

5.9 Land Use and Planning

5.9.1 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 proposed Project site. 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 EIR in the specific topical sections to which the impact pertains (e.g., noise, air quality, greenhouse gas emissions, or transportation and traffic). More specifically, this section examines the potential for the Project to 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 City of Santa Ana General Plan (which is currently undergoing a comprehensive update), the City's zoning code, the Airport Environs Land Use Plan for John Wayne Airport, and the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

5.9.2 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 commission. If the commission determines that the proposed action is inconsistent with the commission's 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 commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission 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 division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the public record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016 SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The 2016 RTP/SCS Goals include the following:

RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.

RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.

RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.

RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.

RTP/SCS G5: Maximize the productivity of our transportation system.

RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.

RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.

RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

Airport Environs Land Use Plan for John Wayne Airport

The John Wayne Airport (JWA) 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 JWA (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 area surrounding any airport which affects, or is affected by, aircraft operations be 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 JWA Planning Area’s FAR Part 77 Notification Surface; but outside of the airport’s 60 CNEL Contour.

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 JWA. 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 Airport Environs Land Use Plan are relevant to the 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. 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.

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.

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.”

City of Santa Ana General Plan

General Plan Land Use Designations

The Project site has a General Plan Land Use designation of PAO (Professional and Administration Office) and the Project proposes a General Plan Amendment to change the land use designation of the Project site to District Center (DC). Hence, these General Plan land use designations are described below:

Professional and Administration Office (PAO): The Land Use Element describes that the PAO (Professional and Administration Office) land use designation applies to those areas where professional and/or administrative offices are predominant, or where such development is being encouraged. The floor area ratio intensity standard applicable to this land use designation ranges from 0.5 to 1.0.

The PAO areas are intended to provide a unique environment for office development in those areas of the City where office uses are the predominant land use and encourage major employment centers at locations which significantly lessen the impact to the City’s local street system. The PAO designation includes a range of floor area ratios to differentiate development intensity and character in relation to adjacent land uses.

District Center (DC): The General Plan Land Use Element states that District Center (DC) designation includes the major activity areas in the City, and the intensity standard for the District Center designation ranges from a floor ratio of 1.0 to 5.0. The Land Use Element states that District Centers are to be developed with an urban character that includes a mixture of high-rise office, commercial, and residential uses which provide shopping, business, cultural, education, recreation, entertainment, and housing opportunities. Residential developments within some District Centers are allowed at a density of up to 90 units per acre when developed as an integral component of a master planned mixed-use project.

General Plan Comprehensive Update

The City is currently undergoing a comprehensive update to the General Plan and has prepared a General Plan Update General Plan Policy Framework document in December 2018, which identified five geographical focus areas for the General Plan update. Through the General Plan Update process, the City identified that these areas are suited for future development or overall improvement. The Project site is located within the 55 Freeway/Dyer Road Focus Area, which is identified as a regional job corridor with proximity to SR-55, the Orange County business complex, and the airport. The General Plan Policy Framework document also identifies that the area should allow for the changing economy and provide for a jobs-housing balance. The General Plan Policy Framework document identifies the goals for the focus area, which include:

- Protect industrial & office employment base
- Enhance opportunities for corporate offices
- Attract economic activity into the City from surrounding communities
- Provide complementary housing at the City’s edge
- Maintain hotel and commercial uses

The General Plan Policy Framework document identifies two alternatives for land use designations for the Project site and surrounding area. Both of the alternatives identify the Project site as a District Center with up to 6-story buildings that would provide mixed residential and employment uses.

General Plan Goals and Policies

The General Plan is the City's principal long-range policy and planning document guiding the development, conservation, and enhancement of Santa Ana. The existing General Plan contains 16 Elements that provide a comprehensive collection of goals and policies related to the physical development of the City. The goals and policies of the existing General Plan that are relevant to the proposed Project are listed below by General Plan Element.

Airport Environs Element

Goal 1: Protect sensitive land uses from airport related noise impacts.

Policy 1.1: Residential development within the JWA 65 dBA CNEL Noise Contour or greater is not supported.

Policy 1.3: Require all residential land uses in 60 dBA CNEL or 65 dBA CNEL Noise Contours to be sufficiently mitigated so as not to exceed an interior standard of 45 dB(A) CNEL.

Goal 2: Protect the safety of the general public from aircraft hazards.

Policy 2.1: Comply with FAA regulations and ALUC requirements on new development and redevelopment located within the height restriction zone for JWA per PUC Section 21676.

Policy 2.2: 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 JWA AELUP.

Policy 2.3: Comply with FAR Part 77 and the AELUPs for JWA and Heliports as they may be amended from time to time.

Policy 2.4: Prior to the amendment of the City's general plan or a specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the ALUC, and pursuant to PUC Section 21676, the local agency shall first refer the proposed action to the ALUC.

Circulation Element

Goal 1: Provide and maintain a comprehensive circulation system that facilitates the efficient movement of people and goods throughout the City and enhances its economic viability.

Policy 1.4: Maintain at least a level of service "D" on arterial street intersections, except in major development areas.

Policy 1.11: Minimize travel impediments on bicycle and pedestrian paths.

Goal 2: Provide design and construction that facilitates safe utilization of the City's transportation systems.

Policy 2.1: Limit the number of driveways on arterial streets to reduce vehicular conflict and facilitate traffic flow.

Goal 3: Provide a full spectrum of travel alternatives for the community's residents, employees, and visitors.

Policy 3.4: Encourage the development of multi-modal transit opportunities within major development areas.

Policy 3.5: Enhance sidewalks and pedestrian systems to promote their use as a means of travel.

Goal 4: Fully coordinate transportation and land use planning activities.

Policy 4.2: Assess land use and transportation project impacts through the development review process.

Policy 4.3: Assess all development projects in order to identify their traffic impacts and require that they pay their fair-share of the system improvements necessary to accommodate traffic generated by the project.

Goal 5: Create attractive circulation corridors to enhance the City's image.

Conservation Element

Goal 1: Protect the public health, safety, and welfare through effective management of natural resources.

Objective 1.1: Reduce air pollution emissions to achieve national ambient air quality standards.

Objective 1.2: Provide sufficient water of adequate quality for all users.

Objective 1.3: Provide safe, land-conserving disposal of solid waste.

Objective 1.4: Assure adequate sewer treatment facilities to meet population and economic growth requirements.

Objective 2.1: Conserve water resources in commercial, industrial, residential and recreational uses.

Objective 2.2: Integrate natural and cultural resource protection measures into land use and development activities.

Goal 3: Preserve and enhance the aesthetic and environmental quality of the community for the enjoyment of all residents.

Objective 3.1: Minimize loss of natural aesthetic, historic, archeological and paleontological resources as land is developed.

Objective 3.2: Increase planting of trees, bushes, shrubs and flowers on public and private property.

Policies:

- Encourage water conservation through design and facilities features of new developments through the use of water quality wetlands, biofiltration swales, watershed-scale retrofits, etc. where such measures are likely to be effective and technically and economically feasible.
- Provide for appropriate permanent measures to reduce storm water pollutant loads in storm water from the development site.
- Minimize changes in hydrology and pollutant loading; require incorporation of control, including structural and non-structural and Best Management Practices to mitigate the projected increases in pollutant loads and flows.
- Ensure that post-development runoff rates and velocities from a site have no significant adverse impact on downstream erosion and stream habitat.

Energy Element

Goal 1: To reduce consumption of non-renewable energy.

Goal 2: To support development and utilization of new energy sources.

Objective 1.1: Reduce transportation-related energy consumption.

Objective 1.2: Reduce land use related energy consumption.

Objective 1.3: Reduce construction-related energy consumption.

Policies

- Encourage higher densities of housing and office (mixed use) development to relate to areas of higher transportation access and capacity.
- Require and/or provide incentives for energy-efficient subdivision and site planning and building design.

Growth Management Element

Goal 2: To ensure that adequate transportation and public facilities are provided for existing and future residents of the City. These goals shall be accomplished through implementation of the policies and programs set forth in this Element.

Objectives:

- The circulation system shall be implemented in a manner that achieves a Traffic Level of Service “D” except in the City’s major development areas and at those intersections which are impacted by factors beyond the City’s control.
- All new development shall pay its share of the street improvement costs associated with that development including regional traffic mitigation.
- Recognizing the constraints of existing physical development characteristics (Santa Ana is 98 percent built out), it is the City’s policy to strive toward achieving a balance of land uses where by residential, commercial and public land uses are proportionally balanced.

Housing Element

Goal 1: Livable and complete neighborhoods of quality housing conditions, ample parks and community services, well-maintained infrastructure, and public facilities that inspire neighborhood pride and ownership.

Policy HE-1.4: Healthy Neighborhoods. Create and maintain parks and open spaces; plant trees, green parkways and medians; support healthy food options, and maintain a continuous pattern of pathways that encourage an active and healthy lifestyle.

Policy HE-1.5: Infrastructure and Public Services. Provide quality community facilities, physical infrastructure, traffic management and parking control, and other public services to promote the livability, safety, and vitality of neighborhoods.

Goal 2: A diversity of quality housing, affordability levels, and living experiences that accommodate Santa Ana’s residents and workforce of all household types, income levels, and age groups to foster an inclusive community.

Policy HE-2.2: District Centers. Create high intensity, mixed-use urban villages and pedestrian oriented experiences that support the mid- to high-rise office centers, commercial activity, and cultural activities in the varied District Centers.

Policy HE-2.3: Rental Housing. Encourage the construction of rental housing for Santa Ana’s residents and workforce, including a commitment to very low, low, and moderate-income residents and moderate-income Santa Ana workers.

Policy HE-2.4: Diverse Housing Types. Facilitate diverse types, prices, and sizes of housing, including single-family homes, apartments, townhomes, mixed/multiuse housing, transit-oriented housing, multi-generational housing, and live-work opportunities.

Policy HE-2.5: Housing Design. Require excellence in architectural design through the use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive (“green”) building and design practices.

Goal 3: Increased opportunities for low and moderate-income individuals and families to find quality housing opportunities and afford a greater choice of rental or homeownership opportunities.

Land Use Element

Goal 1: Promote a balance of land uses to address basic community needs.

Policy 1.2: Support high density residential development within the City’s District Centers as a part of a mixed-use development.

Policy 1.5: Maintain and foster a variety of residential land uses in the City.

Policy 2.2: Support commercial land uses in adequate amounts to accommodate the City’s needs for goods and services.

Policy 2.4: Support pedestrian access between commercial uses and residential neighborhoods that are in close proximity.

Policy 2.10: Support new development which is harmonious in scale and character with existing development in the area.

Goal 5: Ensure that the impacts of development are mitigated.

Policy 5.1: Promote development which has a net community benefit and enhances the quality of life.

Policy 5.2: Protect the community from incompatible land uses.

Policy 5.5: Encourage development which is compatible with, and supportive of surrounding land uses.

Policy 5.7: Anticipate that the intensity of new development will not exceed available infrastructure capacity.

Policy 5.9: Encourage development which provides a clean and safe environment for the City’s residents, workers, and visitors.

Policy 5.10: Support a circulation system which is responsive to the needs of pedestrians and vehicular travel.

Policy 5.11: Encourage development which does not generate obnoxious fumes, toxins, or hazardous materials.

Policy 5.12: Provide appropriate permanent measures to reduce storm water pollutant loads in storm water from a development site.

Goal 6: Reduce residential overcrowding to promote public health and safety.

Noise Element

Goal 1: Prevent significant increases in noise levels in the community and minimize the adverse effects of currently-existing noise sources.

Objective 1.1: Prevent creation of new and additional sources of noise.

Policies:

- Require consideration of noise generation potential and susceptibility to noise impacts in the siting, design and construction of new developments.
- Require mitigating site and building design features, traffic circulation alternatives, insulation, and other noise prevention measures of those new developments which generate high noise levels.
- Sound insulate and/or buffer sensitive land uses such as housing from adverse noise impacts in noise-prone areas.

Open Space, Parks, and Recreation Element

Goal 1: Provide sufficient open space to meet the recreational and aesthetic needs of the community.

Objective 1.1: Protect key open space areas through public ownership.

Objective 1.3: Encourage private development of visually accessible open space.

Policy:

- Provide quality open space in quantities adequate for the type and intensity of surrounding development.

Public Safety Element

Goal 1: Preserve a safe and secure environment for all Santa Ana residents and workers.

Goal 2: Minimize loss of life and property due to natural and man-made catastrophes.

Policies:

- Assure minimum feasible response time to police calls in all areas of the City.
- Assure minimum feasible response time to fire calls in all areas of the City. Strictly enforce safety provisions of building and zoning codes.
- Increase the effectiveness of law enforcement activities through expansion of crime prevention measures and the active involvement of the public in local law enforcement programs.

Seismic Safety Element

Goal 1: Preserve a safe and secure environment for all Santa Ana residents and workers.

Objective 1.3: Minimize seismic risk in the construction of new structures.

Policy: Use a higher standard of design for structures with high occupancy than for other structures.

Urban Design Element

Goal 1: Improve the physical appearance of the City through development of districts that project a sense of place, positive community image, and quality environment.

Policy 1.1: New development and redevelopment projects must have the highest quality design, materials, finishes, and construction.

Policy 1.4: Development and other design features that prevent loitering, vandalism, graffiti, and visual deprivation, are to be included in all projects.

Policy 1.5: Enhanced architectural forms, textures, colors, and materials are expected in the design of all projects.

- Policy 1.7:** On and off-site improvements must be pedestrian friendly.
- Policy 1.8:** Shared access, circulation, and parking are encouraged as a means to minimize the amount of asphalt while increasing landscape in parking lots.
- Policy 2.1:** Projects must acknowledge and improve upon their surroundings with the use of creative architectural design, streetscape treatments, and landscaping.
- Policy 2.2:** New development must be consistent with the scale, bulk, and pattern of existing development.
- Policy 3.2:** Street improvements and adjacent development, should be consistently designed to eliminate a haphazard look and visual clutter along corridors.
- Policy 3.3:** Enhanced streetscapes, architectural themes, and landscaping are to be provided to visually strengthen the path and enhance adjacent development.
- Policy 3.10:** Safe and pleasant bicycle and pedestrian routes are to be provided and they should link activity nodes and places of interest.
- Policy 3.11:** Maximize the use of street trees and parkway landscaping to create a pleasant travel experience and positive City image.
- Policy 3.15:** Create a diverse urban forest through the use of a large variety of trees in medians, parkways, public open space, and as part of private development.

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 for the Project site is M-1 (Light Industrial). Pursuant the City's Zoning Code Sec. 41-472. Uses permitted in the M1 zone include:

- The compounding, processing, or treatment of raw or previously treated materials into a finished or semi-finished product
- The manufacture of products from raw or previously treated materials
- The assembly of products from raw or previously treated materials
- The packaging or distribution of previously prepared products or materials
- Wholesale establishments where the primary trade is business to business sale of products, supplies, and equipment.

- Storage of previously prepared goods, products or materials for eventual distribution or sales where the goods, products or materials are the property of the owner or operator of the building or structure.
- Machine shop or other metal working shops.
- Warehousing.
- Impound yards (storage only) with no office or dispatching operations.
- Laundry and dry cleaning establishments in conjunction with plant operation for such establishment on the premises.
- Eating establishments
- Research laboratories that do not generate hazardous waste materials.
- Service stations with no more than two thousand (2,000) square feet of the gross floor area devoted to non-automotive related product sales.
- Truck, boat and heavy equipment sales, rental, and service.
- Movie, photography, musical or video production studios.
- Bulk products sales (twenty-five (25) cubic feet or greater) when such products are the primary sales activity.
- Public utility structures.
- Blueprinting, photoengraving, screen printing and other reproduction processes.
- Wholesale nursery and plant storage.
- Contractor's yard.
- Automotive repair and service, including body and fender repair, painting, and engine replacement.
- Home improvement warehouse store.
- Sales of industrial products, supplies and equipment used for final product manufacture.
- Lumberyard, including mill and sash work if entirely within an enclosed building.
- Recycling facilities not in excess of forty-five thousand gross square feet.
- Adult entertainment businesses.
- Storage and distribution of hazardous materials.
- Passenger transportation services.

Pursuant to the zoning code Section 41-474, the building height limits in the M1 zone are limited to 35 feet in height.

Specific Development (SD) Zone: The proposed zoning for the Project site is Specific Development (SD). Pursuant the City's Zoning Code Section 41-593.1, the purpose of the SD zone is to promote the public health, safety and general welfare of the city and its residents by:

- Protecting and enhancing the value of properties by encouraging the use of good design principles and concepts, as related to the division of property, site planning and individual improvements with full recognition of the significance and effect they have on the proper planning and development of adjacent and nearby properties.
- Encouraging, securing and maintaining the orderly and harmonious appearance, attractiveness and aesthetic development of structures and grounds in order that the most appropriate use and value thereof be determined and protected.

- Providing a method whereby specific development plans are to be based on the general plan as well as other regulations, programs, and legislation as may in the judgment of the city be required for the systematic execution of the general plan.
- Recognizing the interdependence of land values and aesthetics and providing a method to implement this interdependence in order to maintain the values of surrounding properties and improvements and encouraging excellence of property development, compatible with the general plan for, and character of, the city, with due regard for the public and private interests involved.
- Insuring that the public benefits derived from expenditures of public funds for improvements and beautification of streets and public facilities shall be protected by exercise of reasonable controls over the character and design of private buildings, structures and open spaces.

Proposed development projects within the SD zone are required to submit development plans for architectural review as described in Section 41-593.4, and consists of one of the following:

- A plan consisting of architectural drawings or sketches and plot plans, all to a workable scale, showing the elevation of the proposed building or structure, signs, proposed landscaping or other treatment of grounds around such building or structure, off-street parking and other physical features such as trees, hydrants, poles, and other installations, and in addition, such other plans, drawings or information as may be determined by the director of planning to be necessary to fully evaluate any requirement for a building permit; or
- A plan consisting of standards and regulations pertaining to the following:
 - The height, location, and bulk of buildings;
 - The location, arrangement and configuration of open space and building setback;
 - The location and design of off-street parking areas;
 - The number, size, and location of all signs;
 - Such other regulations and standards as may be necessary to accomplish the purposes and intent of this division or to insure the proper execution of the general plan.

The plans submitted for development within an SD zone are required to be reviewed to ensure that buildings, structures, and grounds will be in keeping with the neighborhood and will not be detrimental to the harmonious development of the city or impair the desirability of investment or occupation in the neighborhood.

5.9.3 ENVIRONMENTAL SETTING

Project Site

The Project site consists of 14.58-acres of land that is developed with three partially occupied industrial buildings, parking areas, and vehicle circulation drives. The site has little vegetation other than an approximately 2.5-acre undeveloped grass area at the corner of Red Hill and Warner Avenues, some ornamental trees scattered throughout the site, and street trees along Red Hill Avenue and Warner Avenue. The 3 existing buildings total 212,121 square feet and consist of the following structures:

- **2300 South Redhill Avenue:** 30,129 square foot building with a 3,330 SF square foot mezzanine and 6 loading docks
- **2310 South Redhill Avenue:** 68,992 square foot building with a 9,992 square foot mezzanine office and 6 loading docks

- **2320 South Redhill Avenue:** 113,000 square foot building with a 43,000 square foot mezzanine office and 7 loading docks

The buildings are currently utilized by various short-term leasers, which include 119,121 square feet that is utilized by warehousing and distribution operations; 5,000 square feet that is utilized for research and development; and 30,000 square feet in the 2320 South Redhill Avenue building that is being utilized as a 200-bed temporary homeless shelter by the City of Santa Ana. The remaining 53,000 square feet of building area (approximately 25 percent) is currently vacant. The Project site was formerly occupied by Ricoh Electronics, Inc., a manufacturer and distributor of thermal paper and toner from approximately 1985 through 2017. The current tenants began utilizing the site after cessation of the Ricoh Electronics operations.

The Project site has a General Plan Land Use designation of PAO (Professional & Administration Office) and is zoned M-1 (Light Industrial), as shown on Figures 5.9-1 and 5.9-2. As described previously, the Land Use Element states that the existing PAO land use designation applies to those areas where professional and/or administrative offices are predominant, or where such development is being encouraged. The floor area ratio intensity standard applicable to this land use designation ranges from 0.5 to 1.0. The PAO areas are intended to provide a unique environment for office development in those areas of the City where office uses are the predominant land use and encourage major employment centers at locations which significantly lessen the impact to the City's local street system. The PAO designation includes a range of floor area ratios to differentiate development intensity and character in relation to adjacent land uses.

Surrounding Land Uses

The Project site is located within an urban area that is either fully developed or planned for urban development.

Northwest and Southwest: The site is bounded to the northwest and southwest by existing business park and industrial warehouse buildings, associated parking lot areas, and a portion of an abandoned BNSF rail line spur.

North: Warner Avenue (a 6-lane arterial roadway) bounds the site to the north, followed by commercial office uses. Areas across Warner Avenue from the site are within the City of Tustin.

East: Red Hill Avenue (a 6-lane arterial roadway) is adjacent to the site on the east. Areas across Red Hill Avenue from the site are within the City of Tustin and Tustin Legacy Specific Plan area.

Tustin Legacy Specific Plan

The Tustin Legacy Specific Plan area was formerly used as a U.S. Marine Corps Air Station (MCAS) and is a large area that is under redevelopment and planned by the City of Tustin to become a new mixed-use urban center providing: single-family residential, multi-family residential, mixed-use, commercial retail, office, schools, parks, and other public facilities.

The Tustin Legacy Land Use Plan consists of 13 Planning Areas and numerous sub-planning areas. Areas directly across Red Hill Avenue from the Project site are within Planning Area 9-12, which is also identified as Neighborhood E – Employment Center. The Tustin Legacy Specific Plan describes that the employment center is to provide a business park setting for a full range of professional offices, research & development, and commercial uses. Currently, this area has been approved for development of 870,000 square feet of modern creative office space and supporting retail that includes: a food hall, a conference center, and outdoor multi-use space. Of this, 470,000 square feet of office space, the food hall, and conference center has been developed and is operational.

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Additionally, areas across the street from the site, on the northeast corner of Red Hill Avenue and Warner Avenue, are within Planning Area 1, Education Village (within Neighborhood A), which is designated to provide a range of public-serving uses that include education, training, park and recreation, and specific social service functions.

The Tustin Legacy Planning Areas further west, beyond Planning Areas 9-12 and 1, are identified for both single and multi-family residential uses. The Tustin Legacy is currently partially developed with these new planned uses, including residential units along Edinger Avenue, The District at Tustin Legacy commercial center at the northwest corner of Jamboree Road and Barranca Parkway, and public facilities to the northwest of the Red Hill and Warner intersection (Orange County Sheriff Training Academy, Orange County Animal Shelter). Overall, the Tustin Legacy Specific Plan is a large planned development area that is across Red Hill Avenue from the Project site that is planned to include urban development of residential, mixed-uses, commercial, and office space.

Irvine Business Complex

Areas 0.35 miles to the south and south east of the Project site, across from Dyer Road/Barranca Parkway are in the City of Irvine, within the Irvine Business Complex (IBC), which is a 2,800-acre master planned community that is a developed urban area. Typical land uses within the IBC include medium- to high-density residential, commercial, institutional, professional/medical offices, industrial manufacturing, research and development, support service retail, restaurants, and hotel/motels. Since early 2004, there has been substantial redevelopment of nonresidential uses to high-density, urban-style residential development sites within in the IBC (IBC 2009). These areas have been traditionally occupied by smaller-scale office and industrial operations and have been evolving to mixed-use neighborhoods (IBC 2009).

The historical development and use of the Project site for industrial manufacturing was consistent with the original land uses within the adjacent IBC. The Project site is now being proposed for redevelopment into a mixed-use neighborhood, as described in Section 3.0, *Project Description*.

Since original development of the Project site was consistent with development in the MCAS and the IBC, it follows that current and future land use trends within the Tustin Legacy Specific Plan area and the IBC could influence land uses within its vicinity.

John Wayne Airport

John Wayne Airport (JWA) is located approximately 2.2 miles southwest of the Project site under the primary aircraft approach corridor, within the AELUP Notification area and planning area boundary, as detailed in Section 5.7, *Hazards and Hazardous Materials*.

Because the Project site is located within the AELUP Notification area and planning area boundary (shown on Figures 5.7-4 and 5.7-5 in Section 5.7, *Hazards and Hazardous Materials*), and the Project proposes a General Plan Amendment and a zone change, 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.

5.9.4 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.

5.9.5 METHODOLOGY

The analysis of land use consistency impacts considers whether the proposed Project physically divide an established community and if the Project would be inconsistent with (or conflict with) with regional and local plans, policies, and regulations that are applicable to the proposed Project and Project site, including the: SCAG RTP/SCS, Airport Environs Land Use Plan for John Wayne Airport, City of Santa Ana General Plan and zoning code. Consistent with the scope and purpose of this 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.

5.9.6 ENVIRONMENTAL IMPACTS

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

Less than Significant Impact. The Project site is currently developed with 3 light industrial buildings that total 212,121 square feet and surface parking areas that was developed in the early 1980s and utilized by Ricoh Electronics, Inc. from approximately 1985 through 2017. The buildings are currently utilized by various short-term leasers; and 53,000 square feet of building area (approximately 25 percent) is vacant.

The Project site is surrounded by roadways on two sides and existing business park and industrial warehouse buildings on the other two sides. Areas across Warner Avenue, which is a 6-lane arterial roadway, include commercial office uses. The land directly across Redhill Avenue (also a 6-lane arterial roadway) from the Project site is undeveloped land within the Tustin Legacy Specific Plan area that is planned for employment uses, such as: professional office, business park, and commercial uses. Areas to the northeast of the site, across both Red Hill Avenue and Warner Avenue, are also within the Tustin Legacy Specific Plan area and are partially developed with public serving uses that include a US Armed Forces Reserve Center, Orange County Sheriff Training Academy, and an animal shelter. In summary, the Project site consists of three light industrial buildings that are partially underutilized and surrounded by a variety of existing and planned employment, commercial, and community uses.

The proposed Project would redevelop the site to provide a mixed-use development with 1,150 multi-family residential units, approximately 80,000 square feet of commercial retail and restaurant space, and 183,363 square feet of open space and recreation uses. The Project would provide residences, restaurant, and retail services near employment generating uses, which are complementary community uses. Therefore, the change of the Project site from a partially underutilized light industrial site to a residential and commercial mixed-use site would not physically divide an established community. In addition, the Project would not change roadways or install any infrastructure that would result in a physical division. Thus, the proposed Project would result in less than significant impacts related to physical division of an established community.

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 with Mitigation Incorporated.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The 2016 RTP/SCS Goals that are relevant to the proposed Project focus largely on maximizing mobility, encouraging development patterns and densities that reduce infrastructure costs, and provide for efficiency.

The proposed Project would be consistent with the applicable SCAG’s 2016 RTP/SCS goals, as detailed in Table 5.9-1. Therefore, implementation of the proposed Project would not result in conflict with RTP/SCS goals, and impacts would not occur.

Table 5.9-1: Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy

| RTP/SCS Goal | Proposed Project Consistency with Applicable Goals |
|---|---|
| RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness. | Not Applicable. This a SCAG regional goal. This goal is not a project-specific goal and is not applicable to the proposed Project. |
| RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region. | Not Applicable. This a SCAG regional goal. This goal is not a project-specific goal and is not applicable to the proposed Project. |
| RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region. | Not Applicable. This a SCAG regional goal. This goal is not a project-specific goal and is not applicable to the proposed Project. |
| RTP/SCS G4: Preserve and ensure a sustainable regional transportation system. | Not Applicable. This a SCAG regional goal. This goal is not a project-specific goal and is not applicable to the proposed Project. |
| RTP/SCS G5: Maximize the productivity of our transportation system. | Not Applicable. This a SCAG regional goal. This goal is not a project-specific goal and is not applicable to the proposed Project. |
| RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking). | Consistent. As described in Section 3.0, <i>Project Description</i> , the Project includes pedestrian connectivity between the onsite residential, retail, restaurant, open space, and recreation. In addition, existing off-site sidewalks and planned bicycle routes would encourage active transportation. Therefore, the proposed Project is consistent with RTP/SCS Goal 6. |
| RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible. | Consistent. Although this is a regional goal that is not project-specific, the proposed Project would implement energy efficiently by compliance with existing CalGreen/Title 24 energy standards, and by providing 94 electric vehicle chargers. Therefore, the proposed Project is consistent with RTP/SCS Goal 7. |
| RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation. | Consistent. The Project is located adjacent to existing public transportation that provides connections to nearby regional Metrolink transit. |

| RTP/SCS Goal | Proposed Project Consistency with Applicable Goals |
|--|---|
| RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. | Not Applicable. This a SCAG regional goal. This goal is not a project-specific goal and is not applicable to the proposed Project. |

Airport Environs Land Use Plan for John Wayne Airport

As described previously, JWA is located approximately 2.2 miles southwest of the Project site under the primary aircraft approach corridor and within the AELUP Notification area and planning area boundary for the airport. Table 5.9-2 provides an assessment of the proposed Project’s consistency with the JWA AELUP. As detailed, the proposed Project would be consistent with airport land use plan policies with implementation of Mitigation Measure LU-1, which requires resident notification of airport operations and potential annoyances. With implementation of Mitigation Measure LU-1, which is an AELUP policy, the proposed Project would not conflict with the JWA AELUP.

Table 5.9-2: 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"> 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. | <p>Consistent. The Project site is outside of the airport’s 60 CNEL contour 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, <i>Noise</i>, the proposed Project would not result in significant impacts related to airport noise. The Project site is not located within JWA’s Airport Safety Zone, as shown in Figure 5.7-1, Section 5.7 <i>Hazards and Hazardous Materials</i> and thus would not concentrate people in areas susceptible to aircraft accidents. The Project residential buildings would be a maximum of 6-stories high and the parking structure would be a maximum of 7-levels of above ground. These structure heights would not affect airport operations. Similarly, the proposed mixed-use residential and commercial 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 5.10, <i>Noise</i>, the proposed Project site is outside of the airport’s 60 CNEL contour.</p> <p>Additionally, as described in Section 5.10, <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> |

| AELUP Policy | Proposed Project Consistency with Applicable Policy |
|--|---|
| <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 JWA’s Airport Safety Zone or Runway Protection Zone, as shown in Figure 5.7-1 in Section 5.7 <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 not within the JWA Planning Area’s 200-foot-high FAR Part 77 Notification Surface, which requires notification to FAA for any project that will be more than 200 feet in height above the ground. Additionally, the proposed mixed-use buildings would be a maximum of 6 stories high and parking structures would be seven-levels above ground; the tallest point on the buildings would be 94-feet from ground level. Thus, the proposed Project would not exceed FAA’s notification requirement and the proposed Project is consistent with Policy 3.2.6.</p> |
| <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>Consistent. The Project is not located within an area, and would not extend into areas, that would adversely affect the JWA operations or result in a hazard. As described previously, and in Section 5.7 <i>Hazards and Hazardous Materials</i>, the 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 6 stories high and parking structures would be seven-levels above ground; the tallest point on the buildings would be 94-feet from ground level. Thus, the proposed Project would not require FAA’s notification or raise the visibility minimums at JWA airport.</p> <p>The Project would be 94-feet from ground level and would not extend into air space. Overall, the proposed structures would not adversely affect JWA aeronautical operations. 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</p> | <p>Consistent. Mitigation Measure LU-1 has been included in compliance with this policy, in order to mitigate potential impacts related to inconsistency with a related policy that was adopted for the purpose of mitigating an environmental effect. Therefore, the proposed Project is consistent with Policy 3.3.6.</p> |

| AELUP Policy | Proposed Project Consistency with Applicable Policy |
|---|---|
| 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.” | |

General Plan

Land Use Consistency: The Project site currently has a General Plan Land Use designation of PAO. As described by the General Plan Land Use Element, the PAO designation is for areas where professional and/or administrative offices are predominant, and the types of uses typically include: service activities such as copy centers, courier services, travel agencies, accountants, attorneys, doctors, engineers, insurance brokers, and restaurants when such uses are an integral component of a development. As shown on Figure 5.9-1, the areas to the southwest and northwest of the site within the City of Santa Ana are also designated as PAO.

Areas north of Warner Avenue from the Project site are located within the City of Tustin and have a General Plan Land Use designation of Industrial (I). The City of Tustin General Plan Land Use Element describes that the Industrial land use designation is to provide for a mix of industrial and office uses such as wholesale businesses, light manufacturing, storage, distribution and sales, research and development laboratories, and service commercial business. This area is currently developed as an office park for professional business uses.

Areas across Red Hill Avenue from the Project site are within the City of Tustin and the Tustin Legacy Specific Plan which designates land use and zoning for the lands within its boundary. Areas directly across Red Hill Avenue from the Project site are within Planning Area 9-12, which is also identified as Neighborhood E – Employment Center. The Tustin Legacy Specific Plan describes that the employment center is to provide a business park setting for a full range of professional offices, research & development, and commercial uses. Currently, this area has been approved for development of 870,000 square feet of modern creative office space and supporting retail that includes: a food hall, a conference center, and outdoor multi-use space. Of this, 470,000 square feet of office space, the food hall, and conference center has been developed and is operational.

Additionally, areas across the street from the site, on the northeast corner of Red Hill Avenue and Warner Avenue, are within Planning Area 1, Education Village (within Neighborhood A), which is designated to provide a range of public-serving uses that include education, training, park and recreation, and specific social service functions. As described previously, other areas of the Tustin Legacy Specific Plan that are farther to the east provide for a variety of employment, commercial, office, and residential development.

Similarly, as described previously, the IBC area that is located 0.35 miles south and southeast of the Project site is a master planned area that provides for medium- to high-density mixed employment, service, and residential uses. Thus, both the Cities of Tustin and Irvine have developed plans (Tustin Legacy Specific Plan and the IBC) to encourage mixed-use development that includes residential, professional office, retail, flex, industrial, hospitality and institutional uses. The recent and proposed development patterns occurring in the Tustin Legacy and IBC are a general shift from traditional industrial uses towards more residential and mixed-use development. Nonetheless, the region within a two-mile radius of the Site maintains a strong concentration of industrial and professional office space that generates employment and economic growth (AECOM 2019).

Development of the site for multi-family residential and commercial (retail/restaurant) uses would integrate into the planned development of these adjacent and nearby areas. The site would provide housing for local employees working nearby in Santa Ana, Tustin, and Irvine. The site would also provide commercial retail

services and restaurants for onsite residents and employees working nearby. The site would provide both vehicular and pedestrian access and would integrate into the land uses of the area.

Implementation of the proposed Project would require a General Plan Land Use Amendment to change the land use designation from PAO to DC to allow for the proposed mixed uses. The General Plan Land Use Element states that District Center (DC) designation includes the major activity areas in the City, and the intensity standard for the District Center (DC) designation ranges from a floor ratio of 1.0 to 5.0. In addition, the Land Use Element states that District Centers are to be developed with an urban character that includes a mixture of high-rise office, commercial, and residential uses which provide shopping, business, cultural, education, recreation, entertainment, and housing opportunities. Residential developments are allowed at a density of up to 90 units per acre.

Overall, the Project would not result in a land use inconsistency. Rather, designating lands for mixed-uses, including multi-family residential, would provide locational efficiency as it allows people to work, live, and obtain services and restaurants within a small area, which has the potential to reduce Vehicle Miles Traveled in comparison to residential development that is farther from employment services and restaurants.

Furthermore, the proposed land use designation change from PAO to DC would not conflict with a policy or plan adopted for the purpose of avoiding or mitigating an environmental effect. The PAO land use designation does not provide avoidance of an environmental effect and the DC land use designation provides for development flexibility to design a project that could avoid an environmental effect. As described throughout this EIR, 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.

General Plan Goals, Policies, and Objectives: A detailed analysis of the proposed Project’s consistency with the applicable goals, policies, and objectives of the City’s General Plan that serve to avoid or mitigate environmental impacts is provided in Table 5.9-3. As described, the proposed Project would be consistent with the relevant goals, policies, and objectives of the City’s General Plan that avoid or mitigate environmental impacts, and impacts related to conflict with a General Plan policy related to an environmental effect would be less than significant.

Table 5.9-3: Consistency with Relevant General Plan Goals, Policies, and Objectives

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
|--|--|
| Airport Environs Element | |
| Goal 1: Protect sensitive land uses from airport related noise impacts. | Consistent. As described in Section 5.10, Noise, the proposed Project is not located within the JWA 60 dBA CNEL noise contour. Thus, the Project would not be subject to airport related noise impacts, which are identified as sound levels of 65 dBA CNEL or higher. Therefore, the proposed Project is consistent with Goal 1. |
| Policy 1.1: Residential development within the JWA 65 dBA CNEL Noise Contour or greater is not supported. | Consistent. The proposed Project site is not located within the JWA 65 dBA CNEL Noise Contour. Noise from airport or aircraft operations would be below 60 dBA CNEL on the Project site. Therefore, the proposed Project is consistent with Policy 1.16. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
|---|--|
| <p>Policy 1.3: Require all residential land uses in 60 dBA CNEL or 65 dBA CNEL Noise Contours to be sufficiently mitigated so as not to exceed an interior standard of 45 dB(A) CNEL.</p> | <p>Consistent. As described in Section 5.10, <i>Noise</i>, the proposed Project site is outside of the airport’s 60 CNEL contour. Additionally, 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 1.3.</p> |
| <p>Goal 2: Protect the safety of the general public from aircraft hazards.</p> | <p>Consistent. The Project site is not located within JWA’s Airport Safety Zone, as shown in Figure 5.7-1, Section 5.7 <i>Hazards and Hazardous Materials</i> and thus would not subject people to aircraft hazards. Therefore, the proposed Project is consistent with Goal 2.</p> |
| <p>Policy 2.1: Comply with FAA regulations and ALUC requirements on new development and redevelopment located within the height restriction zone for JWA per PUC Section 21676.</p> | <p>Consistent. According to the General Plan Airport Environs Element, the Project site is located within the Airport Environs Land Use Plan (AELUP) Notification Area for JWA. However, the site is not within the FAR Part 77 200-foot height restriction area. In addition, the highest point of the Project buildings would be 94-feet from ground level. Thus, the proposed Project would not exceed the 200-foot high height restriction zone for JWA, and the proposed Project is consistent with Policy 2.1.</p> |
| <p>Policy 2.2: 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 JWA AELUP.</p> | <p>Consistent. The proposed Project would not result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference. As described in Section 5.1, <i>Aesthetics</i>, 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 Project would not use highly reflective surfaces and does not include large areas of glass on the buildings. Therefore, the Project would not generate substantial sources of glare. As described in Section 5.2, <i>Air Quality</i>, operation of the Project would not generate substantial quantities of steam, smoke, and dust emissions, and emissions would be regulated by AQMD requirements. Therefore, the proposed Project is consistent with Policy 2.2.</p> |
| <p>Policy 2.3: Comply with FAR Part 77 and the AELUPs for JWA and Heliports as they may be amended from time to time.</p> | <p>Consistent. According to the General Plan Airport Environs Element, the Project site is located within the Airport Environs Land Use Plan (AELUP) Notification Area for JWA. However, the site is not within the FAR Part 77 200-foot height restriction area. In addition, the highest point of the Project buildings would be 94-feet from ground level. Thus, the proposed Project would not exceed the 200-foot high height restriction zone for JWA. Further, the Project does not propose any heliport features and is not located within the vicinity of a heliport. Thus, the proposed Project is consistent with Policy 2.3.</p> |
| <p>Policy 2.4: Prior to the amendment of the City’s general plan or a specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the ALUC, and pursuant to PUC Section 21676, the local agency shall first refer the proposed action to the ALUC.</p> | <p>Consistent. The City of Santa Ana shall refer the proposed Project to the ALUC prior to being considered for adoption by the City Planning Commission or City Council. Therefore, the proposed Project is consistent with Policy 2.4.</p> |
| <p>Circulation Element</p> | |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
|---|---|
| Goal 1: Provide and maintain a comprehensive circulation system that facilitates the efficient movement of people and goods throughout the City and enhances its economic viability. | Consistent. As described in Section 5.14, <i>Transportation</i> , the proposed Project provides an efficient and comprehensive circulation system that would route traffic from Red Hill Avenue and Warner Avenue to appropriate parking facilities. In addition, as described in Section 5.11, <i>Population and Housing</i> , the Project would provide residences, retail, and restaurants near existing and planned employment areas, which enhances economic viability of the Project site and surrounding area. Therefore, the proposed Project is consistent with Goal 1. |
| Policy 1.4: Maintain at least a level of service “D” on arterial street intersections, except in major development areas. | Consistent. As described in Section 5.14, <i>Transportation</i> , with implementation of the identified mitigation measures, the proposed Project would maintain at least a LOS D on arterial street intersections, except in major development areas, consistent with this policy. Therefore, the proposed Project is consistent with Policy 1.4. |
| Policy 1.6: Improve intersection capacity on major arterials to accommodate increased traffic demands. | Consistent. As described in Section 5.14, <i>Transportation</i> , mitigation measures have been included to improve intersection capacity at all significantly impacted intersections. Therefore, the proposed Project is consistent with Policy 1.6. |
| Policy 1.11: Minimize travel impediments on bicycle and pedestrian paths. | Consistent. Project implementation would not cause any impediments to bicycle and pedestrian paths. In contrast, the proposed Project includes onsite walking paths/sidewalks that would connect to the existing sidewalks surrounding the Project site. Therefore, the proposed Project is consistent with Policy 1.11. |
| Goal 2: Provide design and construction that facilitates safe utilization of the City’s transportation systems. | Consistent. As described in Section 5.14, <i>Transportation</i> , the proposed Project has been designed to safely enter and exit the Project site to and from the City’s adjacent roadways. In addition, mitigation measures have been included to improve the capacity and safety of roadway intersections. Therefore, the proposed Project is consistent with Goal 2. |
| Policy 2.1: Limit the number of driveways on arterial streets to reduce vehicular conflict and facilitate traffic flow. | Consistent. As described in Section 5.14, <i>Transportation</i> the circulation of the proposed Project, including the driveway entrances, have been designed to accommodate vehicular traffic providing direct access to the onsite parking for each of the different uses. As described in Section 5.14, <i>Transportation</i> , hazardous driveway conditions would not result from the proposed Project. Therefore, the proposed Project is consistent with Policy 2.1. |
| Goal 3: Provide a full spectrum of travel alternatives for the community’s residents, employees, and visitors. | Consistent. The Project site provides for efficient vehicular travel. The site also is adjacent to existing OCTA bus routes, sidewalks, and bicycle routes. The 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 3. |
| Policy 3.4: Encourage the development of multi-modal transit opportunities within major development areas. | Consistent. As described in above, the site is adjacent to existing OCTA bus routes, sidewalks, and bicycle routes. In addition, the Project includes onsite sidewalks that would connect to the existing sidewalks adjacent to the Project site. Therefore, the Project encourages multi-modal and transit opportunities and the proposed Project is consistent with Policy 3.4. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
|--|---|
| Policy 3.5: Enhance sidewalks and pedestrian systems to promote their use as a means of travel. | Consistent. As described in Section 5.14, <i>Transportation</i> , the proposed Project includes onsite walking paths/sidewalks that would connect to the existing sidewalks surrounding the Project site. Therefore, the proposed Project is consistent with Policy 3.5. |
| Goal 4: Fully coordinate transportation and land use planning activities. | Consistent. As described above, with implementation of the identified mitigation measures, the roadway system would be able to accommodate the proposed Project in addition to other identified projects within the Project vicinity. Therefore, the proposed Project is consistent with Goal 4. |
| Policy 4.2: Assess land use and transportation project impacts through the development review process. | Consistent. The land use and transportation Project impacts are being assessed through the development review process within this EIR as described in this Land Use EIR Section, and Section, 5.14, <i>Transportation</i> . Therefore, the proposed Project is consistent with Policy 4.2. |
| Policy 4.3: Assess all development projects in order to identify their traffic impacts and require that they pay their fair-share of the system improvements necessary to accommodate traffic generated by the project. | Consistent. The traffic impacts from the proposed Project are assessed in Section 5.14, <i>Transportation</i> , which identified mitigation that requires fair-share payments toward improvements that would reduce Project impacts. Therefore, the proposed Project is consistent with Policy 4.3. |
| Goal 5: Create attractive circulation corridors to enhance the City's image. | Consistent. As described in Section 5.1, <i>Aesthetics</i> , the proposed Project would implement landscaping that would include ground cover, shrubs, and trees within the Project site and along both Red Hill Avenue and Warner Avenue that would improve the attractiveness of the circulation corridors. Therefore, the proposed Project is consistent with Goal 5. |
| Conservation Element | |
| Goal 1: Protect the public health, safety, and welfare through effective management of natural resources. | Consistent. The proposed Project would protect the public health and safety by compliance with existing federal, state, regional, and local regulations related to natural hazards and natural resources. Therefore, the proposed Project is consistent with Goal 1. |
| Objective 1.1: Reduce air pollution emissions to achieve national ambient air quality standards. | Consistent. As described in Section 5.2, <i>Air Quality</i> , The Project would help to balance jobs and housing. Also, the existing transit, bicycle, and pedestrian infrastructure adjacent to the Project site that is available for use would reduce vehicle miles traveled and the related air quality emissions, as employees could easily travel to employment opportunities within the vicinity of the Project site, including areas within the Cities of Santa Ana, Tustin, and Irvine. Thus, the proposed Project would support AQMP objectives to reduce trips, promote infill/redevelopment, and balance jobs and housing, which help to achieve national ambient air quality standards. Therefore, the proposed Project is consistent with Objective 1.1. |
| Objective 1.2: Provide sufficient water of adequate quality for all users. | Consistent. As described in Section 5.16, <i>Utilities and Service Systems</i> , the City of Santa Ana Water Resources Division has adequate water supplies and water quality to provide water to the proposed Project, in addition to the other needs within the City. Therefore, the proposed Project is consistent with Objective 1.2. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| Objective 1.3: Provide safe, land-conserving disposal of solid waste. | Consistent. As described in Section 5.16, <i>Utilities and Service Systems</i> , all solid waste-generating activities are subject to the state requirements for diversion of a minimum of 75 percent of solid waste after 2020. Implementation of the proposed Project would be consistent with all state regulations. All projects in the City undergo development review prior to permit approval, which includes an analysis of project compliance with these programs that would provide for safe, land-conserving disposal of solid waste. Therefore, the proposed Project is consistent with Objective 1.3. |
| Objective 1.4: Assure adequate sewer treatment facilities to meet population and economic growth requirements. | Consistent. As described in Section 5.16, <i>Utilities and Service Systems</i> , the proposed sewer lines and wastewater treatment system would have adequate capacity to serve the needs of the proposed Project, in addition to the other needs within the service areas. Therefore, the proposed Project is consistent with Objective 1.4. |
| Objective 2.1: Conserve water resources in commercial, industrial, residential and recreational uses. | Consistent. As described in Section 5.16, <i>Utilities and Service Systems</i> , the proposed Project would be developed pursuant to the CALGreen Code, which provides for water efficiency in plumbing fixtures and landscape irrigation. Therefore, the proposed Project is consistent with Objective 2.1. |
| Objective 2.2: Integrate natural and cultural resource protection measures into land use and development activities. | Consistent. As described in Section 5.15, <i>Tribal Cultural Resources</i> , Mitigation Measure TCR-1 provides tribal cultural resource protection measures related to identification of potential resources encountered during the course of grading or construction. Therefore, the proposed Project is consistent with Objective 2.2. |
| Goal 3: Preserve and enhance the aesthetic and environmental quality of the community for the enjoyment of all residents. | Consistent. As described in Section 5.1, <i>Aesthetics</i> , the proposed Project would provide a complete community by integrating structures, parking, and open space areas. Each building would provide modern architectural expression. The Project would serve to enhance the existing character of the area by reinforcing the established and planned urban aesthetics within the Red Hill and Warner vicinity. Implementation of the Project would install new landscaping throughout the Project site that would enhance the aesthetic and environmental quality of the site. In addition, the environmental quality of the site and surrounding community would not be reduced by the Project. As described throughout this EIR, off-site areas would not be significantly impacted by noise, pollutants, or hazards. Therefore, the proposed Project is consistent with Goal 3. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| <p>Objective 3.1: Minimize loss of natural aesthetic, historic, archeological and paleontological resources as land is developed.</p> | <p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the proposed Project would enhance the existing character of the area by providing modern mixed-use architecture, open space courtyards, and new coordinated landscaping throughout the Project site. The site is currently developed with three industrial buildings and has limited natural aesthetics that consists of a green lawn area in the northeast portion of the site at the corner of Red Hill Avenue and Warner Avenue. The of loss of the open space lawn area would be minimized by implementation of new landscaping and improved architecture of the onsite buildings. In addition, as described above Mitigation Measure TCR-1 provides tribal cultural resource protection measures to minimize the potential loss of resources. The Project site does not contain historic resources, and past ground disturbance on the site and the shallow excavation required for the Project has limited the potential for the site to impact archaeological and paleontological resources to a less than significant level, as detailed in Section 5.3, <i>Cultural Resources</i>, and Section 5.3, <i>Geology and Soils</i>. Therefore, the proposed Project is consistent with Objective 3.1.</p> |
| <p>Objective 3.2: Increase planting of trees, bushes, shrubs and flowers on public and private property.</p> | <p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the proposed Project would provide landscaping, including trees, bushes, and shrubs throughout the Project site and along the streetscape. Therefore, the proposed Project is consistent with Objective 3.2.</p> |
| <p>Policy: Encourage water conservation through design and facilities features of new developments through the use of water quality wetlands, biofiltration swales, watershed-scale retrofits, etc. where such measures are likely to be effective and technically and economically feasible.</p> | <p>Consistent. As described in Section 5.16, <i>Utilities and Service Systems</i>, the proposed Project would include structural BMPs to filter stormwater through Modular Wetland System units. In addition, the Project would be developed pursuant to the CALGreen Code, which provides for water efficiency in plumbing fixtures and landscape irrigation. Therefore, the proposed Project is consistent with this policy.</p> |
| <p>Policy: Provide for appropriate permanent measures to reduce storm water pollutant loads in storm water from the development site.</p> | <p>Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i>, the proposed Project would include structural BMPs to filter stormwater through Modular Wetland System units. In addition, 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>Policy: Minimize changes in hydrology and pollutant loading; require incorporation of control, including structural and non-structural and Best Management Practices to mitigate the projected increases in pollutant loads and flows.</p> | <p>Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i>, the Project would include Modular Wetland System units to filter, retain, and slowly discharge stormwater and implementation of a WQMP to ensure that appropriate BMPs are implemented to reduce pollutant loads from the Project. Hence, the Project would not result in increases to flows and would mitigate increases in pollutant loads onsite. Therefore, the proposed Project is consistent with this policy.</p> |
| <p>Policy: Ensure that post-development runoff rates and velocities from a site have no significant adverse impact on downstream erosion and stream habitat.</p> | <p>Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i>, the Project would reduce the volume and rate of stormwater flows through use of Modular Wetland System units, as required by the MS4 permit. Therefore, the Project would not result in additional velocities of stormwater runoff that could impact downstream erosion or habitat. Therefore, the proposed Project is consistent with this policy.</p> |
| <p>Energy Element</p> | |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| Goal 1: To reduce consumption of non-renewable energy. | Consistent. As described in Section 5.4, <i>Energy</i> , the Project includes features to reduce consumption of non-renewable energy, such as 94 electric vehicle charging stations, energy efficient appliances, and Title 24 compliant lighting and plumbing fixtures. Therefore, the proposed Project is consistent with Goal 1. |
| Goal 2: To support development and utilization of new energy sources. | Consistent. As described in Section 5.4, <i>Energy</i> , the Project would utilize new energy sources by providing a minimum of 94 electric vehicle charging stations and Title 24 measures that include solar-reflective roofing materials and energy efficient systems. Therefore, the proposed Project is consistent with Goal 2. |
| Objective 1.1: Reduce transportation-related energy consumption. | Consistent. As described in Section 5.4, <i>Energy</i> , the Project is located near existing employment, commercial, residential, and retail destinations and in proximity to existing public bus stops and freeways, which would result in reduced vehicle trips and Vehicle Miles Traveled (VMT) and the corresponding transportation related energy consumption. Therefore, the proposed Project is consistent with Objective 1.1. |
| Objective 1.2: Reduce land use related energy consumption. | Consistent. As described in Section 5.4, <i>Energy</i> , the Project is located near existing employment, commercial, residential, and retail destinations and in proximity to existing public bus stops and freeways, which would result in reduced VMT in comparison to a Project of similar size and land without close access to employment, service, and retail, destinations, public transit, and freeways. 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 Objective 1.2. |
| Objective 1.3: Reduce construction-related energy consumption. | Consistent. As described in Section 5.4, <i>Energy</i> , the Project would be constructed in approximately 27-months that would comply with state regulations, such as CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, which would provide for efficient construction related energy consumption. Therefore, the proposed Project is consistent with Objective 1.3. |
| Policy: Encourage higher densities of housing and office (mixed use) development to relate to areas of higher transportation access and capacity. | Consistent. As described in Section 5.4, <i>Energy</i> , the Project would result in an overall density of up to 79 dwelling units per acre on the Project site within a mixed-use area that contains, office, retail, employment, and is accessible to high capacity transportation (SR-55). Therefore, the proposed Project is consistent with this policy. |
| Policy: Require and/or provide incentives for energy-efficient subdivision and site planning and building design. | Consistent. As described in Section 5.4, <i>Energy</i> , the Project would be energy efficient through compliance with Title 24 regulations, provision of 94 electric vehicle charging stations, being located near shopping, recreation, and employment opportunities that provide for efficient travel between employment, shopping, and leisure activities. Therefore, the proposed Project is consistent with this policy. |
| Growth Management Element | |
| Goal 2: To ensure that adequate transportation and public facilities are provided for existing and future residents of the City. These goals shall be accomplished through implementation of the policies and programs set forth in this Element. | Consistent. As described in Sections 5.12, <i>Public Services</i> , 5.14, <i>Transportation</i> and 5.16, <i>Utilities and Service Systems</i> , adequate transportation and public facilities exist to serve the existing land uses and the uses of the proposed Project. Therefore, the proposed Project is consistent with Goal 2. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| <p>Objective: The circulation system shall be implemented in a manner that achieves a Traffic Level of Service “D” except in the City’s major development areas and at those intersections which are impacted by factors beyond the City’s control.</p> | <p>Consistent. As described in Section 5.14, <i>Transportation</i>, with implementation of the identified mitigation measures, the Project would maintain at least a LOS D on arterial street intersections except in the City’s major development areas, and in areas beyond the City’s control. Therefore, the proposed Project is consistent with this Objective.</p> |
| <p>Objective: All new development shall pay its share of the street improvement costs associated with that development including regional traffic mitigation.</p> | <p>Consistent. Section, 5.14, <i>Transportation</i>, identifies mitigation that requires fair-share payments toward improvements that would reduce Project impacts. Therefore, the proposed Project is consistent with this Objective.</p> |
| <p>Objective: Recognizing the constraints of existing physical development characteristics (Santa Ana is 98 percent built out), it is the City’s policy to strive toward achieving a balance of land uses whereby residential, commercial and public land uses are proportionally balanced.</p> | <p>Consistent. As described in Section 5.11, <i>Population and Housing</i>, the Project would provide residences, retail, and restaurant uses near existing employment, shopping, and other services, and would assist in improving the jobs to housing ratio. Thus, the Project would help to proportionally balance the land uses in the Project vicinity. Therefore, the proposed Project is consistent with this Objective.</p> |
| <p>Housing Element</p> | |
| <p>Goal 1: Livable and complete neighborhoods of quality housing conditions, ample parks and community services, well-maintained infrastructure, and public facilities that inspire neighborhood pride and ownership.</p> | <p>Consistent. The proposed Project would provide housing, onsite recreation facilities, open space, landscaped courtyards, and rooftop amenities that provide a complete neighborhood. The onsite management for the apartments would ensure that the site is maintained. Therefore, the proposed Project is consistent with Goal 1.</p> |
| <p>Policy HE-1.4: Healthy Neighborhoods. Create and maintain parks and open spaces; plant trees, green parkways and medians; support healthy food options, and maintain a continuous pattern of pathways that encourage an active and healthy lifestyle.</p> | <p>Consistent. As described in Section 3.0, <i>Project Description</i>, the Project includes open space courtyard areas, balcony and patio areas, rooftop amenity deck, pools, spas, outdoor kitchens/barbeques, seating areas, game areas, and other amenities. The Project also includes onsite sidewalks that would connect to the existing sidewalks surrounding the Project site. Thus, the Project would encourage an active and healthy lifestyle. Therefore, the proposed Project is consistent with Policy HE-1.4.</p> |
| <p>Policy HE-1.5: Infrastructure and Public Services. Provide quality community facilities, physical infrastructure, traffic management and parking control, and other public services to promote the livability, safety, and vitality of neighborhoods.</p> | <p>Consistent. As described in Sections 5.12, <i>Public Services</i> and 5.16, <i>Utilities and Service Systems</i>, the existing physical infrastructure is adequate to serve the proposed Project, existing service demands, and to promote the livability, safety, and vitality of neighborhoods. Therefore, the proposed Project is consistent with Policy HE-1.5.</p> |
| <p>Goal 2: A diversity of quality housing, affordability levels, and living experiences that accommodate Santa Ana’s residents and workforce of all household types, income levels, and age groups to foster an inclusive community.</p> | <p>Consistent. As described in Section 3.0, <i>Project Description</i>, the project would include a variety of residential units that include range from 635 square foot studios to 1,120 square foot 2-bedroom units. Although the proposed Project would not provide low income housing on-site, it would provide housing for Santa Ana’s moderate-income households. Therefore, the proposed Project is consistent with Goal 2.</p> |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| <p>Policy HE-2.2: District Centers. Create high intensity, mixed-use urban villages and pedestrian oriented experiences that support the mid- to high-rise office centers, commercial activity, and cultural activities in the varied District Centers.</p> | <p>Consistent. As described in Section 3.0, <i>Project Description</i> and Section 5.11, <i>Population and Housing</i>, the Project would provide residences, retail, and restaurants near existing employment, shopping, and services, which would create a high intensity urban village that supports the existing mid- to high-rise office centers, commercial activity, and cultural activities in the Cities of Santa Ana, Tustin, and Irvine. Therefore, the proposed Project is consistent with Policy HE-2.2.</p> |
| <p>Policy HE-2.3: Rental Housing. Encourage the construction of rental housing for Santa Ana’s residents and workforce, including a commitment to very low, low, and moderate-income residents and moderate-income Santa Ana workers.</p> | <p>Consistent. As described in Section 3.0, <i>Project Description</i>, the Project would include a variety of residential units that include range from 635 square foot studios to 1,120 square foot 2-bedroom units. Although the proposed Project would not provide low income housing on-site, it would provide housing for Santa Ana’s moderate-income households. Therefore, the proposed Project is consistent with Policy HE-2.3.</p> |
| <p>Policy HE-2.4: Diverse Housing Types. Facilitate diverse types, prices, and sizes of housing, including single-family homes, apartments, townhomes, mixed/multiuse housing, transit-oriented housing, multi-generational housing, and live-work opportunities.</p> | <p>Consistent. The proposed Project would develop multi-family residential units that would facilitate diverse apartment opportunities that would range from 635 square foot studios to 1,120 square foot 2-bedroom units. Therefore, the proposed Project is consistent with Policy HE-2.4.</p> |
| <p>Policy HE-2.5: Housing Design. Require excellence in architectural design through the use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive (“green”) building and design practices.</p> | <p>Consistent. As described in Section 5.1, <i>Aesthetics</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. Therefore, the proposed Project is consistent with Policy HE-2.5.</p> |
| <p>Goal 3: Increased opportunities for low and moderate-income individuals and families to find quality housing opportunities and afford a greater choice of rental or homeownership opportunities.</p> | <p>Consistent. The proposed Project would not provide low income housing onsite but would develop multi-family residential units that would afford a greater choice of rental opportunity for moderate-income households. Therefore, the proposed Project is consistent with Goal 3.</p> |
| <p>Land Use Element</p> | |
| <p>Goal 1: Promote a balance of land uses to address basic community needs.</p> | <p>Consistent. As described in Section 3.0, <i>Project Description</i> and Section 5.11, <i>Population and Housing</i>, the Project would provide residences, retail, and restaurants near existing employment and services, which would promote a balance of land uses to address basic community needs. Therefore, the proposed Project is consistent with Goal 1.</p> |
| <p>Policy 1.2: Support high density residential development within the City’s District Centers as a part of a mixed-use development.</p> | <p>Consistent. The Project proposes to create a District Center and develop high density residential as part of a mixed-use development. Therefore, the proposed Project is consistent with Policy 1.2.</p> |
| <p>Policy 1.5: Maintain and foster a variety of residential land uses in the City.</p> | <p>Consistent. The proposed Project would provide for additional multi-family residential land uses within the City. Therefore, the proposed Project is consistent with Policy 1.5.</p> |
| <p>Policy 1.6: Support “live/work” opportunities within specifically defined areas.</p> | <p>Consistent. The Project is a mixed-use development that would include both residential and employment opportunities onsite and would be located nearby other employment opportunities. Therefore, the proposed Project is consistent with Policy 1.6.</p> |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| Policy 2.2: Support commercial land uses in adequate amounts to accommodate the City’s needs for goods and services. | Consistent. As described in Section 3.0, <i>Project Description</i> , the mixed-use Project would include development of 80,000 square feet of commercial retail/restaurant space. This commercial space would provide goods and services to onsite and nearby residents and employees. Therefore, the proposed Project is consistent with Policy 2.2. |
| Policy 2.4: Support pedestrian access between commercial uses and residential neighborhoods that are in close proximity. | Consistent. The proposed Project would provide onsite pedestrian pathways that would connect to the proposed onsite commercial uses and to the existing offsite sidewalks. Therefore, the proposed Project is consistent with Policy 2.4. |
| Policy 2.5: Balance the economic and fiscal benefits of commercial development with its impacts on the quality of life in the City. | Consistent. The proposed Project would provide both economic benefits by developing commercial retail and restaurant uses on the Project site, and also provide a multi-family residential development with numerous amenities, such as, recreation amenities, roof decks, and courtyards with ornamental landscaping that would provide for quality of life for onsite employees and residents. Therefore, the proposed Project is consistent with Policy 2.5. |
| Policy 2.6: Encourage the creation of new employment opportunities in developments which are compatible with surrounding land uses and provide a net community benefit. | Consistent. The proposed Project includes development of 80,000 square feet of commercial retail/restaurant space that would create new employment opportunities and provide a net community benefit by providing services and goods to onsite residents and other employees in the vicinity of the Project site. In addition, the proposed land uses are compatible with the land uses within the Tustin Legacy Specific Plan area across from the Project site and the IBC 0.35 mile from the site in Irvine. Therefore, the proposed Project is consistent with Policy 2.6. |
| Policy 2.9: Support developments that create a business environment that is safe and attractive. | Consistent. As described above, the proposed Project would create a business environment through provision of commercial (retail/restaurant) on the Project site. The Project would implement landscaping to provide attractive areas and would implement the crime prevention measures through onsite security and the development plan would be reviewed by the Police Department for security concerns, as described in Section 5.12, Public Services. Therefore, the proposed Project is consistent with Policy 2.9. |
| Policy 2.10: Support new development which is harmonious in scale and character with existing development in the area. | Consistent. As described in Section 5.1, <i>Aesthetics</i> , the proposed Project would be visually compatible with the existing and future built environment in the Project area that includes various high-density, urban-style boxy large buildings and ornamental landscaping. The areas in the existing viewshed of the Project site include urban structures such as, Naval Air Station airplane hangars, two and four-story office structures, and a five-story hotel. The undeveloped chained linked areas across from the Project site in the Tustin Legacy Specific Plan are planned for employment buildings that would likely be modern in architecture and are permitted to be 6-stories and 70-feet in height with a 40-foot setback from Red Hill Avenue. Therefore, the proposed Project is consistent with Policy 2.10. |
| Goal 5: Ensure that the impacts of development are mitigated. | Consistent. This EIR evaluates the potential impacts of the proposed Project and includes mitigation measures, where necessary to mitigate the impacts of development. Therefore, the proposed Project is consistent with Goal 5. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| Policy 5.1: Promote development which has a net community benefit and enhances the quality of life. | Consistent. The as described in Section 5.11, <i>Population and Housing</i> , the Project would provide residences near existing employment, shopping, and services. In addition, the 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. In addition, the Project would include open space and recreation amenities (as listed in Section 3.0, <i>Project Description</i>) that would enhance the quality of life for site residents and employees. Therefore, the proposed Project is consistent with Policy 5.1. |
| Policy 5.2: Protect the community from incompatible land uses. | Consistent. The proposed Project is located adjacent to office, business park, and public service land uses. As described in Section, 5.10, <i>Noise</i> and Section 5.7 <i>Hazards and Hazardous Materials</i> , the Project site is not within the JWA 60 dBA CNEL Noise Contour and would not result in hazards to existing or planned uses on or off-site. Thus, no incompatible land uses would occur from the proposed Project, and the proposed Project is consistent with Policy 5.2. |
| Policy 5.5: Encourage development which is compatible with, and supportive of surrounding land uses. | Consistent. As described in the previous responses, the proposed Project would provide multi-family residential units and commercial retail and restaurant uses within an employment area. The change of the site from a light industrial use, to residential and commercial uses (although higher in density) would not result in incompatibility. As previously described, the Project is consistent with planned land uses in the Tustin Legacy Specific Plan area and the IBC, which include similar and compatible employment related uses. Therefore, the proposed Project is consistent with Policy 5.5. |
| Policy 5.7: Anticipate that the intensity of new development will not exceed available infrastructure capacity. | Consistent. As described in Section 5.16, <i>Utilities and Service Systems</i> , development and full occupancy of the proposed Project would not exceed the available infrastructure capacity. Therefore, the proposed Project is consistent with Policy 5.7. |
| Policy 5.9: Encourage development which provides a clean and safe environment for the City's residents, workers, and visitors. | Consistent. The proposed Project would include safety design features for security, such as lighting, keypads for building access, and security cameras. Therefore, the proposed Project is consistent with Policy 5.9. |
| Policy 5.10: Support a circulation system which is responsive to the needs of pedestrians and vehicular travel. | Consistent. As described in Section 5.14, <i>Transportation</i> , with implementation of the identified mitigation measures the existing circulation system would accommodate increased traffic demands caused by the Project, and the proposed Project includes onsite sidewalks that would connect to the existing sidewalks surrounding the Project site. |
| Policy 5.11: Encourage development which does not generate obnoxious fumes, toxins, or hazardous materials. | Consistent. As described in Section 5.2, <i>Air Quality</i> and Section 5.7, <i>Hazardous Materials</i> , operation of the proposed mixed-use Project would not generate obnoxious fumes, toxins, or hazardous materials. Therefore, the proposed Project is consistent with Policy 5.11. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| Policy 5.12: Provide appropriate permanent measures to reduce storm water pollutant loads in storm water from a development site. | Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i> , the proposed Project would include structural BMPs to filter stormwater through Modular Wetland System units. In addition, 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 Policy 5.12. |
| Goal 6: Reduce residential overcrowding to promote public health and safety. | Consistent. The Project would develop additional multi-family rental housing within the City to assist in providing additional housing options and improve the rental unit vacancy rate, as described in Section 5.11, <i>Population and Housing</i> . Therefore, the proposed Project is consistent with Goal 6. |
| Noise Element | |
| Goal 1: Prevent significant increases in noise levels in the community and minimize the adverse effects of currently existing noise sources. | Consistent. As detailed in the noise analysis provided in Section 5.10, <i>Noise</i> , the proposed Project would not generate significant increases in noises levels. Therefore, the proposed Project is consistent with Goal 1. |
| Objective 1.1: Prevent creation of new and additional sources of noise. | Consistent. As detailed in the noise analysis provided in Section 5.10, <i>Noise</i> , the proposed Project would not generate significant increases in noises levels. Therefore, the proposed Project is consistent with Objective 1.1. |
| Policy: Require consideration of noise generation potential and susceptibility to noise impacts in the siting, design and construction of new developments | Consistent. As detailed noise analysis provided in Section 5.10, <i>Noise</i> , the analysis within this EIR considers the potential of noise from the proposed Project. Therefore, the proposed Project is consistent with this policy. |
| Policy: Require mitigating site and building design features, traffic circulation alternatives, insulation, and other noise prevention measures of those new developments which generate high noise levels. | Consistent. As detailed in the noise analysis provided in Section 5.10, <i>Noise</i> , the proposed Project would not generate high noises levels. Therefore, the proposed Project is consistent with this policy. |
| Policy: Sound insulate and/or buffer sensitive land uses such as housing from adverse noise impacts in noise-prone areas. | Consistent. As detailed in the noise analysis provided in Section 5.10, <i>Noise</i> , the proposed Project is not located within a noise prone area, would not result in adverse noise impacts, and would meet interior residential noise standards. Therefore, the proposed Project is consistent with this policy. |
| Open Space, Parks, and Recreation Element | |
| Goal 1: Provide sufficient open space to meet the recreational and aesthetic needs of the community. | Consistent. As described in Section 3.0, <i>Project Description</i> , the Project includes 183,363 square feet of courtyard areas, rooftop amenity decks, fitness centers, pools, spas, outdoor kitchens/barbeques, and seating areas. Also, as described in Section 5.1, <i>Aesthetics</i> , the proposed Project would implement landscaping throughout the site. Therefore, the proposed Project is consistent with Goal 1. |
| Objective 1.3: Encourage private development of visually accessible open space. | Consistent. The proposed Project includes open space areas adjacent to both Warner Avenue and Red Hill Avenue, which would be visually accessible open space. Therefore, the proposed Project is consistent with Objective 1.3. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| <p>Objective 3.2: Encourage the use of water quality wetlands, biofiltration swales, watershed-scale retrofits, etc. in existing and new open space, parks and recreation facilities where such measures are likely to be effective and technically and economically feasible.</p> | <p>Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i>, the proposed Project would include structural BMPs to filter stormwater through Modular Wetland System units. In addition, the Project would be developed pursuant to the CALGreen Code, which provides for water efficiency in plumbing fixtures and landscape irrigation. Therefore, the proposed Project is consistent with Objective 3.2.</p> |
| <p>Policy: Provide quality open space in quantities adequate for the type and intensity of surrounding development.</p> | <p>Consistent. As described in Section 5.13, <i>Park and Recreation</i>, the Project includes courtyard areas, balcony and patio areas, rooftop amenity deck that provides open space in quantities that is adequate for the proposed Project. Therefore, the proposed Project is consistent with this policy.</p> |
| <p>Public Safety Element</p> | |
| <p>Goal 1: Preserve a safe and secure environment for all Santa Ana residents and workers.</p> | <p>Consistent. The proposed Project 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 1.</p> |
| <p>Goal 2: Minimize loss of life and property due to natural and man-made catastrophes.</p> | <p>Consistent. As described in Section 5.5, <i>Geology and Soils</i>, the Project would be required to comply with the California Building Code (CBC), as included in the City’s Municipal Code (Chapter 8, Article 2, Division 1), which includes provisions to safeguard against loss of life and property due to natural and man-made catastrophes. In addition, the Orange County Fire Authority (OCFA) will review the development plans prior to approval, as part of the City’s permitting process, to ensure design measures include safety components and that adequate emergency access is provided. Therefore, the proposed Project is consistent with Goal 2.</p> |
| <p>Policy: Assure minimum feasible response time to police calls in all areas of the City.</p> | <p>Consistent. As described in Section 5.12, <i>Public Services</i>, the Police Department can and would continue to respond in a timely manner to emergency calls from the Project site. Therefore, the proposed Project is consistent with this policy.</p> |
| <p>Policy: Increase the effectiveness of law enforcement activities through expansion of crime prevention measures and the active involvement of the public in local law enforcement programs.</p> | <p>Consistent. As described in Section 5.12, <i>Public Services</i>, the Project addresses typical residential security concerns by providing low-intensity security lighting, security cameras, electronic access to buildings, and 24-hour security personnel. Pursuant to the City’s existing permitting process, the Police Department would review and approve the final site plans to ensure that the crime prevention measures are incorporated appropriately to provide a safe environment and increase the effectiveness of law enforcement activities. Therefore, the proposed Project is consistent with this policy.</p> |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| <p>Policy: Assure minimum feasible response time to fire calls in all areas of the City. Strictly enforce safety provisions of building and zoning codes.</p> | <p>Consistent. As described in Section 5.12, <i>Public Services</i>, there are 6 existing OCFA stations within 3.5 miles of the Project site, and the existing average response time for Station 79 (the first responding fire station to the site) for emergency calls is 7 minutes 42 seconds 80 percent of the time, which is 22 seconds above the OCFA Standard of Cover of 7 minutes and 20 seconds 80 percent of the time. In addition, OCFA would review the development plans prior to approval, as part of the City’s permitting process, to ensure that provisions of building code that provide for emergency access are strictly enforced. The Project would also be required to pay fire facilities fees prior to the issuance of building permits per Chapter 8-46 of the Municipal Code to provide funding to expand fire protection and emergency services. Thus, the Project would implement the building and zoning code and provide for minimum feasible response times to fire calls. Therefore, the proposed Project is consistent with this policy.</p> |
| Scenic Corridors Element | |
| <p>Goal 1: Improve the public image and expand the functional utility of the City’s linear transportation and open space corridors.</p> | <p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the proposed Project would implement landscaping that would include ground cover, shrubs, and trees within the Project site along both Warner Avenue and Red Hill Avenue that would improve the attractiveness of those corridors. Therefore, the proposed Project is consistent with Goal 1.</p> |
| Seismic Safety Element | |
| <p>Goal 1: Preserve a safe and secure environment for all Santa Ana residents and workers.</p> | <p>Consistent. The proposed Project 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 1.</p> |
| <p>Objective 1.3: Minimize seismic risk in the construction of new structures.</p> | <p>Consistent. As described previously, and in Section 5.5, <i>Geology and Soils</i>, the Project would be required to comply with the CBC, as included in the City’s Municipal Code which includes provisions to safeguard against seismic risk. Compliance with these requirements are ensured as part of the City’s permitting process. Therefore, the proposed Project is consistent with Objective 1.3.</p> |
| <p>Policy: Use a higher standard of design for structures with high occupancy than for other structures.</p> | <p>Consistent. As described above, the Project would be constructed in compliance with the CBC to provide seismic safety features in the new structures. Therefore, the proposed Project is consistent with this policy.</p> |
| Urban Design Element | |
| <p>Goal 1: Improve the physical appearance of the City through development of districts that project a sense of place, positive community image, and quality environment.</p> | <p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the proposed Project would develop a mixed-use residential/commercial community with a sense of place, positive community image, and quality environment that would utilize architecture and site planning to integrate structures, courtyard open spaces, and parking facilities. The Project would improve the physical appearance of the site by providing varied building heights, and architectural treatments to provide scale and character through the use of materials, colors, window treatment, and landscaping. Therefore, the proposed Project is consistent with Goal 1.</p> |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| Policy 1.1: New development and redevelopment projects must have the highest quality design, materials, finishes, and construction. | Consistent. See the previous response and Section 5.1, <i>Aesthetics</i> . As described, the proposed Project would have a high-quality design, materials, finishes, and would be ensured through the City's permitting process to result in high quality construction. Therefore, the proposed Project is consistent with Policy 1.1. |
| Policy 1.4: Development and other design features that prevent loitering, vandalism, graffiti, and visual deprivation, are to be included in all projects. | Consistent. See the previous response and Section 5.1, <i>Aesthetics</i> . As described, the proposed Project would have a high-quality design, materials, finishes. In addition, security concerns are addressed in the Project by providing low-intensity security lighting and security cameras. Therefore, the proposed Project is consistent with Policy 1.4. |
| Policy 1.5: Enhanced architectural forms, textures, colors, and materials are expected in the design of all projects. | Consistent. As described previously and in Section 5.1, <i>Aesthetics</i> , the proposed Project would provide varied building heights, and architectural treatments to provide scale and character through the use of materials, colors, window treatments, and landscaping. Therefore, the proposed Project is consistent with Policy 1.5. |
| Policy 1.6: Plazas, open spaces, and courtyards connecting to public right-of-way so as encourage public interaction, will be promoted. | Consistent. The proposed Project includes open space, courtyards, and landscaping areas with walkways that connect to the Red Hill Avenue and Warner Avenue right-of-ways. Therefore, the proposed Project is consistent with Policy 1.6. |
| Policy 1.7: On and off-site improvements must be pedestrian friendly. | Consistent. The proposed Project includes onsite walking paths/sidewalks that would connect to the existing sidewalks surrounding the Project site. Therefore, the proposed Project is consistent with Policy 1.7. |
| Policy 1.8: Shared access, circulation, and parking are encouraged as a means to minimize the amount of asphalt while increasing landscape in parking lots. | Consistent. The proposed Project includes shared access, circulation, and parking. The proposed driveways along Red Hill Avenue and Warner Avenue would provide shared access to the residential units and the commercial uses on the site. Therefore, the proposed Project is consistent with Policy 8.1. |
| Policy 2.1: Projects must acknowledge and improve upon their surroundings with the use of creative architectural design, streetscape treatments, and landscaping. | Consistent. As described in the previous response, and in Section 5.1, <i>Aesthetics</i> , the design of the Project acknowledges the surrounding built environment and provides landscaping, architectural treatments, and varied building heights to provide a creative architectural design. Therefore, the proposed Project is consistent with Policy 2.1. |
| Policy 3.2: Street improvements and adjacent development, should be consistently designed to eliminate a haphazard look and visual clutter along corridors. | Consistent. As required by developments pursuant to the SD zone, must use of good design principles, maintain an orderly and harmonious appearance, and encourage excellence of property development. Therefore, the proposed Project is consistent with Policy 3.2. |
| Policy 3.3: Enhanced streetscapes, architectural themes, and landscaping are to be provided to visually strengthen the path and enhance adjacent development. | Consistent. As described in Section 5.1, <i>Aesthetics</i> , the proposed Project includes architectural treatments and landscaping along the Project site boundaries that would enhance the roadway paths and adjacent development. Therefore, the proposed Project is consistent with Policy 3.3. |
| Policy 3.10: Safe and pleasant bicycle and pedestrian routes are to be provided and they should link activity nodes and places of interest. | Consistent. The Project includes pedestrian paths/sidewalks to provide for non-vehicular onsite circulation, which would connect to the existing sidewalks adjacent to the Project site. Therefore, the proposed Project is consistent with Policy 3.10. |

| General Plan Goal, Policy, or Objective | Project Consistency with Goal, Policy, or Objective |
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| Policy 3.11: Maximize the use of street trees and parkway landscaping to create a pleasant travel experience and positive City image. | Consistent. The Project would maintain the existing street trees and add additional trees as required by the City’s streetscaping guidelines. Therefore, the proposed Project is consistent with Policy 3.11. |
| Policy 3.15: Create a diverse urban forest through the use of a large variety of trees in medians, parkways, public open space, and as part of private development. | Consistent. The Project would add a variety of ornamental trees throughout the site, especially in open space courtyards and along the boundary of the Project site. Therefore, the proposed Project is consistent with Policy 3.15. |
| Policy 4.6: Distinctive, innovative, or unique public art should be provided in plazas, open spaces, and courtyards to promote pedestrian activity. | Consistent. The Project includes courtyards with amenities that could incorporate public art to promote pedestrian activities. In addition, the site would be developed with sidewalks that connect to existing offsite sidewalks, which would also promote pedestrian activities. Therefore, the proposed Project is consistent with Policy 4.6. |

Zoning Code

The proposed Project includes a zone change that would change the existing zoning designation change from M-1 (Light Industrial) to a Specific Development (SD) to implement the proposed mixed-use Project. As shown on Figure 5.9-2, currently SD zoned areas are located to the southwest at the northwestern corner of the Red Hill Avenue and Dyer Road intersection, and to the west of the site beyond SR-55. Other areas adjacent to the site within the City of Santa Ana are zoned for M-1 (Light Industrial). Areas in adjacent to the site within the City of Tustin are zoned as the Tustin Legacy Specific Plan.

As listed previously, the M-1 zone is designated for light industrial uses that include: warehousing, manufacturing, distribution, etc. Structures in the M-1 zone are limited to 35 feet in height, and 10-foot-wide yards are required adjacent to arterial streets, such as Warner Avenue and Red Hill Avenue.

The proposed Project includes minimum setbacks of: 12-feet from Warner Avenue and 20-feet from Red Hill Avenue. In addition, courtyard and landscape areas would provide additional setbacks, as shown on Figure 3-5. The proposed setbacks along N. Main Street and Edgewood Road would be greater than the minimum setbacks required in the M-1 zone.

A majority of the proposed development consists of development of 6 story mixed use structures and 7-levels of above ground parking that would be approximately 94-feet in height at the tallest point. Although these structures would be much taller than the 35-foot high buildings allowed by the existing M-1 zone, with implementation of the proposed SD zone the proposed Project would not conflict with the zoning code. Also, as described in the City’s zoning code, the purpose of the SD zone is to promote the public health, safety, and general welfare by the use of good design principles, maintaining an orderly and harmonious appearance, and encouraging excellence of property development. When development projects are proposed within the SD zone, they are required (per Zoning Code Section 41-593.4) to submit development plans for architectural review to ensure that buildings, structures, and grounds would be in keeping with the neighborhood and would not be detrimental to the harmonious development of the City or impair the desirability of investment or occupation in the neighborhood.

As described above, the proposed Project would create an attractive, cohesive mixed-use community through the use of contemporary architectural materials and landscaping throughout the Project site. As required by the Zoning Code, the proposed Project’s development plans would be reviewed by the City to ensure

consistency with development standards. Thus, impacts related to zoning would not occur from the proposed Project.

5.9.7 CUMULATIVE IMPACTS

The cumulative study area for land use and planning includes the City of Santa Ana and the nearby areas in the Cities of Tustin and Irvine. 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, City of Tustin, and City of Irvine. A large portion of these projects consist of multi-family residential development; in addition, the projects include office, mixed-uses, retail commercial, hotel, and hospital uses. These related projects are similar, consistent, and complementary to the proposed SD zone and mixed-use development.

As described above, the proposed Project would not result in conflicts with existing land use or zoning designations and would not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, which has the purpose of avoiding or mitigating an environmental effect, including applicable regulations, policies, and standards of the General Plan, Zoning Ordinance, Airport Environs Land Use Plan for John Wayne Airport and the SCAG RTP/SCS. Thus, the 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 would not occur from implementation of the proposed Project.

5.9.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

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

5.9.3 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impact LU-2 would be **potentially significant**:

Impact LU-1 would be less than significant.

5.9.10 MITIGATION MEASURES

Mitigation Measure LU-1: The Development Agreement that is required for implementation of the proposed Project shall include a clause requiring that all prospective residents of the Project site shall be notified of airport related noise. Notification shall be included in lease/rental agreements and shall state the following:

“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 related to noise. Individual sensitivities to noise annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property and determine whether they are acceptable to you.”

5.9.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measure would reduce potential impacts associated with land use and planning to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to land use and planning would occur.

REFERENCES

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