



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

## AGENDA ITEM 1

May 16, 2019

**TO:** Commissioners/Alternates

**FROM:** Lea U. Choum, Executive Officer

**SUBJECT:** City of Santa Ana Request for Consideration of Legacy Sunflower Multi-Family Residential Project located at 651 Sunflower Avenue

### Background

The project proponent, Legacy Homes, is proposing to develop multi-family apartments on a 3.59-acre site located at 651 Sunflower Avenue in the City of Santa Ana (see Attachment 1 to view the local vicinity map). The project proposes 226 apartments in a five-story building. A six level parking structure, which includes one level of subterranean parking and five levels above ground, is proposed for the middle of the site along the northern project boundary with a five-story apartment building wrapped around the five level parking structure on three sides (Attachment 2 include the proposed site plan).

The project includes studio, one-and two-bedroom apartments ranging in average size of 612 square feet for the studio apartments, 670 square feet for the one-bedroom apartments and 1,105 square feet for the two-bedroom apartments. The project includes 35 studio apartments, 114 one-bedroom apartments and 77 two-bedroom apartments. The apartment building would be 75 feet in height to the top of roof and the parking structure would be 70 feet in height.

The project site is north of Sunflower Avenue, east of Flower Street, approximately 2,000 feet west of Main Street and approximately 1,800 feet south of MacArthur Boulevard. The site is currently developed with Sound Church and would be demolished with the development of the proposed project. Surrounding land uses include Taft Elementary school to the north, Enclave apartment development to the south, multi-family homes to the east, and multi-family units to the west (see Attachment 3 to view an aerial photo of the proposed project site).

The project is being referred to your Commission because of the project's location within the Airport Planning Area for JWA and because the project requires a General Plan Amendment and Zone Change through the City of Santa Ana. The project site is designated Low Density Residential (LR-7) land use by the Santa Ana General Plan. The project applicant is requesting a general plan amendment to Urban Neighborhood (UN) and a zone change from Single-family Residence (R1) to Specific Development (SD).

The City of Santa Ana has scheduled public hearings on the proposed project as follows:

April 22, 2019	Planning Commission
June 4, 2019	City Council

### AE LUP Issues

The project has been evaluated for conflicts with respect to aircraft noise, building heights, and the development of heliports.

#### Regarding Aircraft Noise Impacts

The proposed project is not located within the 60 or 65 dBA CNEL noise contours for JWA (see Attachment 4). No noise attenuation measures are required. The City of Santa Ana General Plan has adopted interior and exterior noise level criteria for residential, institutional, and open space land uses. Exterior noise levels up to 65 dBA CNEL and interior noise levels of 45 dBA CNEL are considered acceptable noise levels for residential use for the City.

#### Regarding Height Restrictions

In Section 2.1.3 of the *JWA AELUP*, the Commission has incorporated the standards for height limits for determining obstructions and has incorporated the definitions of “imaginary surfaces” for airports as defined in FAR Part 77. The project is located within the FAR Part 77 “imaginary surfaces” referral area (see Attachments 5 and 6).

The proposed project is located within the *AELUP* Notification Area for JWA as shown in Attachment 5. The proposed maximum height for the project is 110 feet above mean sea level (AMSL) which penetrates the notification surface at 96.2 feet AMSL. The project applicant filed Form 7460-1 with the Federal Aviation Administration (FAA) and has received a Determination of No Hazard to Air Navigation. The FAA Aeronautical Study No. 2019-AWP-1473-OE is included as Attachment 7.

Attachment 6 shows that the proposed project is located within the horizontal surface for JWA which limits heights to 206 feet AMSL. The proposed maximum building height at this site is 110 feet AMSL which is 96 feet below the horizontal surface. Because the project falls below the horizontal surface, the project will not impact areas reserved for air navigation.

#### JWA Safety Zones

The proposed project falls within Safety Zone 6 for JWA. See Attachment 8 to view the safety zones for JWA. Per the California Airport Land Use Planning Handbook (October, 2011), residential uses are normally allowed, outdoor stadiums and similar uses with very high intensities should be avoided, and uses such as children’s schools, large care centers, hospitals, and nursing homes are limited. The proposed multi-family development is a normally allowed use within Safety Zone 6 for JWA.

#### Heliports

Heliports are not proposed as part of project. The Santa Ana General Plan includes language that states proposals to develop new heliports must be submitted through the City to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5 and includes the requirement that proposed heliport projects must comply fully with the State permit procedure provided by law and

with all conditions of approval imposed or recommended by FAA, by the ALUC for Orange County and by Caltrans/Division of Aeronautics.

### **Environmental Compliance**

A Mitigated Negative Declaration (MND) was prepared as the CEQA documentation to analyze the potential impacts of the Legacy Sunflower multi-family residential project and was available for public review from March 19, 2019 to April 8, 2019.

### **Conclusion**

Attachment 9 to this report contains the project submittal package received from the City of Santa Ana for your reference. ALUC staff has reviewed this project with respect to compliance with the *AE LUPs for JWA and Heliports*, including review of height restrictions, imaginary surfaces, and environmental compliance.

### **Recommendation:**

1. That the Commission find the proposed Legacy Sunflower Multi-Family Project located at 651 Sunflower Avenue Consistent with the *AE LUP for JWA*.
2. That the Commission find the proposed Legacy Sunflower Multi-Family Project located at 651 Sunflower Avenue Consistent with the *AE LUP for Heliports*.

Respectfully submitted,



Lea U. Choum  
Executive Officer

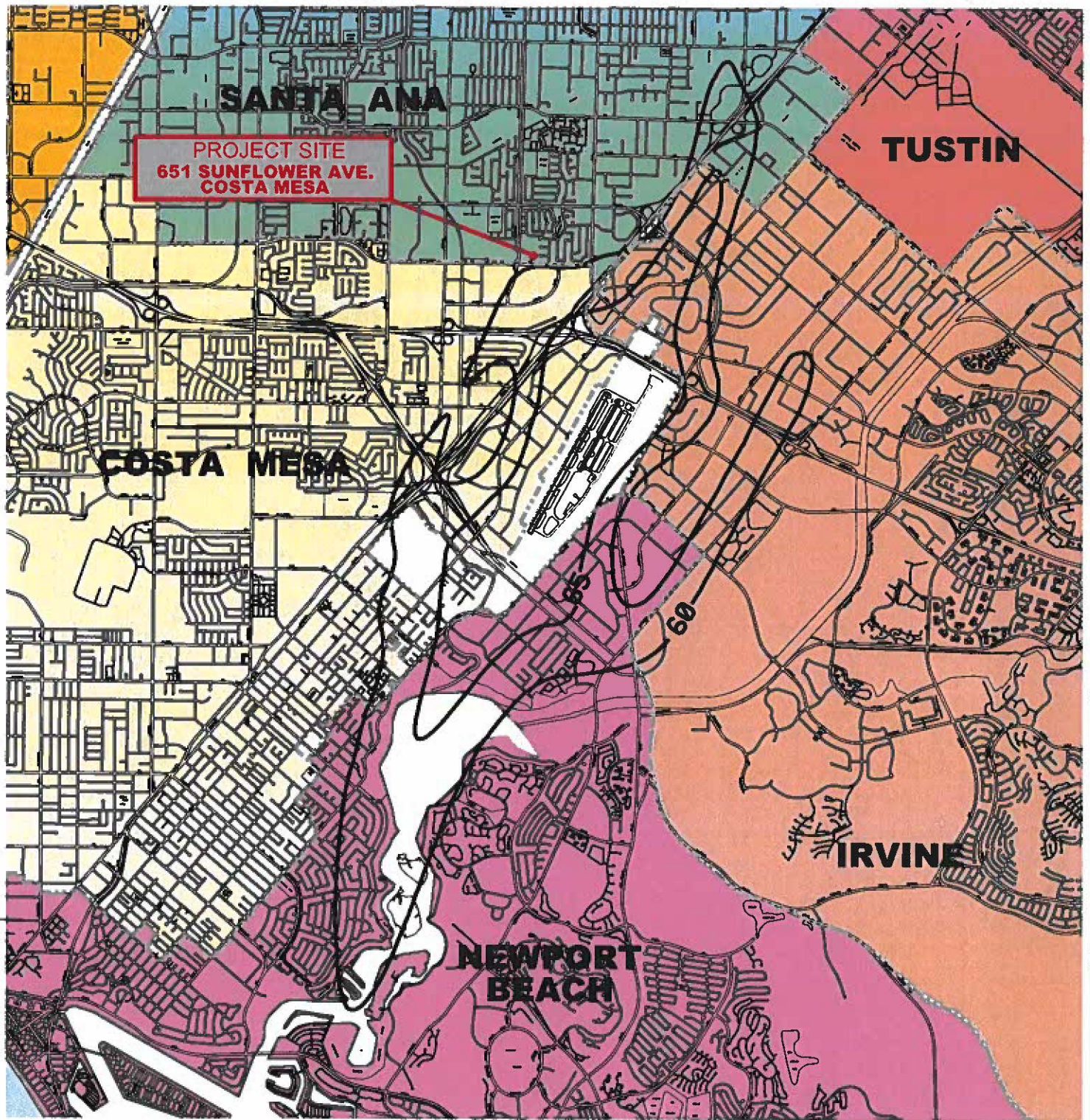
### **Attachments:**

1. Local Vicinity Map
2. Proposed Site Plan
3. Aerial Photo of Project Site
4. JWA Noise Contours
5. FAR Part 77 *AE LUP* Notification Area for JWA
6. FAR Part 77 JWA Obstruction Imaginary Surfaces for JWA
7. FAA Aeronautical Study No. 2019-AWP-1473-OE
8. JWA Airport Safety Zone Reference Map
9. Submittal Package from City of Santa Ana









Note: County Unincorporated areas are shown in white.

## John Wayne Airport Impact Zones

### LEGEND

- 65— CNEL CONTOUR
- - - - RUNWAY PROTECTION ZONE
- · · · · CITY BOUNDARIES
- AIRPORT BOUNDARIES



Composite contour from  
John Wayne Airport Project  
Case-1990 and 2005  
(see section 2.2.1)

### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

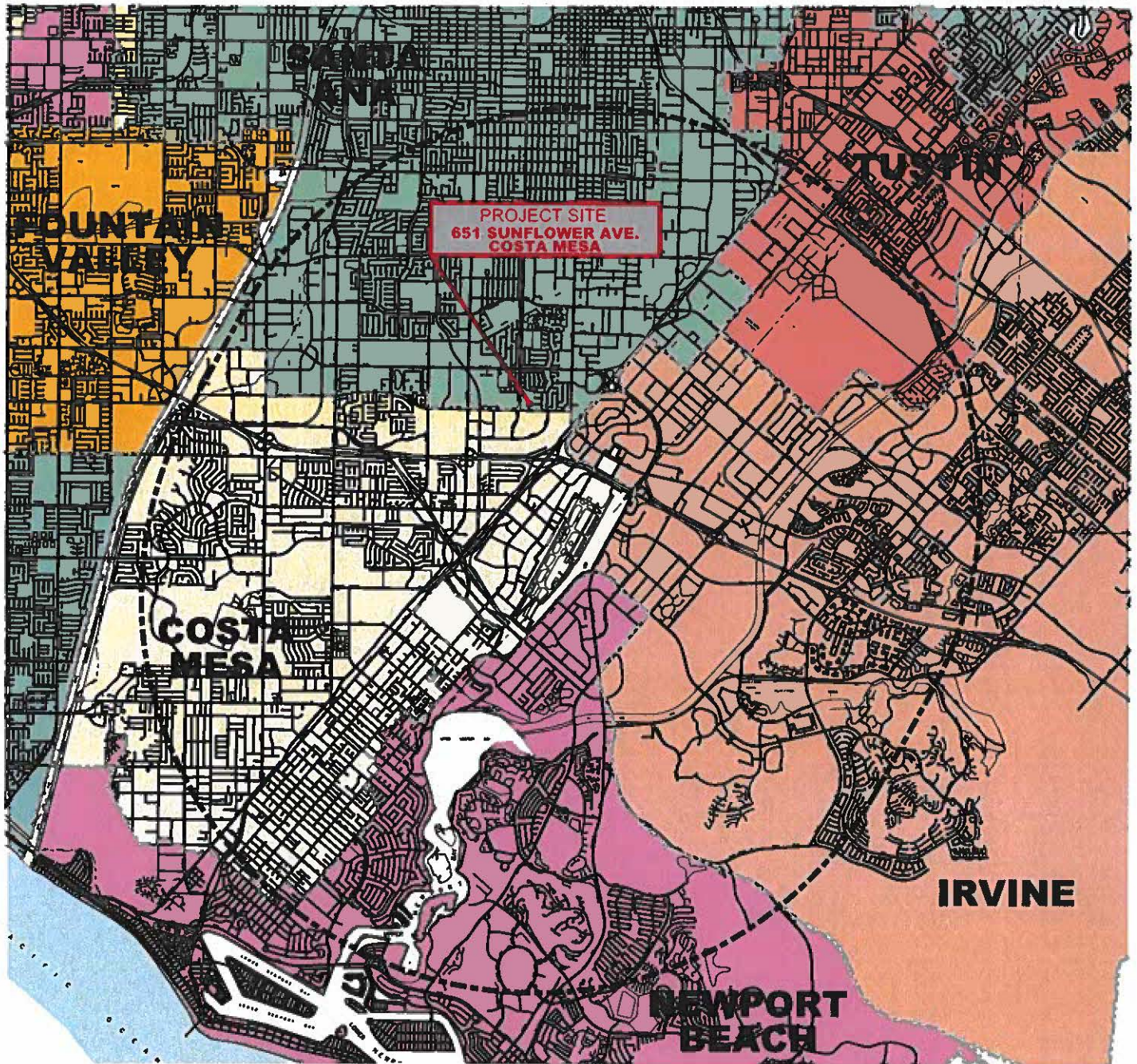
## ATTACHMENT 4

Kari A. Rigoni, Executive Officer

Date

# AELUP Notification Area for JWA

ATTACHMENT 3



Note: County Unincorporated areas are shown in white.

## FAR PART 77

Notification Area for John Wayne Airport: 20,000' Radius at 100:1 Slope

### LEGEND

- 20,000' Radius
- CITY BOUNDARIES
- AIRPORT BOUNDARIES



Scale in Feet

### CERTIFICATION

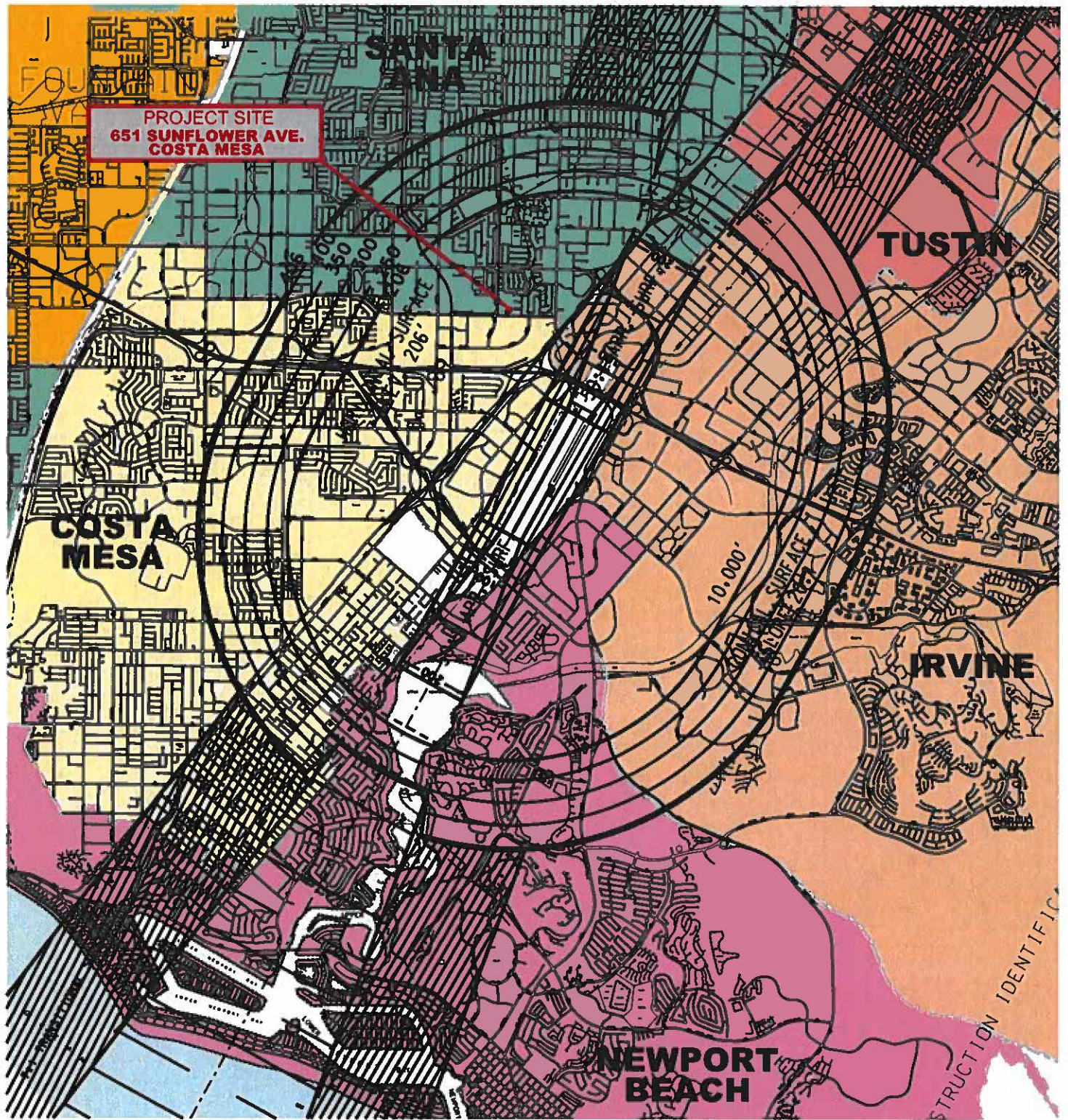
Adopted by the Airport Land Use Commission for Orange County

## ATTACHMENT 5

Kari A. Rigoni, Executive Officer

Date



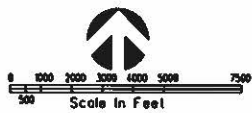


**PROJECT SITE**  
**651 SUNFLOWER AVE.**  
**COSTA MESA**

Note: County Unincorporated areas are shown in white.

## FAR PART 77

### John Wayne Airport Obstruction Imaginary Surfaces



**LEGEND**

- CITY BOUNDARIES
- AIRPORT BOUNDARIES

**CERTIFICATION**

Adopted by the Airport Land Use Commission for Orange County

## ATTACHMENT 6

Kari A. Rigoni, Executive Officer

Date



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2019-AWP-1473-OE

Issued Date: 04/24/2019

Timothy O'Brien  
 Legacy Homes  
 5141 California Avenue  
 Suite 100  
 Irvine, CA 92617

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Legacy Sunflower Residences  
 Location: Santa Ana, CA  
 Latitude: 33-41-39.66N NAD 83  
 Longitude: 117-52-29.47W  
 Heights: 35 feet site elevation (SE)  
 75 feet above ground level (AGL)  
 110 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/24/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7642, or [ladonna.james@faa.gov](mailto:ladonna.james@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-1473-OE.

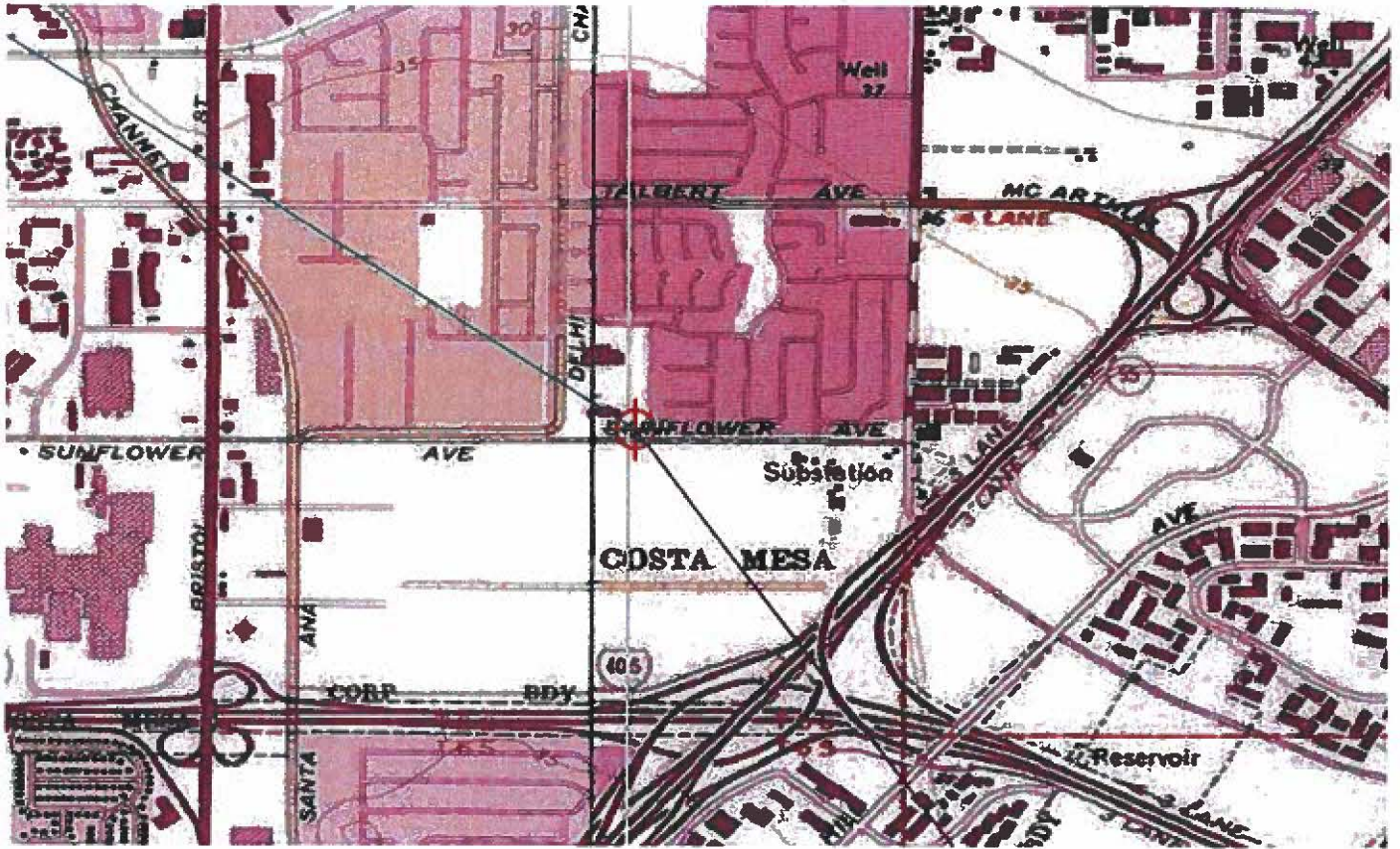
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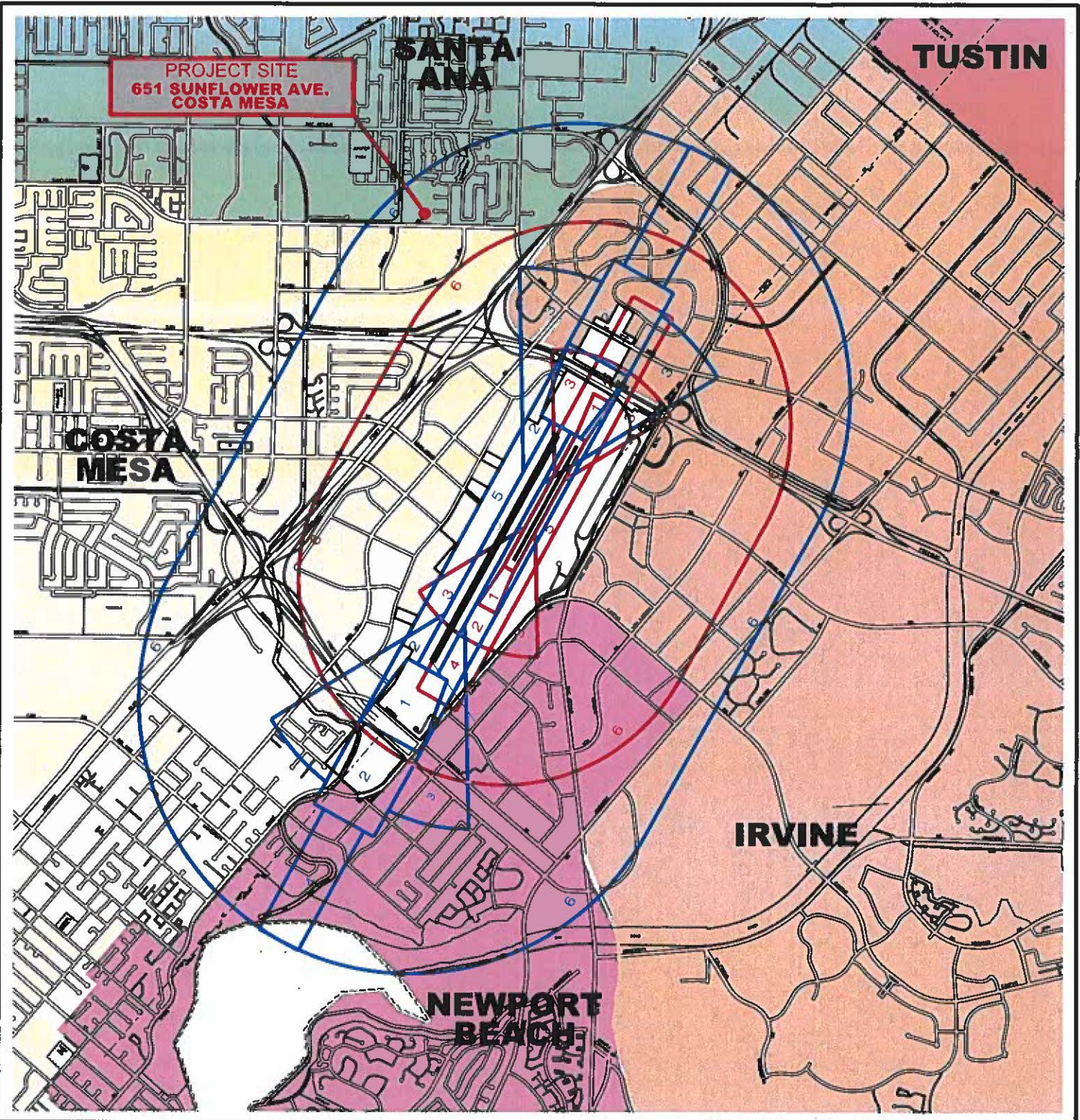
( DNE )

LaDonna James  
Technician

Attachment(s)  
Map(s)

Verified Map for ASN 2019-AWP-1473-OE





## John Wayne Airport Safety Zone Reference Map

**LEGEND**

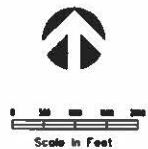
- 1. RUNWAY PROTECTION ZONE
- 2. INNER APPROACH / DEPARTURE ZONE
- 3. INNER TURNING ZONE
- 4. OUTER APPROACH / DEPARTURE ZONE
- 5. SIDELINE ZONE
- 6. TRAFFIC PATTERN ZONE



SAFETY COMPATIBILITY ZONES FOR RUNWAY 2L & 20R (A MEDIUM GENERAL AVIATION RUNWAY AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)



SAFETY COMPATIBILITY ZONES FOR RUNWAY 2R & 20L (A SHORT GENERAL AVIATION RUNWAY AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)



**CERTIFICATION**

Adopted by the Airport Land Use Commission for Orange County

# ATTACHMENT 8

Kari A. Rigoni, Executive Officer

Date

MAYOR  
Miguel A. Pulido  
MAYOR PRO TEM  
Juan Villegas  
COUNCILMEMBERS  
Cecilia Iglesias  
David Penaloza  
Roman Reyna  
Vicente Sarmiento  
Jose Solorio



ACTING CITY MANAGER  
Steven A. Mendoza  
CITY ATTORNEY  
Sonia R. Carvalho  
ACTING CLERK OF THE COUNCIL  
Norma Mitre

**CITY OF SANTA ANA**  
**PLANNING AND BUILDING AGENCY**  
20 Civic Center Plaza • P.O. Box 1988  
Santa Ana, California 92702  
[www.santa-ana.org](http://www.santa-ana.org)

**RECEIVED**

APR 29 9 REC'D

AIRPORT LAND USE COMMISSION

April 24, 2019

Ms. Lea Choum  
Project Manager  
John Wayne Airport  
3160 Airway Avenue  
Costa Mesa, CA 92626

**SUBJECT: Request for a Consistency Determination Hearing  
John Wayne Airport Environs Land Use Plan (AELUP) Legacy  
Sunflower Residential Development, Santa Ana, CA**

Dear Ms. Choum:

The City of Santa Ana is processing a request for a general plan amendment, zone change and site plan approval for a project located at 651 Sunflower Avenue. The project site is 3.59-acres and is located within the FAA Part 77 Notification Area of John Wayne Airport (JWA). On May 13, 2019, the Santa Ana Planning Commission will consider and recommended to the City Council the approval of the discretionary actions, including a general plan amendment, zone change and site plan approval, which will allow for the development of 226 multi-family apartments on the subject property. The Santa Ana City Council will consider the discretionary actions and the proposed project at a public hearing that is scheduled for June 4, 2019.

Because the proposed project is located within the AELUP Notification Area for JWA, the City is requesting that the project be placed on the agenda for the May 16, 2019 meeting of the Airport Land Use Commission (ALUC) for an AELUP Consistency determination related to the proposed project. If approved by the City, the land use of the site will be changed from Low Density Residential (LR-7) to Urban Neighborhood (UN), the zoning changed from Single-Family Residence (R1) to Specific Development (SD) and site plan approval. The project would also require a Notice of Intent to comply with the General Construction Activity NPDES Permit from the State Water Resources Control Board.

SANTA ANA CITY COUNCIL

**ATTACHMENT 9**

Miguel A. Pulido  
Mayor  
[moulido@santa-ana.org](mailto:moulido@santa-ana.org)

Juan Villegas  
Mayor Pro Tem, Ward 5  
[villegas@santa-ana.org](mailto:villegas@santa-ana.org)

Vicente Sarmiento  
Ward 1  
[vsarmiento@santa-ana.org](mailto:vsarmiento@santa-ana.org)

David Penaloza  
Ward 2  
[dpenaloza@santa-ana.org](mailto:dpenaloza@santa-ana.org)

Jose Solorio  
Ward 3  
[jsolorio@santa-ana.org](mailto:jsolorio@santa-ana.org)

Roman Reyna  
Ward 4  
[rreyna@santa-ana.org](mailto:rreyna@santa-ana.org)

Cecilia Iglesias  
Ward 6  
[ciglesias@santa-ana.org](mailto:ciglesias@santa-ana.org)

As required by Section 4.7 of the John Wayne Airport AELUP, the City has provided the ALUC with the enclosed information that addresses the project's relationship to John Wayne Airport and its potential effects on the airport. As indicated in that information as well as the analysis presented in the Initial Study prepared for the project, the proposed Legacy Sunflower residential project will neither affect nor be affected by airport activities at JWA.

Finally, the Federal Aviation Administration (FAA) has determined that the proposed project is not a hazard to air navigation at JWA as confirmed by the issuance of the "Determination of No Hazard to Air Navigation" on April 24, 2019 by that agency. That determination by the FAA is included as Appendix A to the supplemental information provided to the ALUC with the request.

I look forward to receiving confirmation of the City that the proposed general plan amendment, zone change and site plan approval for the development of 226 multi-family apartments will be scheduled for the May 16, 2019 meeting of the ALUC.

Regards,

A handwritten signature in black ink, appearing to read 'Ivan Orozco', with a stylized flourish at the end.

Ivan Orozco  
Assistant Planner II

Attachment: Submittal Package



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2019-AWP-1473-OE

Issued Date: 04/24/2019

Timothy O'Brien  
 Legacy Homes  
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- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

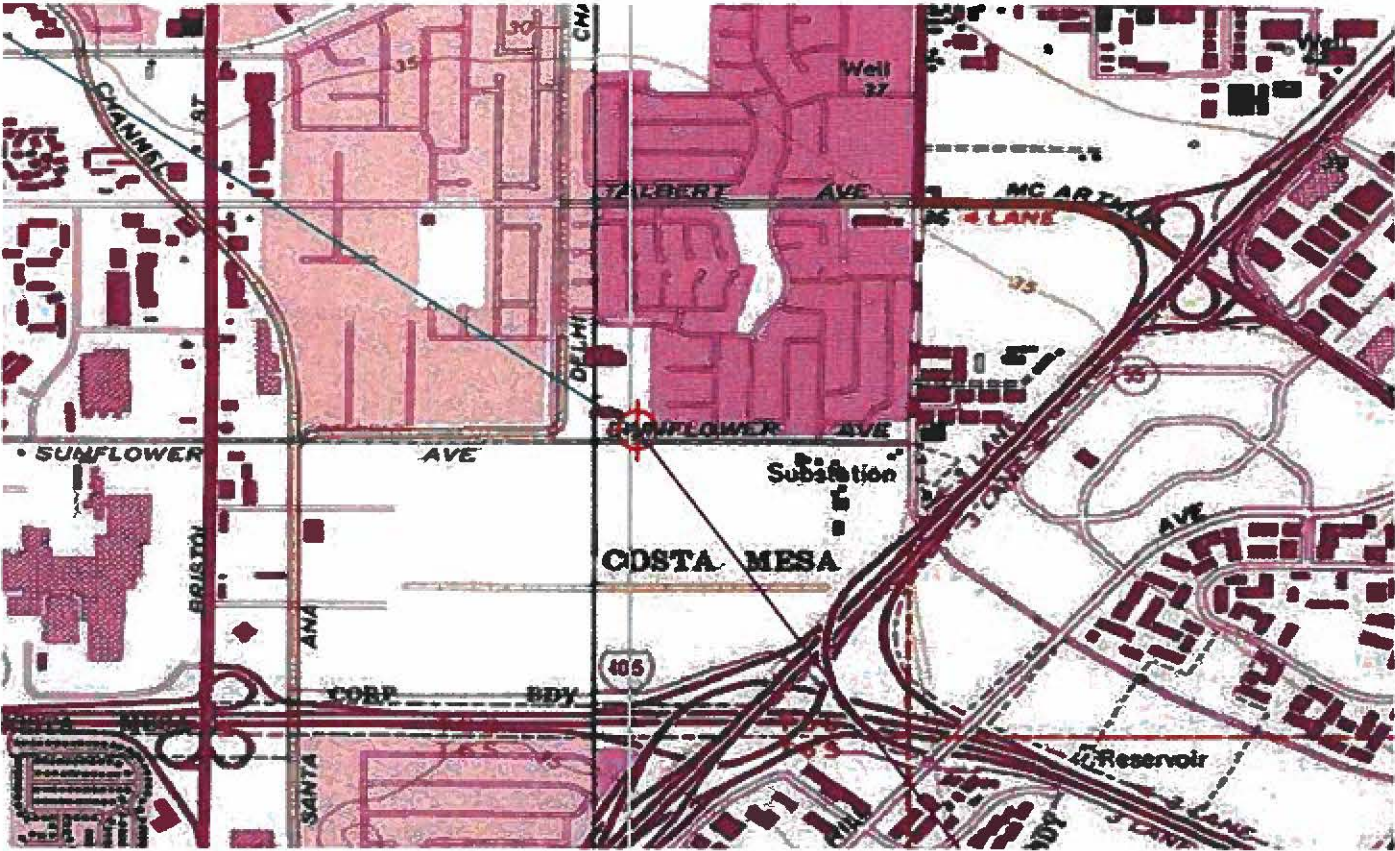
If we can be of further assistance, please contact our office at (424) 405-7642, or [ladonna.james@faa.gov](mailto:ladonna.james@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-1473-OE.

**Signature Control No: 397319007-403667726**  
LaDonna James  
Technician

( DNE )

Attachment(s)  
Map(s)

Verified Map for ASN 2019-AWP-1473-OE



**Legacy Sunflower Multi-Family Residential Project  
Santa Ana, CA**

**Submittal Package for John Wayne Airport AELUP Consistency Determination  
Orange County Airport Land Use Commission**

The information presented below, which responds to the submittal requirements prescribed in Section 4.7 of the Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA), is submitted to the Orange County Land Use Commission (ALUC) for consideration with respect to the Consistency Determination of the proposed Legacy Sunflower Multi-Family Residential Project in the City of Santa Ana.

**Section 4.7 Submittal Requirements**

**1. Description of Project: General Plan Amendment (GPA); Specific Plan Amendment (or other zoning amendment); Zone Ordinance; Building Regulation; Conditional Use Permit (CUP), etc.**

The project applicant is requesting approval of the following discretionary approvals by the City of Santa Ana:

- General Plan Amendment

The project site is designated Low Density Residential (LR-7) land use by the Santa Ana General Plan. The project applicant is requesting a general plan amendment to Urban Neighborhood (UN).

- Zone Change

The project site is zoned Single-Family Residence (R1). The project applicant is requesting a zone change to Specific Development (SD).

- Site Plan

The project applicant is requesting approval of a site plan.

**2. Location of the Project: Area Map; Site Plan; Street Address.**

The Legacy Sunflower multi-family residential project is located at 651 Sunflower Avenue in the City of Santa Ana, which is north of Sunflower Avenue, east of Flower Street, approximately 2,000 feet west of Main Street and approximately 1,800 feet south of MacArthur Boulevard as shown in Figure 1, Regional Map. The Legacy Sunflower project encompasses approximately 3.59-acres as shown in Figure 2, Local Vicinity Map. An aerial photograph of the project site and surrounding land uses is shown in Figure 3, Aerial Photo. A topography map of the site and project vicinity is shown in Figure 4, U.S.G.S. Topo Map. The proposed development plan for the project is shown in Figure 5, Site Plan.

**3. Existing and Proposed General Plan and Zoning Designations**

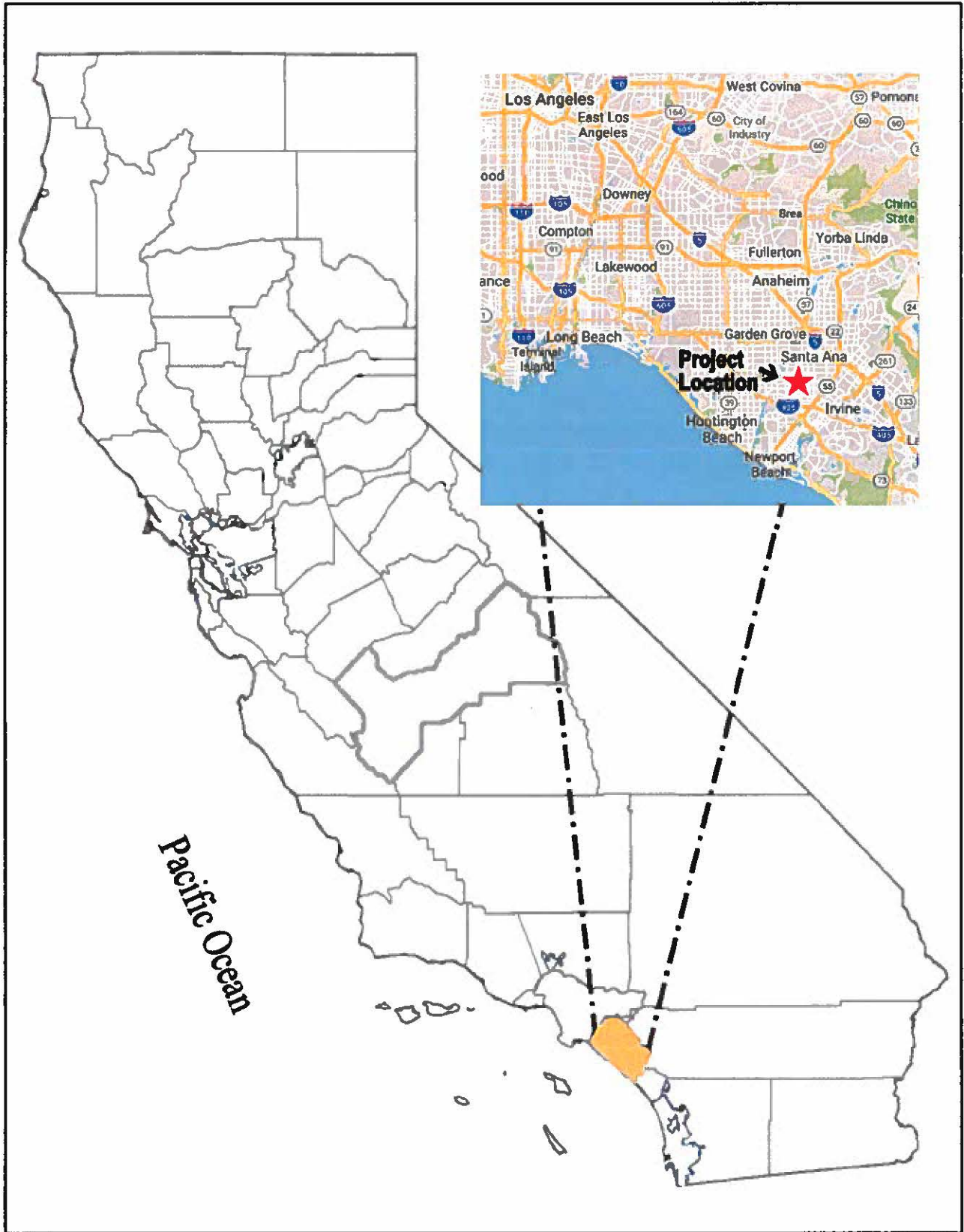
- Existing General Plan Land Use Designation: Low Density Residential (LR-7)
- Proposed General Plan Land Use Designation: Urban Neighborhood (UN)
- Existing Zoning Designation: Single-Family Residential (R1)
- Proposed Zoning: Specific Development (SD)



Source: Google Maps, 2017



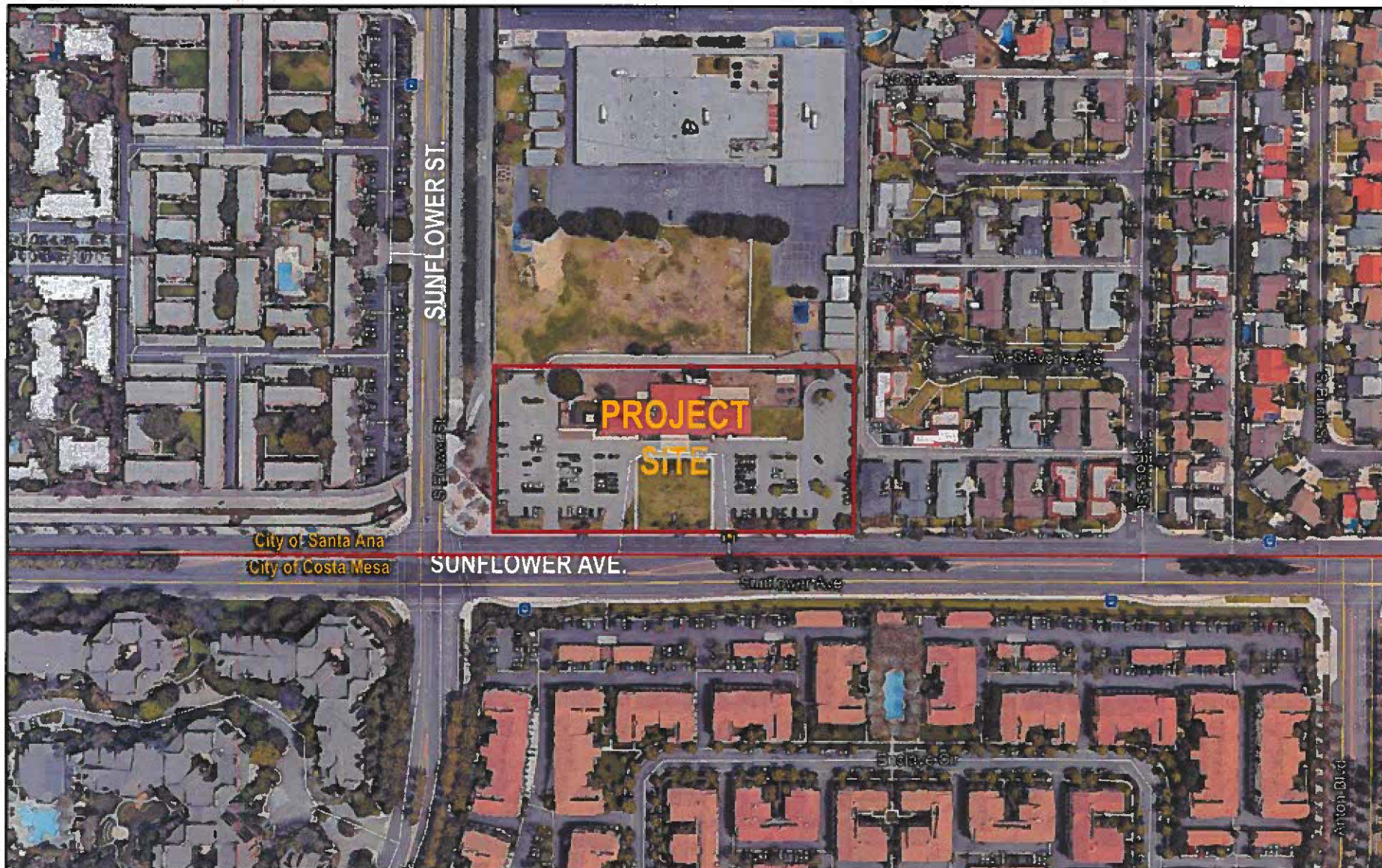
Figure 2  
Local Vicinity Map



Source: Phil Martin & Associates, Inc.



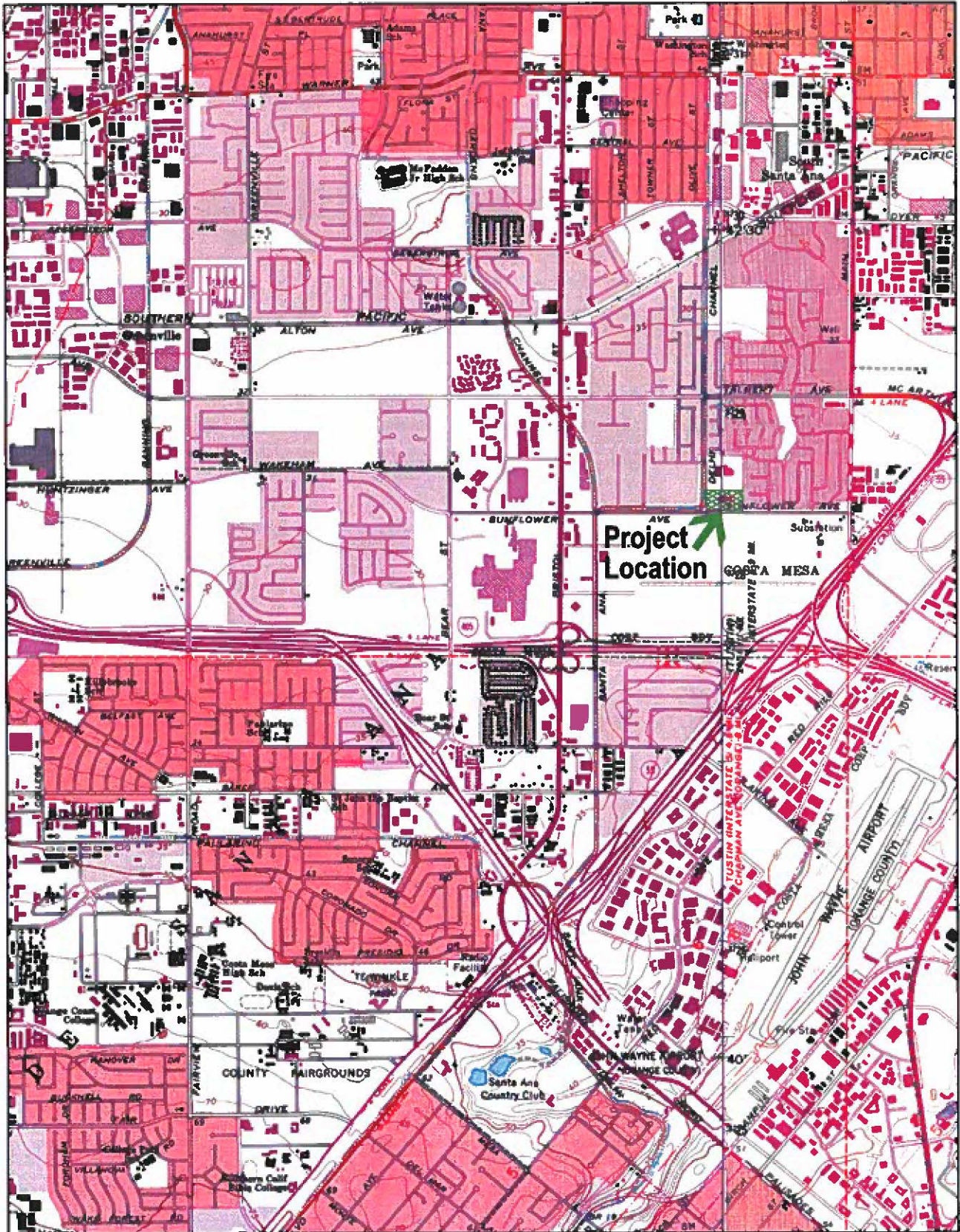
Figure 1  
**Regional Map**



Source: Google Earth



Figure 3  
Aerial Photo



Source: USGS Topo Map, 1981



Figure 4  
USGS Topo Map



Figure 5  
Site Plan



**4. Existing and proposed uses on the site and adjacent properties (descriptive text and maps from an environmental document may be submitted to respond to this item).**

**Existing Site Development**

The project site is developed with the Sound Church and would be demolished with the development of the proposed project.

**Surrounding Land Uses**

The land uses surrounding the project include Taft Elementary school to the north, multi-family homes to the east, the Enclave Apartment development to the south, south of Sunflower Avenue, the Avenue of the Arts apartment development to the southwest, southwest of the intersection of Sunflower Avenue and Sakioka Drive and multi-family units to the west, west of Flower Street. An open Orange County flood control channel extends along the east side of Flower Street and forms the west project boundary. The Enclave and the Avenue of the Arts apartment developments are in the City of Costa Mesa. Sunflower Avenue that is adjacent to and south of the project is the city limit boundary between the cities of Santa Ana and Costa Mesa.

**Proposed Land Use**

The project applicant proposes the development of 226 multi-family apartments on a 3.59-acre site located at 651 Sunflower Avenue. The property is developed with the Sound Church and would be demolished. The church proposes to relocate to the downtown area of Santa Ana with development of the project. The project proposes 226 apartments in a five-story building. A six level parking structure, which includes one level of subterranean parking and five levels above ground, is proposed for the middle of the site along the northern project boundary with a five-story apartment building wrapped around the five level parking structure on three sides. The apartment building and the parking structure would front Sunflower Avenue. The main driveway for access to the project is from Sunflower Avenue at the middle of the site. The project includes a central outdoor courtyard with a swimming pool and spa, outdoor furniture, bar-b-ques, outdoor yoga and fitness court and restrooms at the apartment building on the west side of the site. A central fitness center, clubroom and business center/conference room, mailroom, parcel room, bike storage area and apartment leasing area are proposed for the westerly apartment building. Two active open space areas are proposed in the eastern area of the site and include a dog park and garden and outdoor dining area for project residents. The project includes studio, one-and two-bedroom apartments ranging in average size of 612 square feet for the studio apartments, 670 square feet for the one-bedroom apartments and 1,105 square feet for the two-bedroom apartments. The project includes 35 studio apartments, 114 one-bedroom apartments and 77 two-bedroom apartments. Some of the ground floor apartments would have terraces. All of the remaining units would have balconies. The apartment building would be 75 feet in height to the top of roof and the parking structure would be 70 feet in height. The project proposes 452 parking spaces, including 10 subterranean parking spaces, and handicap spaces. Four bicycle parking spaces are proposed. The project proposes 57,957 square feet of open space including 22,781 square feet of passive open space, 24,096 square feet of active open space and 11,080 square feet of private open space. A total of 227 storage units are proposed for all five levels in the parking structure, including 20 storage units in the subterranean parking level, for use by the residents. Landscaping is proposed within the required setbacks along all sides of the site. The existing student drop-off area for Taft Elementary school is adjacent to and north of the site and would remain with the project. Access to the road for the student drop-off area at the school is from Sunflower Avenue at the east side of the site. The exit for the student drop-off area is at the west side of the project. This existing "looped" student drop-off route would be preserved and incorporated into the project and allow parents to continue to drop-off students at Taft Elementary school via Sunflower Avenue as the existing condition. Trash bins would be located at the north side of the site and within the

parking structure. Waste bins would be located on each floor of the parking structure for tenants of each floor to deposit their solid waste. A trash loading area is proposed for the northeast area of the site. Trash trucks would enter the site at the east end of the site from the same driveway that Taft Elementary parents use to drop off students at Taft Elementary School. Trash trucks can also exit the site at the same east driveway at Sunflower Avenue. An emergency vehicle access route is proposed along the north project boundary for emergency vehicle access from both the west and east sides of the site at Sunflower Avenue. The project is scheduled to be constructed in two phases. Project construction would start in the first quarter of 2020 and the first phase completed in October 2021. The second phase is scheduled to be completed in December 2021 or early 2022. The project proposes Modern architecture.

**5. Approval Schedule: Planning Commission, City Council or Board of Supervisors.**

- Planning Commission: April 22, 2019
- City Council: June 4, 2019

**6. Is the project within the 60 CNEL Contour of the affected airport? Within the 65 CNEL Contour? What noise mitigation measures will be required to achieve interior standards?**

Based on the John Wayne Airport 2017 Annual 60-75 CNEL Noise Contours map, the project site is not located within either the 60 CNEL or 65 CNEL noise contours as shown in Figure 6. No mitigation measures are required to reduce interior noise levels to 45 CNEL due to aviation activities occurring at JWA.

**7. Is the project within the Runway Protection Zone (RPZ) of the affected airport? Within the Accident Potential Zone (APZ) I? Within APZ II? What are the planned lot coverage and building occupancy criteria?**

The project is not located in either RPZ I or RPZ II of John Wayne Airport as shown in Figure 7. The intensity standard for the Urban Neighborhood ranges from a floor area ratio (FAR) of 0.5 to 1.5. Based on the allowed FAR of 0.5 to 1.5, the 3.59-acre site allows residential development totaling a minimum of 78,190 square feet to a maximum of 234,571 square feet. The project proposes a total of 185,356 square feet of residential use, which results in a FAR of 1.19 and within the allowable FAR.

**8. Is the project within the Height Restriction Zone (FAR Part 77 Notification Area) of the affected airport? Has the project sponsor filed a 7460-1 Notice with the FAA? (Provide a copy of the FAA Determination to ALUC staff. If a 7460 Determination is necessary, the ALUC must have this as part of the submittal before the project can be accepted for filing.)**

The proposed project is located with the FAR Part 77 Notification Area of John Wayne Airport as shown in Figure 8. The project applicant submitted FAA Form 7460-1 to the Federal Aviation Administration for review on February 20, 2019. The FAA issued a "Determination of No Hazard to Air Navigation" on April 22, 2019 and is included as Appendix A to this supplemental information.

**9. Applicable section of CEQA documentation.**

The following section of the Legacy Sunflower multi-family residential project Mitigated Negative Declaration prepared for the Legacy Sunflower multifamily residential project related to potential impacts to aviation facilities and/or activities has been excerpted and included below.

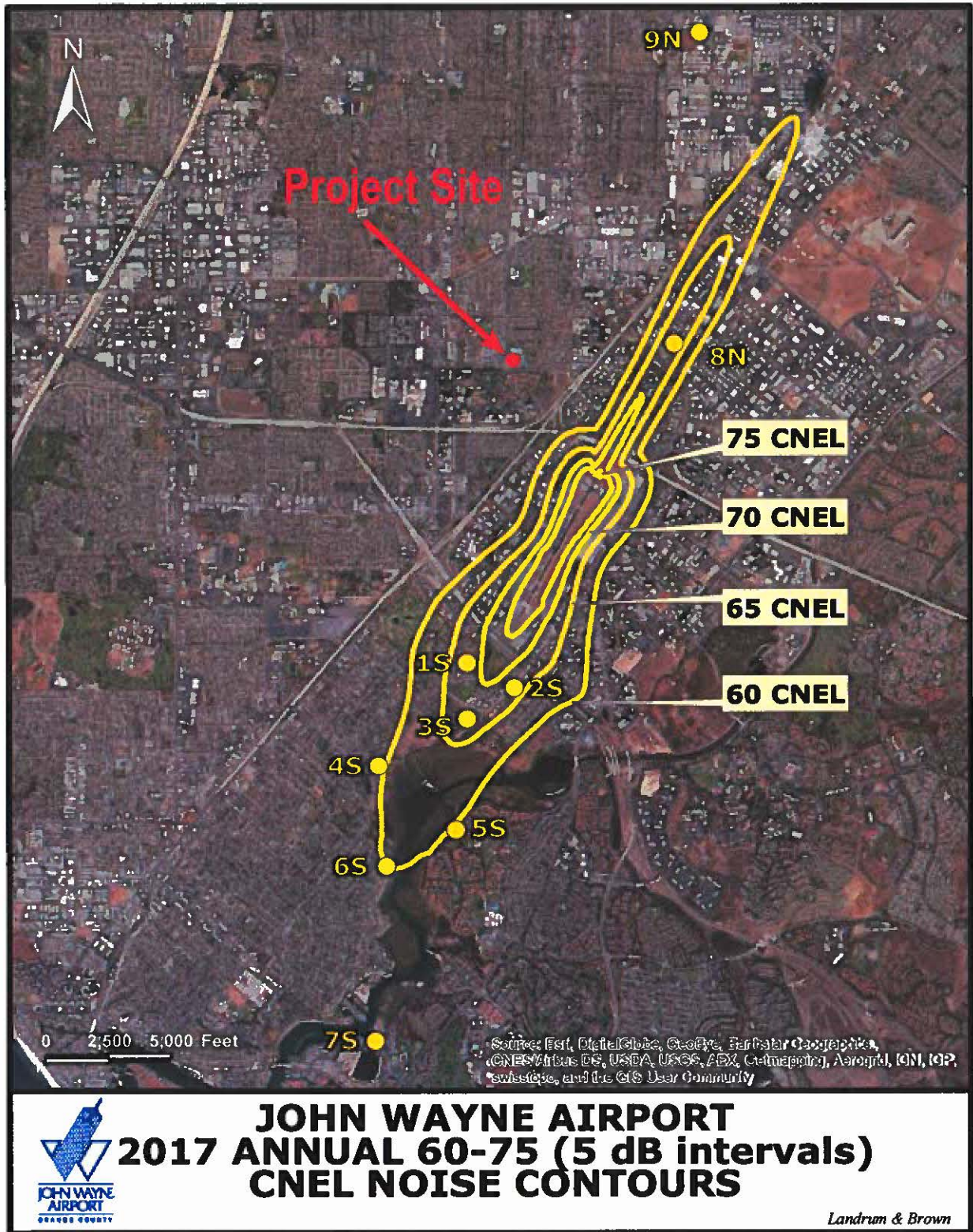
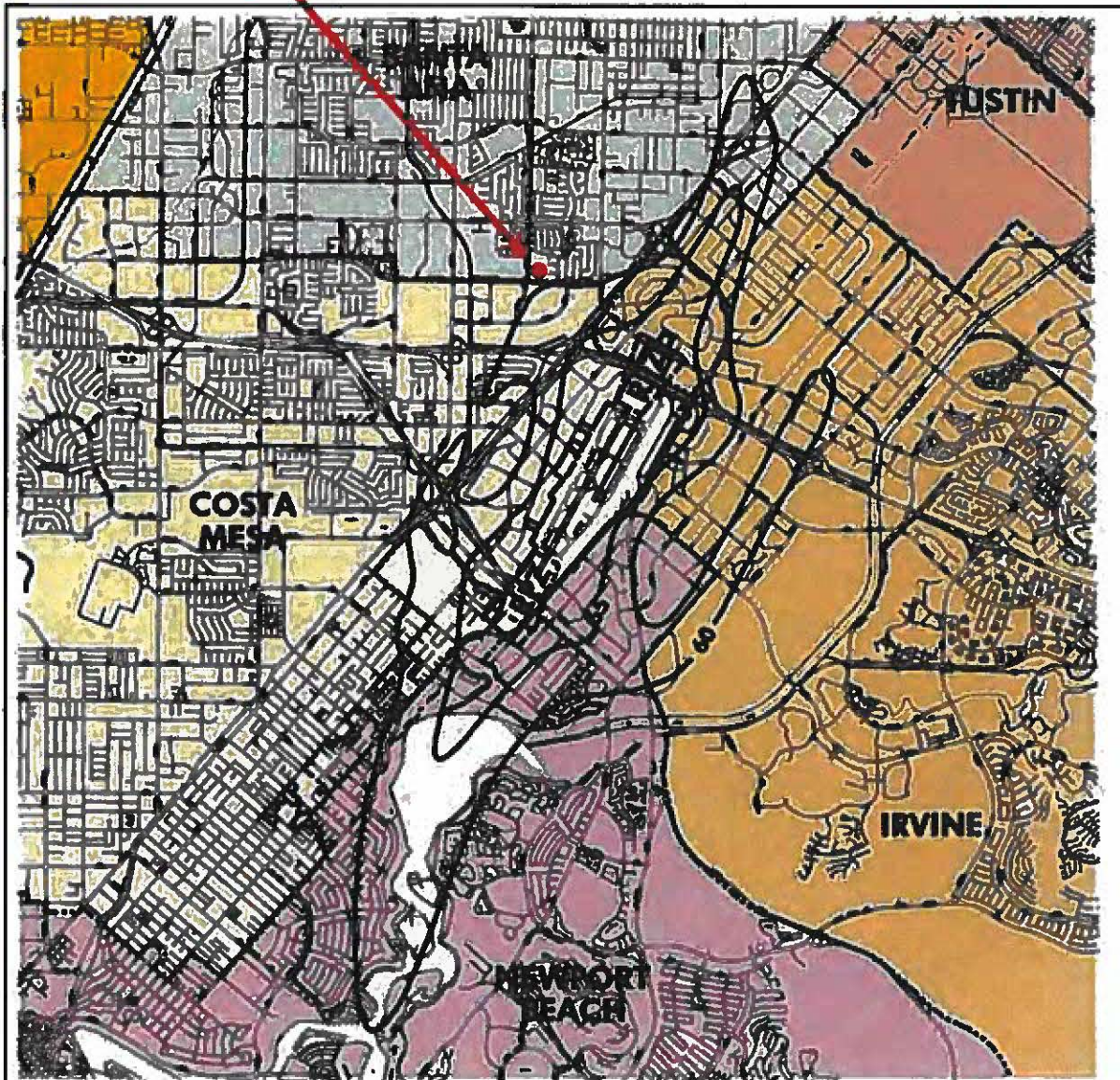


Figure 6  
2017 Annual 60-75 CNEL Noise Contours

Project Site

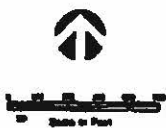


Note: County Unincorporated areas are shown in white.

### John Wayne Airport Impact Zones

**LEGEND**

- 80' CNEL CONTOUR
- RUNWAY PROTECTION ZONE
- ..... CITY BOUNDARIES
- AIRPORT BOUNDARIES



Composite contour from John Wayne Airport Project Case-1990 and 2005 (see section 2.2.1)

**CERTIFICATION**

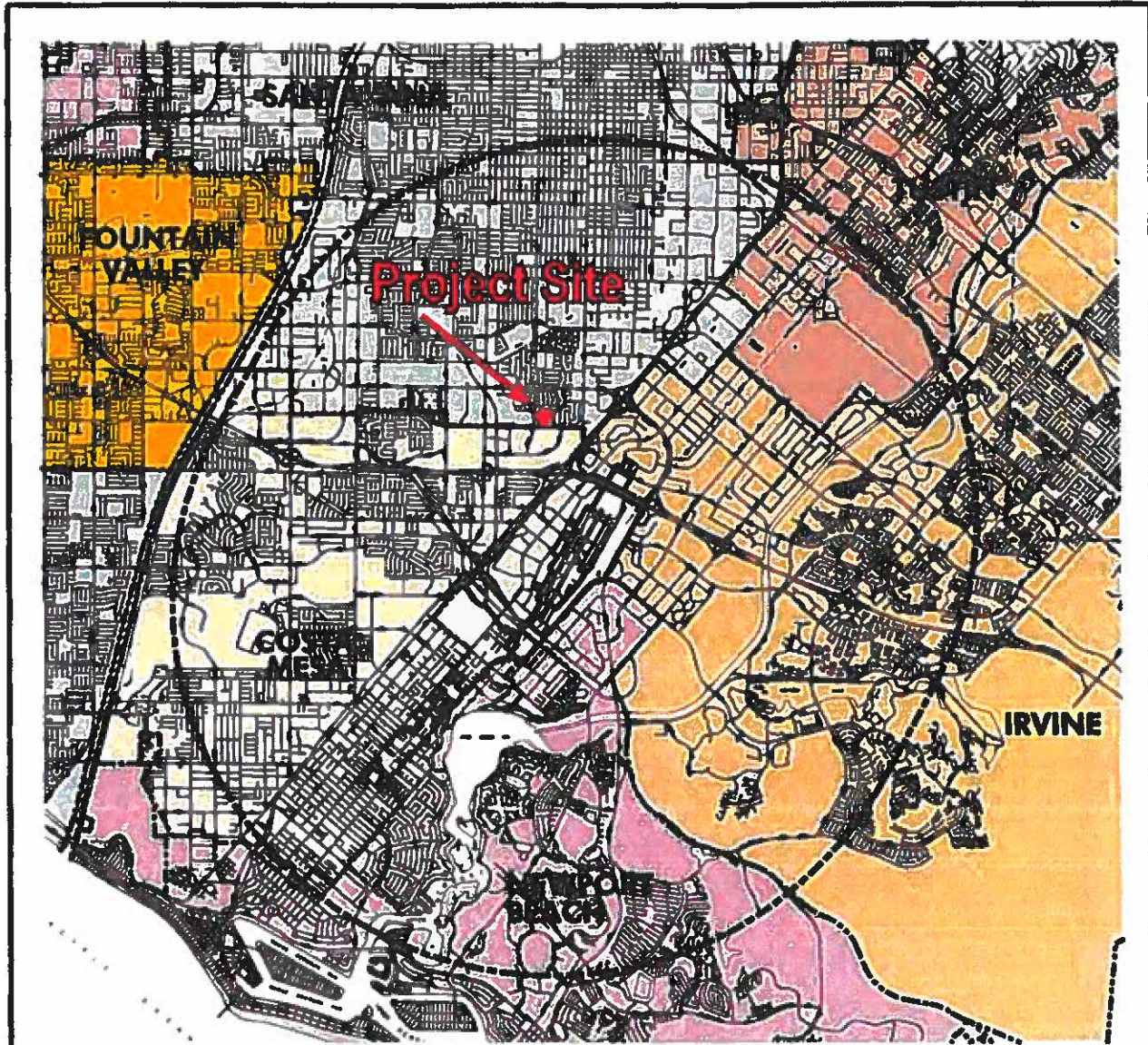
Adopted by the Airport Land Use Commission for Orange County

*Karl A. Rigoni* April 17, 2008  
 Karl A. Rigoni, Executive Officer Date

Figure 7

John Wayne Airport Impact Zones

# AELUP Notification Area for JWA



Note: County Unincorporated areas are shown in white.

## FAR PART 77

Notification Area for John Wayne Airport: 20,000' Radius at 100:1 Slope

### LEGEND

- 20,000' Radius
- .... CITY BOUNDARIES
- AIRPORT BOUNDARIES



### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

*Karl A. Rigoni* April 17, 2008  
 Karl A. Rigoni, Executive Officer Date

Figure 8

FAR Part 77 Notification Area



Figure 9  
1000' Radius Map

**IX. Hazards and Hazardous Materials: Would the project:**

- e) ***For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard or excessive noise for people working or residing in the project area?*** **No Impact.** The closest airport to the site is John Wayne Airport (JWA), which is approximately one mile southeast of the project. JWA has an adopted airport land use compatibility plan that is called the Airport Environs Land Use Plan (AELUP). The AELUP is a land use plan for the orderly growth for JWA and the surrounding area. The AELUP includes noise impact zones, clear zones and height restriction zones associated with JWA. The project is not located within an Airport Impact Zone, Noise Impact Zone, Clear Zone, or Height Restriction Zone of John Wayne Airport. However, there is a height restriction overlay zone of 200 feet above the ground of all property throughout Orange County for airport safety. Thus, even for projects that lie outside of the Clear or Accident Potential Zones and 60 dB CNEL contours for JWA the height restriction is applicable. The maximum height of the tallest building on the site is 75' in height and the parapet and elevator tower increase the total building height to 47' – 53' and less than the 200' height criteria for JWA. The project is not located within the boundary of the John Wayne Airport land use plan and would not exceed the 200' height limit of buildings within the airport planning area. The project would not have any safety impacts to or impacted by the operations at John Wayne Airport. Because the airport is more than a mile southeast of the site the project residents would not be significantly impacted by any noise associated with the on-going operations of the airport.

**XIII. Noise: Would the project result in:**

- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project expose people residing or working in the project area to excessive noise levels?*** **No Impact.** There are no public airports in the City of Santa Ana or the immediate project vicinity. John Wayne Airport is the closest airport to the site and located approximately one mile southeast of the project. The project site is not located within the land use plan of John Wayne Airport. Because the project site is approximately one mile northwest from John Wayne Airport and not within the land use plan of the airport, the project would not be impacted by noise levels at John Wayne Airport.

As shown previously in Figure 6, the project is located outside the 60 CNEL noise contour of JWA.

**10. Latitude and Longitude (accurate to within the nearest hundredth of a second if known).**

- Latitude: 33 degrees 41' 39.66"N
- Longitude: 117 degrees 52' 29.47"W

**11. Height of each of the proposed structures above ground level.**

The apartment buildings are both 75 feet above the ground level and the parking structure is 70 feet above ground level.

**12. Elevation of the project site using North American Vertical Datum 1988 (NAVD88) or National Geodetic Vertical Datum of 1929 (NGVD29).**

The coordinate system is NAD85.

**13. Local agency building height restrictions for the project area (Zoning Requirements)**

The project site is zoned Single-Family Residence (R1). The project applicant is requesting a zone change to Specific Development (SD). The SD zone will establish the maximum height allowed for any structures on the site shall not exceed 75 feet as measured from the lowest adjacent grade of a structure to the top of the structure.

**14. Building heights of surrounding structures with 1000' radius of the proposed project area.**

Figure 9 shows the existing building heights of the structures within 1000' surrounding the site, including the residential projects in the City of Costa Mesa south of the project.