous Materials</i>, Phase I and Phase II Environmental Site Assessments were prepared for the Project site and determined that impacts from hazardous materials would be less than significant with implementation of Mitigation Measure HAZ-1, PPP HAZ-1&2, and PPP WQ-1&2. Thus, the proposed Project is consistent with Policy S-2.4.</p>
<p>POLICY S-3.2: 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.</p>	<p>Consistent. The proposed Project would comply with all California Building Code requirements as well as the recommendations provided by the Geotechnical Investigation (Appendix G of this EIR), which would be ensured through the City development permitting process. Thus, the proposed Project is consistent with Policy S-3.2.</p>

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GOAL S-4: Protect the safety of the general public from aircraft hazards.	Consistent. As discussed in Table 5.8-2, the proposed Project is considered consistent with the SNA AELUP policies. Therefore, the proposed Project is consistent with Goal S-4.
POLICY S-4.1: 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.	Consistent. The Project site is within the SNA FAR Part 77 Notification Imaginary Surface Area, which requires notification to FAA for any project that would be more than 200 feet in height above the ground level. The proposed mixed-use buildings would be a maximum of 25 stories high; the tallest point of the buildings would be 285 feet from ground level. Because the proposed Project is subject to the City’s development review and permitting process, it would comply with the FAA and is consistent with Policy S-4.1.
POLICY S-4.2: 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.	Consistent. The Project site is within the SNA FAR Part 77 Notification Imaginary Surface area, which requires notification to FAA for any project that would exceed a 100:1 slope of an imaginary surface extending outward for 20,000 feet from the nearest runway at SNA or would be more than 200 feet in height above the ground level. The proposed mixed-use buildings would be a maximum of 25 stories high; the tallest point on the buildings would be 285-feet above the existing ground level. Because the proposed Project is subject to the City’s development review and permitting process, it would comply with the FAA’s notification requirement and is consistent with Policy S-4.2.
POLICY S-4.3: 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.	Consistent. The proposed Project would also not result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference. Substantial light or glare would not be generated because exterior light fixtures and security lighting would be installed pursuant to Municipal Code specifications for shielding and intensity of security lighting. The Specific Plan includes design guidelines, such that the proposed Project buildings would not use highly reflective surfaces and would not include large areas of glass on the buildings. Therefore, the proposed Project would not generate substantial sources of glare. Also, the proposed residential, open space, hotel, and commercial uses would not generate substantial quantities of steam, smoke, and dust emissions, and emissions would be regulated by SCAQMD requirements. Therefore, the proposed Project is consistent with Policy S-4.3.
POLICY S-4.6: 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.	Consistent. The Project site is not located within Noise Impact Zone 2. As described in Section 5.6 <i>Hazards and Hazardous Materials</i> and Section 5.9, <i>Noise</i> , the proposed Project site is outside of the airport’s 60 CNEL contour, as shown in Figures 5.6-2 and 5.6-3. Therefore, the proposed Project is consistent with Policy S-4.6.
Land Use Element	
POLICY LU-1.1: Foster compatibility between land uses to enhance livability and promote healthy lifestyles.	Consistent. The proposed Project would provide new residential, commercial, hotel, and open space land uses adjacent to existing residential, commercial, and office land uses that would be compatible. The proposed Project

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	includes sidewalks and bicycle improvements to provide for walking and bicycling to onsite and offsite areas. The residential uses would be located adjacent to public amenities including parks, open space areas, and the pedestrian-only Greenlink that connects the public open spaces throughout the Project site, which would enhance livability and promote healthy lifestyle. Thus, the proposed Project is consistent with Policy LU-1.1.
POLICY LU-1.5: Incentivize quality infill residential development that provides a diversity of housing types and accommodates all income levels and age groups.	Consistent. The proposed Project would provide new infill mixed-use development that would provide a diversity of multi-family housing types and could accommodate a range of income levels and age groups. The proposed Project would develop a variety of uses that are accessible by multiple modes of transportation. Thus, the proposed Project is consistent with Policy LU-1.5.
POLICY LU-1.6: Encourage residential mixed-use development, within the City’s District Centers, Urban Neighborhoods, and adjacent to high quality transit.	Consistent. The proposed Project is a mixed-use development including multi-family residential uses within a District Center and a High Quality Transit Area, adjacent to high quality transit as described herein. Thus, the proposed Project is consistent with Policy LU-1.6.
POLICY LU-1.9: 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.	Consistent. As described in section 5.11, <i>Public Services</i> , the proposed Project would not result in public facility and service deficiencies. Thus, the proposed Project is consistent with Policy LU-1.9.
GOAL LU-2: Provide a balance of land uses that meet Santa Ana’s diverse needs.	Consistent. As described in Section 5.10, <i>Population and Housing</i> , the proposed Project would provide residences near existing employment, shopping, and services as well as create employment opportunities. The proposed Project would generate new capital investment, jobs, and development opportunities in the area. Thus, the proposed Project is consistent with Policy LU-2.
POLICY LU-2.1: Provide a broad spectrum of land uses and development that offer employment opportunities for current and future Santa Ana residents.	Consistent. As described in Section 5.10, <i>Population and Housing</i> , the proposed Project would provide residences near existing employment, shopping, and services as well as bring in a diverse range of employment opportunities. The proposed Project would generate new capital investment, jobs, and employment opportunities in the area. Thus, the proposed Project is consistent with Policy LU-2.1.
POLICY LU-2.2: Encourage a range of commercial uses to capture a greater share of local spending and offer a range of employment opportunities.	Consistent. As described in Chapter 3.0, <i>Project Description</i> , the mixed-use proposed Project would include development of up to 350,000 SF of commercial retail uses. This commercial space would provide for capture of local spending and offer a range of employment opportunities. Therefore, the proposed Project is consistent with Policy LU-2.2
POLICY LU-2.5: Encourage infill mixed-use development at all ranges of affordability to reduce vehicle miles traveled, improve jobs/housing balance, and promote social interaction.	Consistent. The proposed Project would provide a new infill development with multi-family housing to accommodate a range of income levels throughout the City and would improve the jobs to housing balance, as detailed in Section 5.10, <i>Population and Housing</i> . The proposed Project includes a range of onsite uses to reduce the need to travel. The site is within a TPA, a High Quality Transit Corridor, and adjacent to transit. The proposed Project would improve sidewalks, bike lanes, and bus stops, which

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	<p>would provide multimodal options to reduce VMT. In addition, the proposed Project includes parks, open space areas, and roadways that can be closed for programmed community events that would promote social interaction. Therefore, the proposed Project is consistent with Policy LU-2.2</p>
<p>POLICY LU-2.7: Support land use decisions that encourage the creation, development, and retention of businesses in Santa Ana.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i> and Section 5.11, <i>Population and Housing</i>, the proposed Project would provide a mix of uses near existing employment, shopping, and services, which would create a high intensity urban village that supports the retention of businesses in Santa Ana. Therefore, the proposed Project is consistent with Policy LU-2.7.</p>
<p>POLICY LU-2.10: Focus high density residential in mixed-use villages, designated planning focus areas, Downtown Santa Ana, and along major travel corridors.</p>	<p>Consistent. The Project proposes a mixed-use development including high density multi-family residences located within the designated South Bristol Street Focus Area and along the Bristol Street major travel corridor. Therefore, the proposed Project is consistent with Policy LU-2.10.</p>
<p>POLICY LU-3.1: Support new development which provides a net community benefit and contributes to neighborhood character and identity.</p>	<p>Consistent. The Specific Plan would redevelop the underutilized shopping center through the development of a mixed-use community with residential, retail, hospitality, and ancillary uses, new landscaping, open space, and community gathering locations that would provide a new community benefit and contribute to neighborhood character and identity. Therefore, the proposed Project is consistent with Policy LU-3.1.</p>
<p>POLICY LU-3.9: 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.</p>	<p>Consistent. As discussed in Section 5.1, <i>Air Quality</i>, the Project would not cause a significant human health risk to adjacent land uses as a result of Project construction or operation. Construction and operation of the proposed Project would not exceed thresholds related to localized significance or diesel particulate matter emissions with implementation of mitigation that requires use of Tier 4 construction equipment. Thus, impacts related to sensitive receptors would not occur; and the proposed Project is consistent with Policy LU-3.9.</p>
<p>POLICY LU-4.1: Promote complete neighborhoods by encouraging a mix of complementary uses, community services, and people places within a walkable area.</p>	<p>Consistent. The proposed Project would provide a complete neighborhood by providing a mix of residential, commercial, hotel, and open space land uses that would be compatible with adjacent to existing residential, commercial, and office land uses. The proposed Project includes sidewalk, bike lane, and bus stop improvements to provide for walking and bicycling to onsite and offsite areas. The residential uses would be located adjacent to public amenities including parks, open space areas, and the pedestrian-only Greenlink that connects the public open spaces throughout the Project site. Thus, the proposed Project is consistent with Policy LU-4.1.</p>

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<p>POLICY LU-4.5: Concentrate development along high-quality transit corridors to reduce vehicle miles traveled (VMT) and transportation-related carbon emissions.</p>	<p>Consistent. The site is within a TPA, a High Quality Transit Corridor, and adjacent to transit routes. The proposed Project would install and improve sidewalks and bikeway and bus stop improvements. Non-vehicular options would reduce VMT and transportation-related carbon emissions. Therefore, the proposed Project is consistent with Policy LU-4.5.</p>
Historic Preservation Element	
<p>POLICY HP-1.4: 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.</p>	<p>Consistent. As detailed in Section 5.2, <i>Cultural Resources</i>, the Project site and surrounding area do not include historic resources. Potential unknown archaeological resources that may exist on site would be protected through existing regulations and mitigation measures. Also, as detailed in Section 5.4, <i>Geology and Soils</i>, mitigation has been included to protect potential paleontological resources; and Section 5.14, <i>Tribal Cultural Resources</i>, includes mitigation measures that would actively protect any potential tribal cultural resources that may be uncovered during construction of the proposed Project. Therefore, the proposed Project is consistent with Policy HP-1.4.</p>
Urban Design Element	
<p>POLICY UD-1.4: Incorporate public safety design features into private and public developments to prevent loitering, vandalism, and other undesirable activities.</p>	<p>Consistent. As described above, the proposed Project would incorporate public safety design features, such as security systems, and would implement the crime prevention measures through design. The development plans would be reviewed by the Police Department for security concerns, as described in Section 5.11, <i>Public Services</i>. Therefore, the proposed Project is consistent with Policy UD-1.4.</p>
<p>POLICY UD-2.10: 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.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would increase the amount of greenspace and landscaping on the site. Landscaping is planned throughout the development including the open space park areas, and the Greenlink, which provides a walking path connection between Bristol Green and Bristol Central Park with shaded trees. Shade trees are proposed throughout landscaped areas and along roadways adjacent to the site. Therefore, the proposed Project is consistent with Policy UD-2.10.</p>
<p>POLICY UD-2.11: Encourage sustainable development through the use of drought-tolerant landscaping, permeable hardscape surfaces, and energy-efficient building design and construction.</p>	<p>Consistent. As required by the City Municipal Code and the proposed Specific Plan, drought tolerant plant materials would be used to conserve water, efficient irrigation would be used, and biofiltration mechanisms would be used to treat rainwater. Additionally, development facilitated by the Specific Plan would use materials and technologies that minimize environmental impacts, reduce energy, and resource consumption, and promote long lasting development. Window technologies such as physical sun shading, low e-coatings, and insulated daylighting panels would be utilized where appropriate to decrease the energy costs associated with cooling buildings during most of the year. Therefore, the proposed Project is consistent with Policy US-2.11.</p>

General Plan Update Goal, Policy, or Objective	Project Consistency
<p>POLICY UD-3.3: Promote a safe environment that facilitates social interaction and improves active transportation along corridors.</p>	<p>Consistent. The proposed Project would provide new infill residential that would provide a range of onsite uses that would be implemented pursuant to the requirements of the California Building Code and City Municipal Code to provide safety. The site is within a TPA, a High Quality Transit Corridor, and adjacent to transit. The proposed Project would install new sidewalks and bikeway and bus stop improvements, which would improve active transportation along corridors. In addition, the proposed Project includes parks, open space areas, and roadways that can be closed for programming community events that would promote social interaction. Therefore, the proposed Project is consistent with Policy UD-3.3.</p>
<p>POLICY UD-3.6: 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.</p>	<p>Consistent. The proposed Project would include improvements to South Bristol Street and create a Class I Bike Trail and setback area with planted areas, sidewalks, and street trees. The proposed Project also includes the Greenlink, which would be a walking path that would connect residential areas, commercial areas, Bristol Green, and Bristol Central Park, which would create a network of parks and activity areas. Thus, the proposed Project is consistent with Policy UD-3.6.</p>

Applicable Zoning and Other Regulations Governing Scenic Quality

Zoning Designation. The existing zoning of the Project site is General Commercial (C-2) north of Callen’s Common, and Commercial Residential (CR) and General Commercial (C-2) south of Callen’s Common, as shown on Figure 3-5, *Existing Zoning*, in Chapter 3.0, *Project Description*. As listed previously, the C-2 zone is designated for general commercial uses that include: wholesale, automotive garages, retail, etc. Structures in the C-2 zone are limited to 35 feet in height, and 15-foot-wide yards are required adjacent to arterial streets, such as Sunflower Avenue and Bristol Street. The C-R zone is designated to integrate commercial and residential land uses that include retail and services, professional offices, one-family and multi-family dwellings, etc. with landscaped setbacks.

The proposed Project includes a zone change of the site from C-2 and CR to Specific Plan to implement the General Plan land use designation and Focus Area designations, as described previously. The City’s Municipal Code Section 41-592 states that the provisions in a specific plan shall control the use and development of property in the SP district; that the purpose of the SP district is to provide for the orderly implementation of the area, provide specific development standards for the site, and limit uses to those stated in the applicable specific plan.

In this case, the proposed SP zoning of the site would implement the GPU objectives for the South Bristol Street Focus Area, pursuant to the DC-5 General Plan land use designation. The proposed Specific Plan includes design guidelines for the non-auto oriented urban scale development that address site layout, building scaling and massing, building entry design, vehicle and pedestrian circulation, parking and loading area requirements, landscaping design requirements, and more. Because the proposed SP zoning would implement the existing land use designation and GPU vision for the South Bristol Street Focus Area, impacts related to conflict with a land use plan, policy, or program would not occur from implementation of the proposed Project.

Other Regulations Governing Scenic Quality. The proposed Specific Plan includes design guidelines that would govern scenic quality on the Project site pursuant to the DC-5 land use designation and objectives for

the South Bristol Street Focus Area. For example, structures located at major intersections would be required to incorporate statement design features to signify a sense of arrival to the area. Visual corridors would be protected through compliance with the proposed Specific Plan guidelines which require building setbacks from public view corridors, including a 20-foot average setback from South Bristol Street; a 15-foot average setback from MacArthur Boulevard, Sunflower Avenue, and South Plaza Drive; and a 12-foot average setback from Callen’s Common, which are measured from the front of curb. Setbacks would be landscaped. Varying building setbacks and materials, along with landscaping as required by the Specific Plan design guidelines, would implement the GPU policies governing scenic quality. Table 5.8-4 describes the proposed Project’s consistency with the relevant GPU goals and policies regarding aesthetics. As detailed, the proposed Project would be consistent with and implement the GPU policies through the design guidelines that are included in the proposed Specific Plan.

Table 5.8-4: Consistency with Relevant General Plan Update Goals and Policies Related to Aesthetics

General Plan Update Goal, Policy	Project Consistency
<p>POLICY M-3.2: 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.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would implement landscaping that would include ground cover, shrubs, trees, and security lighting within the Project site and along the proposed Greenlink, sidewalks, and bikeway and bus stop improvements that would improve the attractiveness of the circulation corridors and provide a safe experience. Therefore, the proposed Project is consistent with Policy M-3.2.</p>
<p>POLICY M-4.5: 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.</p>	<p>Consistent. The proposed Specific Plan includes design guidelines regarding building placement, architectural features, access, and landscaping to create a desirable and active area. As described in Chapter 3.0, <i>Project Description</i>, the Project would include offsite improvements to sidewalks, bicycle lanes, and landscaping. Pedestrian access to the site would be provided directly from the adjacent roadways, and parking lots would be mostly located in subterranean structures. Therefore, the proposed Project is consistent with Policy M-4.5.</p>
<p>GOAL M-5: Design a transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would include offsite multimodal transportation improvements to facilitate pedestrian, bicycle, and transit transportation and support community, environmental, and conservation goals. The transportation system improvements would be completed in compliance with California Building and Fire Code regulations, as verified through the City’s development review and permitting process to ensure safety. Therefore, the proposed Project is consistent with Goal M-5.</p>
<p>POLICY M-5.1: Improve the beauty, character, and function of travelways with amenities such as landscaped parkways and medians, bike lanes, public art, and other amenities.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would include improvements such as landscaped parkways and medians, bike lanes, public art, and other amenities. This includes landscaped setbacks, median modifications, and bike lane along Bristol Street; landscaped setbacks and bike lane along MacArthur Boulevard; landscaped setbacks along South Plaza Drive; landscaped bike lane along Sunflower; and landscaped parkways with sidewalks on Callen’s Common. In addition, the proposed Project includes the Greenlink which is a landscaped pedestrian path that would provide pedestrian mobility, character, and function. Street trees would be installed along all streets within and adjacent to the Project</p>

General Plan Update Goal, Policy	Project Consistency
	<p>site. New exterior lighting onsite would be provided to accent landscaping, Project signage, walkways, parking areas, and to provide security. Therefore, the proposed Project is consistent with Policy M-5.1.</p>
<p>POLICY OS-3.7: Maintain, preserve, and enhance the City’s urban forest as an environmental, economic, and aesthetic resource to improve residents’ quality of life.</p>	<p>Consistent. The existing shopping center contains limited non-native landscaping. The proposed Specific Plan, including the Design Guidelines, addresses open space/greenspace and landscaping. Open space and landscaping throughout the Project site would include the Greenlink, a landscaped pedestrian paseo with shade and flowering trees. Bristol Green is proposed as an open space area in the central portion of the site that would include trees, seating areas, and walkways. The Specific Plan notes that large shade trees would be used in open space areas to provide shade. Street trees would be installed along all streets within and adjacent to the Project site. The Specific Plan Design Guidelines include a Conceptual Landscape Plan with a variety of trees for use. Therefore, the proposed Project is consistent with Policy OS-3.7.</p>
<p>POLICY LU-2.8: Encourage land uses, development projects, and public art installations that promote the city’s image as a cultural, governmental, and business-friendly regional center.</p>	<p>Consistent. The proposed Specific Plan includes land uses and design guidelines that would promote the City’s image as a cultural, governmental, and business-friendly regional center. The proposed Project would include public art installations in open space areas and pedestrian-oriented walkways. In addition, the Specific Plan describes that spaces at the corners of major intersections (Sunflower at Bristol and MacArthur at Bristol) should incorporate statement design features to signify a sense of arrival and serve as landmark elements. This may include architectural design of buildings, inviting open space areas, or freestanding public art in the form of installations, monuments, fountains, public engagement features, or similar features. In addition, the proposed Project would create an activity hub that brings housing, jobs, retail and shopping opportunities, visitors, and activity to the site. Therefore, the proposed Project is consistent with Policy LU-2.8.</p>
<p>GOAL LU-3: Preserve and improve the character and integrity of existing neighborhoods and districts.</p>	<p>Consistent. The proposed Project would redevelop the site with a mix of land uses, the character of which would be regulated by the Specific Plan design guidelines that are consistent with the GPU’s vision for the South Bristol Street Focus Area and the DC-5 land use designation. The design guidelines require development projects to include public art installations that would improve the City’s character. In addition, the proposed redevelopment of the Specific Plan area would improve the integrity of the existing area by providing development that is consistent with the adjacent to South Coast Plaza by providing housing, jobs, retail, restaurant, hotel, and open space. Therefore, the proposed Project is consistent with Goal LU-3.</p>
<p>POLICY LU-3.4: Ensure that the scale and massing of new development is compatible and harmonious with the surrounding built environment.</p>	<p>Consistent. The proposed Project would have a maximum of 25 stories in accordance with the General Plan designation of DC-5. Building frontages would utilize various materials and setback depths to give a varying massing. The Design Guidelines in the proposed Specific Plan ensure that the scale and massing of development would be compatible and harmonious with the surrounding built environment. In addition, the Development Regulations in Section 4 of the proposed Specific Plan set forth</p>

General Plan Update Goal, Policy	Project Consistency
	<p>a reduced height limit for blocks adjacent to the existing multi-family housing to the west of the Project site. The Specific Plan Design Guidelines provide that streetscape furnishings and materials should complement the architecture of surrounding buildings and surrounding open space. Therefore, the proposed Project is consistent with Policy LU-3.4</p>
<p>GOAL UD-1: Improve the physical character and livability of the City to promote a sense of place, positive community image, and quality environment.</p>	<p>Consistent. The proposed Specific Plan includes Design Guidelines to ensure that new development promotes a sense of place, positive community image, and quality environment as intended by the GPU Focus Area and DC-5 land use designation. As described previously, the proposed Specific Plan would require public art installations that promote a sense of place and positive community image. In addition, all of the development projects within the Specific Plan would go through the City's Development Project Review process where proposed developments are reviewed for consistency with the Specific Plan, municipal code, and other applicable regulations related to improving the physical character and livability of the City. Therefore, the proposed Project is consistent with Goal UD-1.</p>
<p>POLICY UD-1.1: Ensure all developments feature high quality design, materials, finishes, and construction.</p>	<p>Consistent. The Design Guidelines in the proposed Specific Plan ensure that all developments feature high quality design, materials, finishes, and construction. Therefore, the proposed Project is consistent with Policy UD-1.1.</p>
<p>POLICY UD-1.2: Require public art as part of major developments and the public realm improvements.</p>	<p>Consistent. The Specific Plan includes requirements for public art installations. The proposed Project would include public art installations in open space areas and pedestrian-oriented walkways. In addition, the Specific Plan describes that spaces at the corners of major intersections (Sunflower at Bristol and MacArthur at Bristol) should incorporate statement design features to signify a sense of arrival and serve as landmark elements. This may include architectural design of buildings, inviting open space areas, or freestanding public art in the form of installations, monuments, fountains, public engagement features, or similar features. Therefore, the proposed Project is consistent with Policy UD-1.2</p>
<p>POLICY UD-1.3: Encourage site design that clearly defines public spaces through building placement and orientation.</p>	<p>Consistent. The proposed Specific Plan Design Guidelines include site planning guidelines that state that buildings should be located to define, connect, and activate public and private open spaces as usable plazas, parks, and gathering spaces. Spaces at the corners of major intersections (Sunflower at Bristol and MacArthur at Bristol) would incorporate design features to signify a sense of arrival to the Specific Plan area and serve as landmark elements for the Project site. This may include the architectural design of buildings, inviting open space areas, or freestanding features such as an obelisk or other similar monumentation or public art. Buildings should be located directly adjacent to the pedestrian walkway to promote ease of access and an urban environment. Therefore, the proposed Specific Plan is consistent with Policy UD-1.3.</p>
<p>POLICY UD-1.5: Encourage community interaction through the development and enhancement of plazas, open space, people places, and pedestrian connections with the public realm.</p>	<p>Consistent. The proposed Specific Plan includes various plazas, open space, people places, and pedestrian connections with the public realm. The Bristol Central Park would be the primary community open space and recreational area within the northern neighborhood portion of the site, would promote community</p>

General Plan Update Goal, Policy	Project Consistency
	<p>interaction. The proposed Greenlink would be a linear vegetated link between Bristol Green and Bristol Central Park and other areas on the site that would encourage interaction. In addition, the site includes roadways that can be closed for programming community events that would promote social interaction. Therefore, the proposed Specific Plan is consistent with Policy UD-1.5.</p>
<p>GOAL UD-2: Improve the built environment through sustainable development that is proportional and aesthetically related to its setting.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would provide excellence in architectural design through the use of materials and colors, building treatments, landscaping, and open space courtyards. In addition, as described in Section 5.16, <i>Utilities and Service Systems</i>, the proposed Project would be developed pursuant to the CALGreen Code and provide a sustainable development. Onsite drainage would be routed to landscape areas and runoff would be filtered. In addition, the Development Regulations in Section 4 of the proposed Specific Plan set forth a reduced height limit for blocks adjacent to the existing multi-family housing to the west of the Project site to provide development that is proportional to its setting. Therefore, the proposed Project is consistent with Policy UD-2.</p>
<p>POLICY UD-2.1: Encourage development to enhance the existing environment through the use of creative architectural design and sustainable streetscape treatments that are consistent on each corridor.</p>	<p>Consistent. The proposed Specific Plan includes design guidelines regarding building placement, architectural features, access, and landscaping to enhance the existing environment and provide sustainable streetscape treatments that are consistent on each corridor. Therefore, the proposed Project is consistent with Policy UD-2.1.</p>
<p>POLICY UD-2.2: Employ buffers and other urban design strategies to encourage the compatibility of new development with the scale, bulk, and pattern of existing development.</p>	<p>Consistent. The Specific Plan includes landscape buffers and buffers provided by landscaped setbacks along perimeter roadways. The Specific Plan Design Guidelines include a variety of massing strategies to reduce the visual impact of larger buildings and provide pedestrian orientation. Project buildings would include using step-backs, cornice lines, or changes in material. Additionally, where medium- or high-rise buildings are located adjacent to low rise structures (e.g., 3-story town houses, single-story retail) the massing strategy would consider the contrast in scale and create a cohesive experience for the public realm. In addition, the Development Regulations in Section 4 of the Specific Plan set forth a reduced height limit for blocks adjacent to the existing multi-family housing to the west of the Project site, and each development project would go through the City’s Development Project Review process that would ensure the scale and bulk compatibility of new development. Therefore, the proposed Project is consistent with Policy UD-2.2.</p>
<p>GOAL UD-3: Create and maintain safe and attractive travelways through coordinated streetscape design.</p>	<p>Consistent. As described in Chapter 3.0, <i>Project Description</i>, the proposed Project would include landscaped parkways and medians, bike lanes, public art, and other amenities. This includes landscaped setbacks, median modifications, and bike lane along Bristol Street; landscaped setbacks and bike lane along MacArthur Boulevard; landscaped setbacks along South Plaza Drive; landscaped bike lane along Sunflower; and landscaped parkways with sidewalks on Callen’s Common. In addition, the proposed Project includes the Greenlink which is a landscaped pedestrian path that would provide pedestrian mobility, character, and function. Street trees would be installed along all</p>

General Plan Update Goal, Policy	Project Consistency
	streets within and adjacent to the Project site. New exterior lighting onsite would be provided to accent landscaping, Project signage, walkways, parking areas, and to provide security. The transportation system improvements would be completed in compliance with California Building and Fire Code regulations, as verified through the City’s development review and permitting process to ensure safety. Therefore, the proposed Project is consistent with Goal UD-3.
POLICY UD-3.2: Strengthen and activate the design of paths and adjacent development through enhanced and cohesive streetscapes, architectural themes, and landscaping.	Consistent. The proposed Specific Plan includes design guidelines regarding building placement, architectural features, access, and landscaping to enhance the existing environment and provide sustainable streetscape treatments that are consistent on each corridor. Street trees would be installed along all streets within and adjacent to the Project site. New exterior lighting onsite would be provided to accent landscaping, Project signage, walkways, parking areas, and to provide security. Therefore, the proposed Project is consistent with Policy 3.2.

This is consistent with the findings of the GPU FEIR, which determined that the GPU would be consistent with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect; including the SNA AELUP and the SCAG RTP/SCS; and that impacts would be less than significant.

5.8.7 CUMULATIVE IMPACTS

The cumulative study area for land use and planning includes the City of Santa Ana and nearby areas in the City of Costa Mesa. As shown in Table 5-1 and Figure 5-1, the vicinity of the Project site includes numerous projects within the City of Santa Ana and City of Costa Mesa. A large portion of these projects consist of multi-family residential, commercial, and office developments; which are similar, consistent, and complementary to the proposed Specific Plan mixed-use development.

As described previously, the proposed Project would not physically divide an established community. Therefore, the proposed Project would not have the potential to have a cumulatively considerable impact related to physically dividing communities. Also, as described previously, the proposed Project would implement the GPU land use designation of the Project site and South Bristol Street Focus Area objectives. The site is located within a TPA and a High-Quality Transit Corridor, and the proposed Project is consistent with the SCAG’s 2020 Connect RTP/SCS as detailed in Table 5.8-1. The proposed Project is consistent with the SNA AELUP policies as detailed in Table 5.8-2. Also, as detailed in Tables 5.8-3 and 5.8-4, the proposed Project is consistent with all of the relevant GPU goals and policies. Furthermore, the proposed zone change would provide consistency with the existing GPU land use designation and focus area development objectives. Because the proposed Project would implement the GPU and would not result in conflicts with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed Project, which has the purpose of avoiding or mitigating an environmental effect, the proposed Project would not cumulatively contribute to such an impact that could occur from related projects. As a result, cumulative impacts related to land use and planning from the proposed Project would not be cumulatively considerable.

5.8.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

There are no applicable regulations related to land use and planning that would reduce potential impacts.

5.8.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts LU-1 and LU-2 would be less than significant.

5.8.10 MITIGATION MEASURES

GPU FEIR Mitigation Measures

No mitigation measures related to land use were included in the GPU FEIR.

Proposed Specific Plan Project Mitigation Measures

No new mitigation measures are required for the proposed Project.

5.8.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to land use and planning would be less than significant.

REFERENCES

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