



# AIRPORT LAND USE COMMISSION

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## FOR ORANGE COUNTY

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

### AGENDA ITEM 5

June 19, 2025

**TO:** Commissioners/Alternates

**FROM:** Julie Fitch, Executive Officer

**SUBJECT:** City of Santa Ana Request for Consistency Determination of Village Santa Ana Specific Plan

#### **Background**

In October of 2020, the City submitted a comprehensive General Plan update, including a Land Use Element, for a consistency review. The Land Use Element defined five Focus Areas for growth. Your Commission found the General Plan inconsistent with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)* due to the proposed location of new residential uses in the 55 Freeway and Dyer Road area (Focus Area 4) and proposed new building heights of 25 stories in the South Bristol Street area (Focus Area 5). Attachment 1 shows the location of the Focus Areas. The City overruled the Commission's determination in April 2022.

In July of 2023, the City submitted the Related Bristol Specific Plan, a 41-acre site within the South Bristol Street Focus Area for a consistency review. Your Commission found the South Bristol Street Specific Plan inconsistent with the *AELUP for JWA* due to the proposed building heights of up to 25 stories and/or 285 feet which would penetrate the Horizontal Surface for JWA. The City overruled the Commission's determination in October 2024.

The City is now proposing a Village Santa Ana Specific Plan for a 17.2-acre portion of the South Bristol Street Focus Area, located on the northeast corner of Sunflower Avenue and Bear Street. The Village Santa Ana Specific Plan area is approximately two miles northwest of John Wayne Airport and is immediately west of the Related Bristol Specific Plan site. See Attachment 2 for location of both Specific Plan areas. The site is currently occupied by the South Coast Plaza Village commercial center which consists of approximately 164,000 square feet of retail shops, restaurants, offices, and the Regency Theatres cinema building. The site includes seven one- and two-story buildings, surface parking, and a half-acre landscaped area. See Attachment 3 for the project location within the JWA Notification Area.

The proposed Village Santa Ana Specific Plan would replace the current zoning designation of “Specific Development Plan Number 48.” Redevelopment of the project site would include commercial and residential uses designed to accommodate both vertical and horizontal mixed-use configurations, and would allow up to 1,583 residential units, 80,000 square feet of commercial, 300,000 square feet of office space, and approximately 7.5 acres of publicly accessible open space. The Village Santa Ana Specific Plan would allow heights up to 25 stories and/or 315 feet as measured from ground level. See Attachment 4 for the proposed land uses and corresponding development standards included in the proposed Village Santa Ana Specific Plan.

The City of Santa Ana is proposing the following public meetings/hearings for the Specific Plan:

August 11, 2025      Planning Commission Public Hearing  
September 16, 2025      City Council Public Hearing

### **AELUP for JWA**

The proposed Specific Plan has been evaluated for conflicts with respect to aircraft noise, heights, flight tracks, and safety zones.

#### **Regarding Aircraft Noise Impacts**

The proposed project is located outside of the JWA 60 and 65 dBA CNEL noise contours (see Attachment 5); therefore, no noise attenuation measures are required.

#### **Regarding Flight Tracks and Safety**

Attachment 6 shows that the project is outside of the Safety Zones for JWA, and Attachment 7 illustrates flight tracks in relation to the project site on three separate days in March of 2025. The flight tracks are color-coded based on aircraft elevation and show a few flights over the project site at an altitude greater than 600 feet.

#### **Regarding Height Restrictions**

As shown in Attachment 8, the proposed project area is within the Federal Aviation Administration (FAA) Part 77 Obstruction Imaginary Surfaces for JWA. The new land use designation for the proposed Village Santa Ana Specific Plan would allow for buildings with residential uses up to 25 stories and/or 315 feet in height which would penetrate the Notification surface at 126 feet above mean sea level (AMSL). Height restrictions are described in Section 2.1.3 of the *AELUP for JWA*. The AELUP states that projects that penetrate the 100:1 notification surface must file Form 7460-1 with the FAA, and that the FAA determines if a project is considered an Obstruction and if a project is determined to be a Hazard to Air Navigation.

The applicant, South Coast Plaza, filed Notices of Proposed Construction or Alteration (FAA Form 7460-1) for eight buildings in the project area with heights up to 279 feet above ground level,

which is less than the proposed maximum height of 315 feet. On September 6, 2004, the FAA issued Determinations of No Hazard to Air Navigation for all thirty-seven 7460-1's submitted for the project. However, FAA determined that four of the buildings would be an Obstruction under Part 77 standards, as they would exceed the Obstruction Imaginary Surfaces by 26 to 107 feet. In addition, the FAA Determinations have conditions requiring that buildings be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting. Attachment 9 includes one FAA Determination for each of the eight buildings. (While the applicant submitted between four and six 7460s for each building, as required, this report includes one determination for each building to reduce duplication of pages.)

Section 2.1.3 of the *AELUP for JWA* also states that a Determination of No Hazard to Air Navigation does not automatically equate to a Consistency determination by the ALUC and that the Commission may find a project Inconsistent based on an Obstruction determination.

The City's Safety Element adopted in April 2022, includes policies requiring structures over 200 feet in height be submitted to ALUC, and prohibiting structures that would penetrate Part 77 Imaginary Obstruction Surfaces, "unless consistent with the California Public Utilities Code Section 21240, such building or structure is determined by FAA to pose "no hazard" to air aviation. Additionally, under this policy, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface will be required to file a Form 7460-1 Notice of Proposed Construction or Alteration with FAA and provide a copy of the FAA determination to the City and the ALUC."

### **AELUP for Heliports**

Heliports are not proposed as part of the project; therefore, it has not been reviewed for consistency with the *AELUP for Heliports*.

### **Environmental Compliance**

The City has completed the Draft Supplemental Environmental Impact Report ("SEIR") for the Village Santa Ana Specific Plan. The Draft SEIR was published for public review on Thursday, April 17, 2025. The public comment period ended on Monday, June 2, 2025.

### **Conclusion**

Attachment 10 to this report includes excerpts from the submittal packet received from the City of Santa Ana. The proposed Village Santa Ana Specific Plan is available on the City's website at <https://www.santa-ana.org/the-village-santa-ana-specific-plan/>

ALUC staff has reviewed the proposed Village Santa Ana Specific Plan with respect to compliance with the *AELUP for JWA*, including the review of height restrictions, imaginary surfaces, noise, flight tracks and safety. Based upon ALUC staff review, the proposed Village Santa Ana Specific Plan is inconsistent with the *AELUP for JWA* due to the project's land use designation which would allow buildings up to 25 stories and above 315 feet in height, which would not only be an Obstruction under Part 77 but could pose a public safety issue and impact the operations of the

airport and aeronautical operations, by allowing development to enter airspace reserved for air navigation.

**Recommendation:**

That the Commission find the proposed Village Santa Ana Specific Plan inconsistent with the *AEUP for JWA* per:

1. Section 2.1.3 of the *AEUP for JWA* which states that a Determination of No Hazard to Air Navigation does not automatically equate to a Consistency determination by the ALUC and that the Commission may find a project Inconsistent based on an Obstruction determination; and
2. Section 3.2.1 which states that “within the boundaries of the AELUP, any land use may be found to be inconsistent with the AELUP which... permits structures of excessive height in areas which would affect adversely the continued operation of the airport; or permits activities or facilities that would affect adversely aeronautical operations.”

Respectfully submitted,



Julie Fitch  
Executive Officer

Attachments:

1. Location of Focus Areas
2. Village Santa Ana Specific Plan Location
3. JWA Planning Area/Notification Area
4. Specific Plan Land Uses and Design Standards
5. JWA Noise Contours
6. JWA Safety Zones
7. JWA Flight Tracks
8. JWA Obstruction Imaginary Surfaces
9. FAA Aeronautical Studies
10. Santa Ana Submittal Letter and Form

**About the Map.** Figure LU-5 shows the locations of the five Focus Areas where more detailed land use planning was required to guide future growth and development.

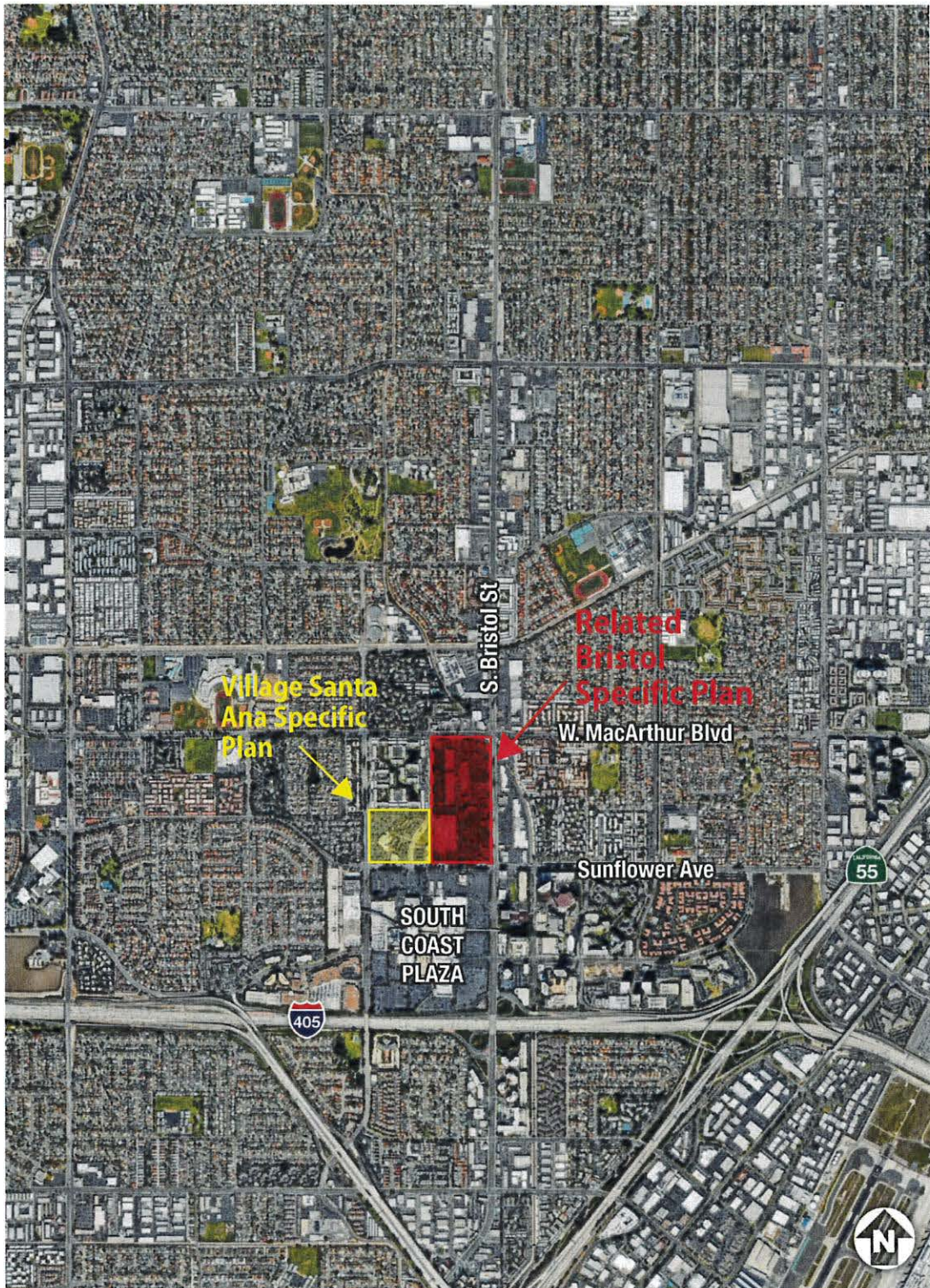


1. South Main Street Focus Area
2. Grand Avenue & 17th Street Focus Area
3. West Santa Ana Boulevard Focus Area
4. 55 Freeway & Dyer Road Focus Area
5. South Bristol Street Focus Area

**FIGURE LU-5  
FOCUS AREAS**

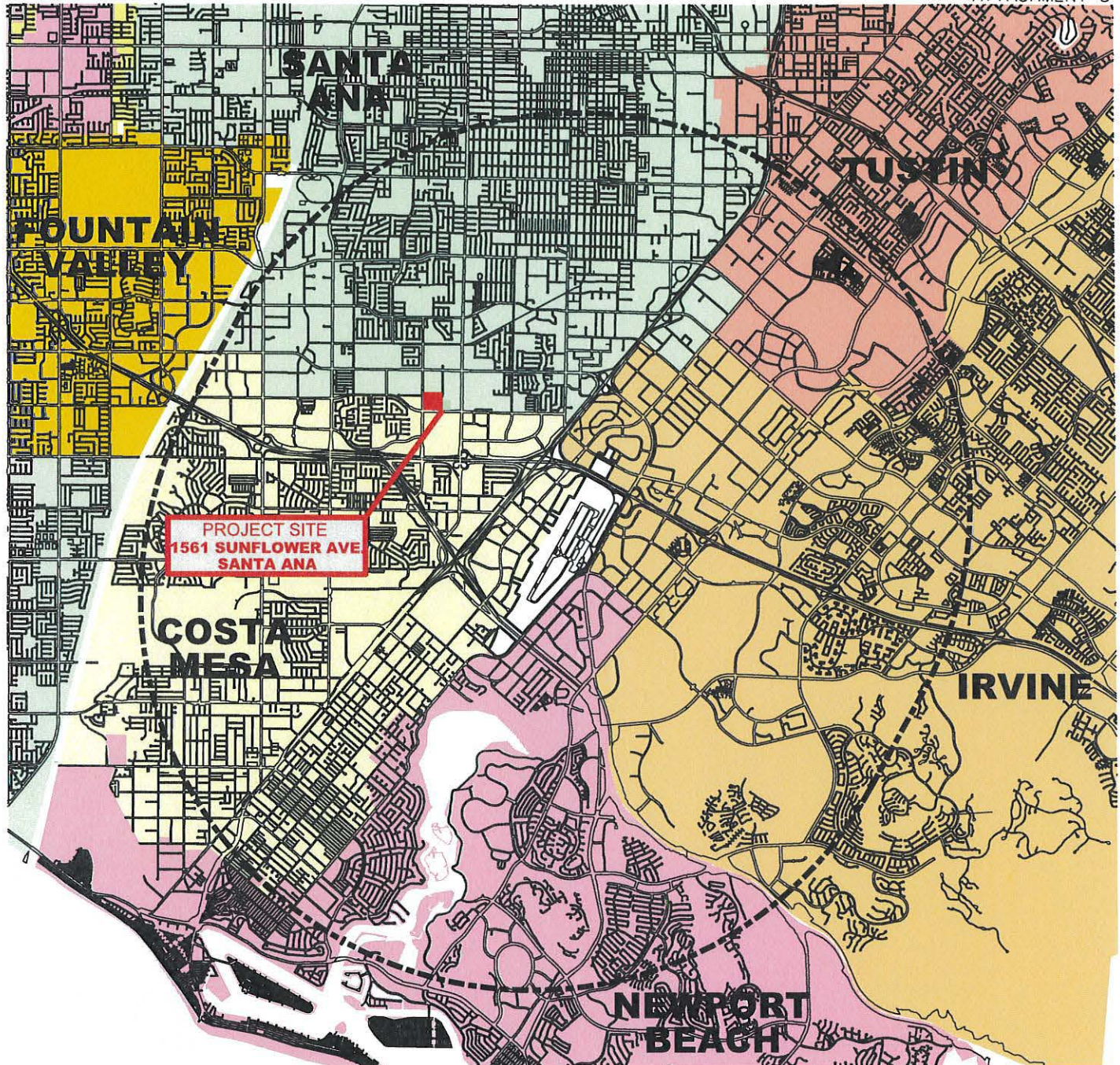
PUBLIC HEARING DRAFT CITY OF SANTA ANA GENERAL PLAN





# 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



0 1000 2000 3000 4000 5000 7500  
Scale in Feet

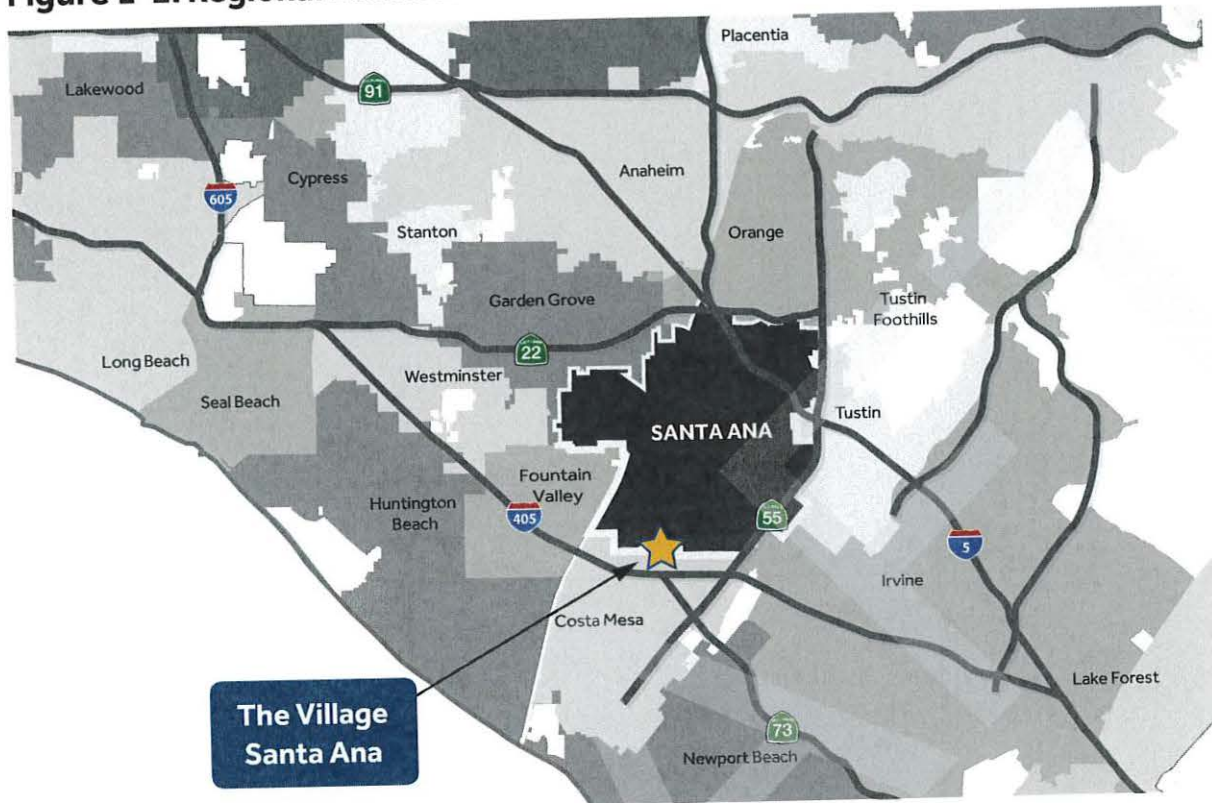
### CERTIFICATION

ATTACHMENT 3

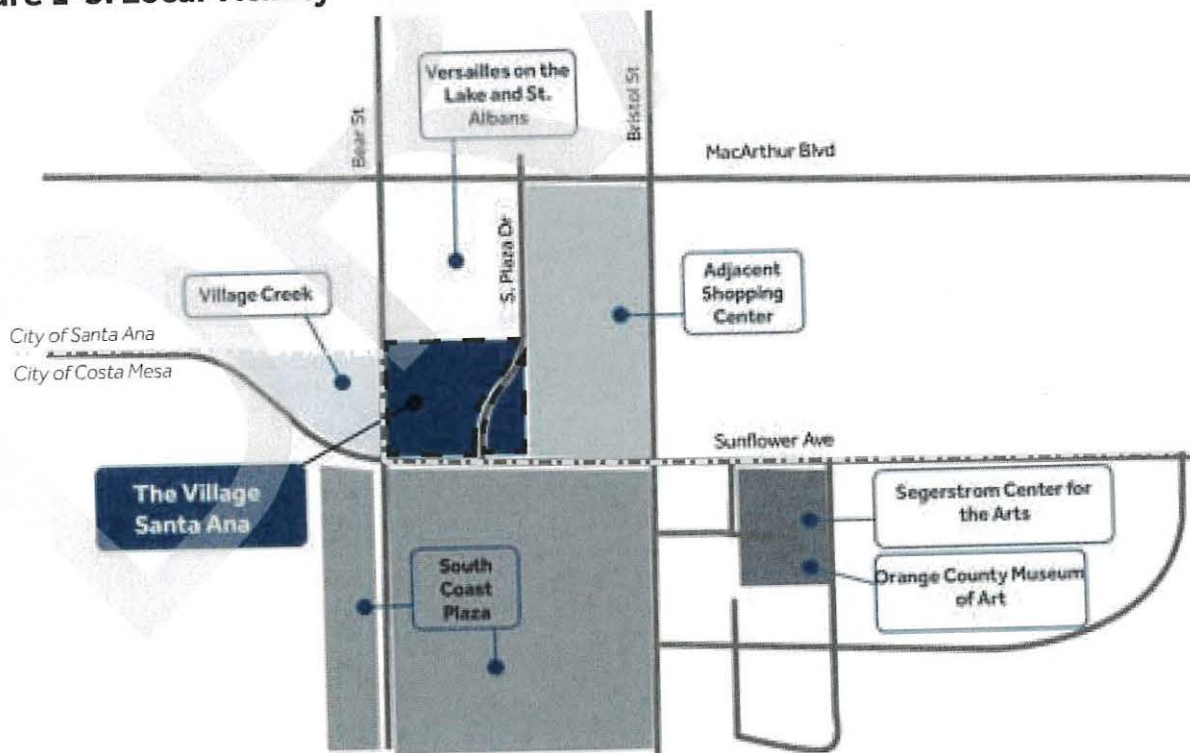
for Orange County

Date

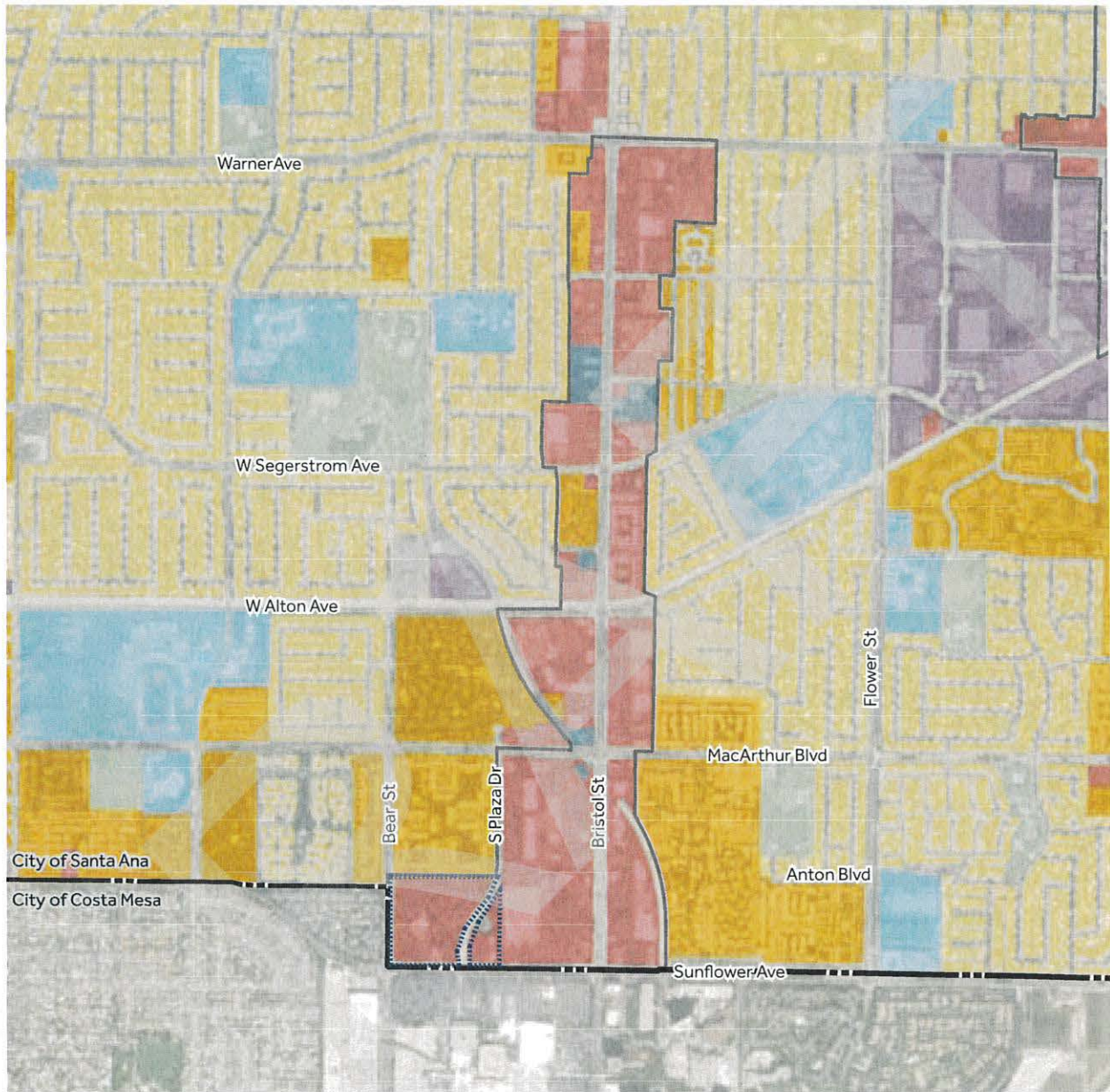
**Figure 1-2: Regional Location**



**Figure 1-3: Local Vicinity**



**Figure 1-5: Existing Land Use**



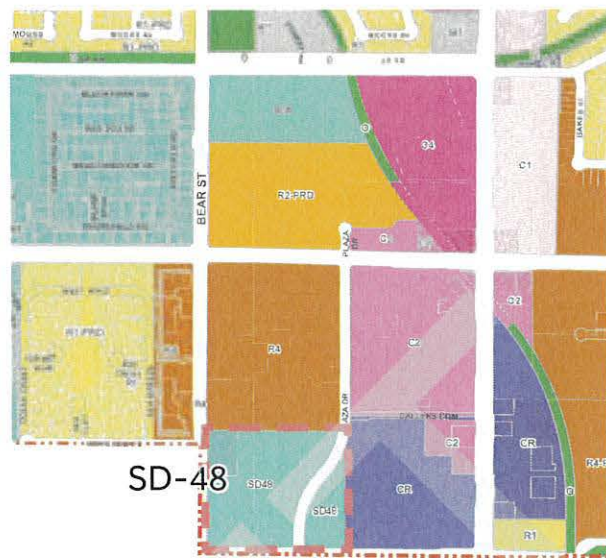
Source: SCAG, 2019 and City of Santa Ana

**LEGEND**

<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Single Family Residential	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Institutional (School, Church, etc.)
<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Multi Family Residential	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Government or Special Use Facility
<span style="display: inline-block; width: 15px; height: 15px; background-color: darkblue; border: 1px solid black;"></span> Office	<span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid black;"></span> City Focus Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Retail/Commercial	<span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dotted black;"></span> Site Boundary
<span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> Industrial	<span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dashed black;"></span> City Boundary
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Open Space/Park	



The City's 2022 General Plan designates the Village as District Center High (DC-5).



Existing zoning for the site is Specific Development Plan Number 48 (SD-48).

## 1.4 General Plan and Focus Area

The City's 2022 General Plan Land Use Element designates the area as District Center-High (DC-5) within the South Bristol Street Focus Area, shown on Figure 1-5. Development in the DC-5 designation is intended to provide urban retail, residential, mixed-use, and employment centers with an intensity of up to 5.0 floor area ratio (FAR) and/or 125 dwelling units per acre. Mixed-use projects may be vertical or horizontal. The area also has a maximum height of 25 stories.

The South Bristol Street Focus Area serves as a prominent southern gateway to Santa Ana. The District Center land use designation envisions transforming traditional auto-oriented shopping plazas into vibrant, urban villages. These reimagined spaces will prioritize pedestrian, bike and transit accessibility. The Village will blend open space with new iconic buildings bringing housing units, engaging retail and restaurant experiences, as well as the opportunity for office space. This Plan supports and

implements the economic and placemaking goals of the City. As a key part of this focus area, the Village will attract visitors and be a hub for locals.

The adoption of the 2022 General Plan—with new focus areas—provides the foundation to transform the South Bristol Street Focus Area. Improvements are envisioned to include:

- » New developments that will establish vibrant public outdoor space appropriately scaled to the size and type of project.
- » Building design that should be dynamic and strong, creating a distinct impression.
- » Office and mixed-use spaces of similar scale to those south of Sunflower.

The intent of this Plan, as described further in Chapter 2, *Vision and Guiding Principles*, is consistent with the vision of the General Plan, *"Santa Ana is a City that...invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future."*

subject to the same density and intensity, including a maximum building height of 25 stories.

### **City of Santa Ana Active Transportation Plan (ATP), 2019**

The ATP provides goals, programs, and actions to improve nonmotorized travel infrastructure, increase safety, and increase cycling and walking as travel modes. Features of the Village, such as the fitness loop and bicycle amenities, help to implement the ATP and promote an active lifestyle for residents and visitors. Connections to other improvements identified by the ATP are further discussed in Chapter 3, Section 3.4, *Mobility Plan*.

### **Orange County Transportation Authority Long Range Transportation Plan (LRTP), 2045**

OCTA designates Sunflower Avenue and South Plaza Drive as part of its transit network. The LRTP is in the process of being updated and should continue to be consulted as plans are made for OCTA's transportation network.

### **Southern California Association of Governments, Connect SoCal: 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy**

The Connect SoCal Plan is a long-range, regional plan that balances future mobility and housing needs with economic and environmental goals. The Village site falls within a "high quality transit corridor" area, which means the site is within one-half mile of a well-served transit stop or a transit corridor with 15-minute or less service

frequency during peak commute hours. This connection to transit options informed the mobility plan of Chapter 3.

### **Airport Land Use Commission, Airport Environs Land Use Plan for John Wayne Airport, 2008**

State law Section 65302.3 requires a City's general plan and specific plans be consistent with the county's Airport Environs Land Use Plan (AELUP). The purpose of the AELUP is to safeguard the general welfare of inhabitants in the vicinity of the airport and to ensure the continued operation of the airport. An infill project must comply with all applicable policies and associated mitigation measures—e.g., sound attenuation, height limitation, occupancy limits must be found consistent with the AELUP. Since the Village is within the AELUP airport planning area, Chapter 6, *Administration and Implementation*, addresses coordination with the City and commission.

## **1.9 Environmental Clearance**

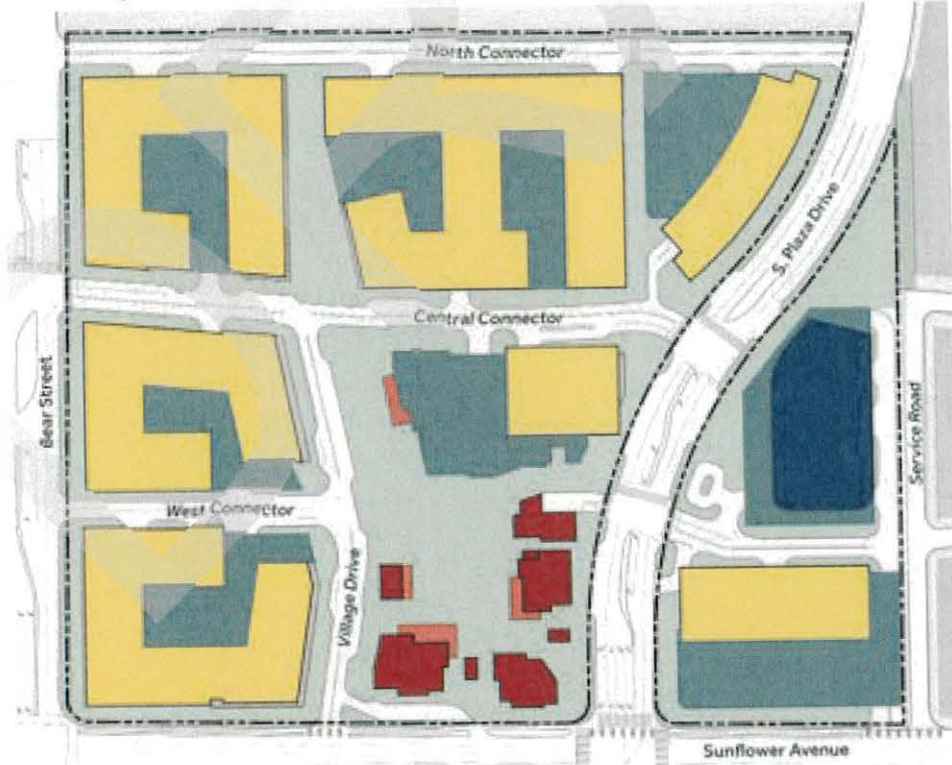
The Village Santa Ana Specific Plan was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 2100 et seq.). A Supplemental Environmental Impact Report (EIR) to the City's 2022 General Plan Program EIR has been prepared for the Village Santa Ana Specific Plan in accordance with Sections 15162 and 15163 of the State CEQA Guidelines and certified concurrently with adoption of the Specific Plan. The Village Santa Ana – Community Engagement

**Figure 3-1: Conceptual Land Use Plan**

*Ground Level*




*Rooftop*



Source: Gensler, PlaceWorks

## 4.3 Development Standards

Development standards for buildings, parking, and open space areas that apply to the Village are discussed throughout this section and provided in Table 4-2, Development Standards, and Table 4-3, Parking Requirements (below). See Figure 4-1, *Setbacks*, for a depiction of where setback standards apply across the site. This Specific Plan shall comply with California Building Energy Efficiency Standards, Title 24 part 6, in effect at time of adoption of this Plan. This chapter also includes sustainable practices and standards. Sustainability is a priority for the Village Santa Ana.

Throughout this chapter, the green leaf symbol, shown right, denotes sustainable practices, policies and standards. 

**Table 4-2 Development Standards**

Development Standard	Minimum	Maximum
Floor Area Ratio (FAR)	-	5.0
Density	-	125 dwelling unit/acre
<b>Building Height<sup>1</sup></b>		
Residential	-	25 stories / 315 feet
Mixed Use	-	25 stories / 315 feet
Commercial/Office	1 story	25 stories / 315 feet
Buildings C and D (see Figure 3-1)	-	8 stories / 100 feet
<b>Ground-Floor Height<sup>2</sup></b>		
Residential	10 feet	-
Mixed Use	12 feet	-
Commercial/Office	12 feet	-
<b>Building Setbacks</b>		
Sunflower Avenue	15 feet from property line	-
Bear Street	15 feet from property line	-
South Plaza Drive	15 feet from property line	-
Village Drive	8 feet from back of curb	-
North Connector	35 feet from property line	-

Development Standard	Minimum	Maximum
Central Connector	8 feet from back of curb	-
Service Road (along east boundary)	0 feet from property line	-
Building Separation	per uniform building code	-
<b>Residential Unit Size<sup>3,4</sup></b>		
Studio	450 square feet	-
One-Bedroom	550 square feet	-
Two-Bedroom	750 square feet	-
Three-Bedroom	950 square feet	-
<b>Open Space</b>		
Private <sup>5</sup>	90 square feet/unit Minimum 6-foot dimension in each direction	-
Active and Passive <sup>6</sup>	100 square feet/unit	-

**NOTES:**

1. Building height is measured above ground and does not include mezzanines, rooftop amenities, or non-habitable projections, see also Appendix A, Definitions.
2. Ground Floor Height means a habitable level within a building from finished floor to the bottom of next floor above.
3. Consistent with the City's 2022 Housing Element, Table B-4: Multiple-Family Residential Development Standards.
4. Minimum unit size provided in gross square feet.
5. Includes balconies, private common amenities such as podium recreation areas, indoor fitness, business center or work share space for residents, lounge areas.
6. Includes publicly accessible plazas, gardens, fitness loop, parks, outdoor market, and other outdoor amenities.

### **6.3.12 Financing and Funding**

Public and private financing mechanisms are expected to fund the buildout of the project over time.

### **6.3.13 Affordable Housing**

Applications for residences in Village Santa Ana will comply with the Affordable Housing Opportunity and Creation Ordinance, NS-3019, per the Development Agreement.

### **6.3.14 Fiscal Impacts**

As required in the General Plan, a Fiscal Impact Study has been conducted to assess the net fiscal impacts associated with the Village. The results of the study are included in Appendix C.

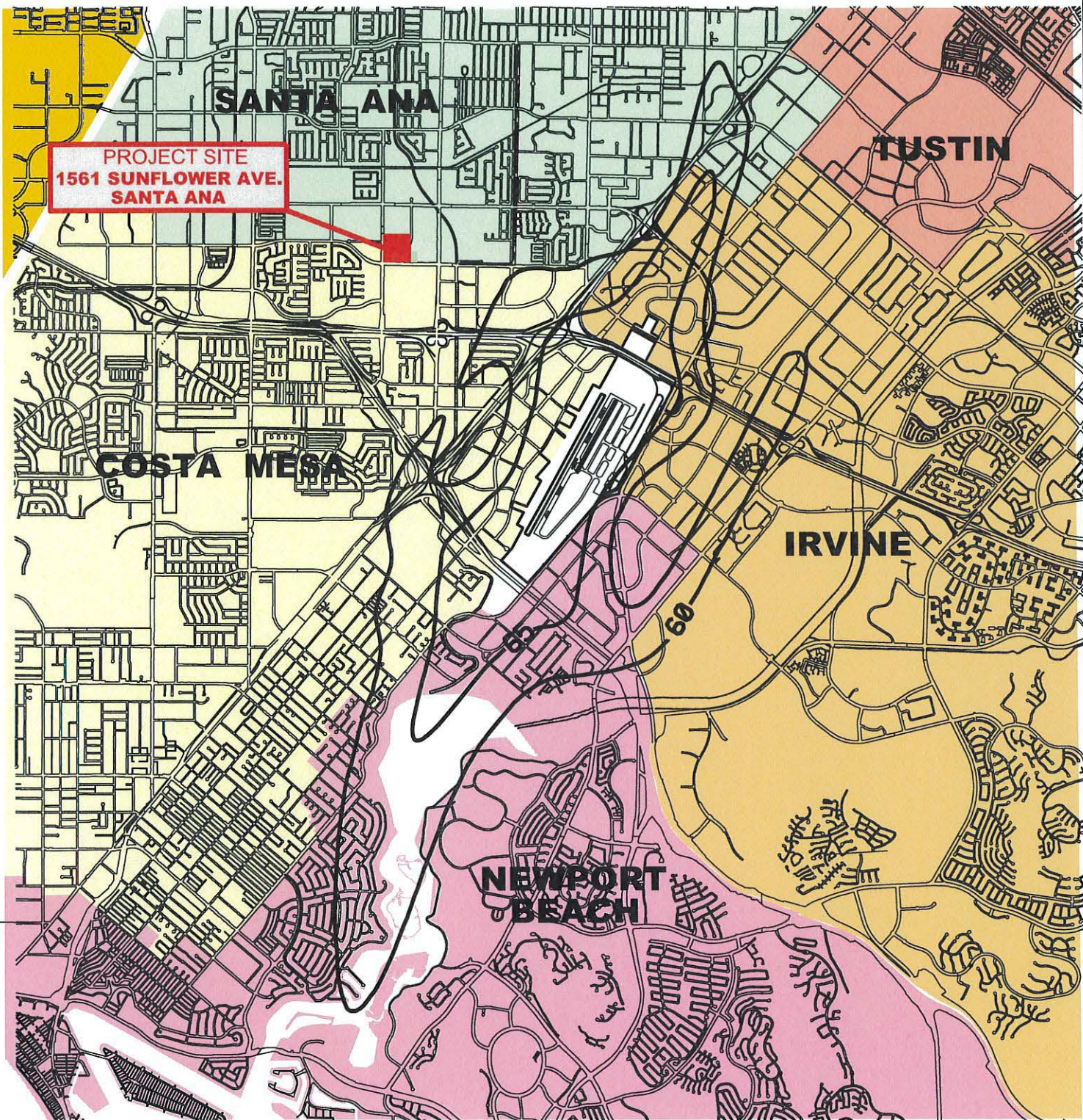
### **6.3.15 Other Agency Coordination**

#### **Airport Land Use Commission and Federal Aviation Administration**

The Developer will coordinate with the City and Airport Land Use Commission and Federal Aviation Administration (FAA), as well as other applicable regulatory agencies regarding approval and implementation of this Specific Plan.

#### **Compliance with the federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503**

If construction occurs during the nesting bird season the Developer will perform clearance surveys to maintain compliance with the federal Migratory Bird Treaty Act of 1918 (MBTA) and the California Fish and Game Code Section 3503 prior to any ground disturbance or vegetation removal activities.



Note: County Unincorporated areas are shown in white.

## John Wayne Airport Impact Zones

### LEGEND

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

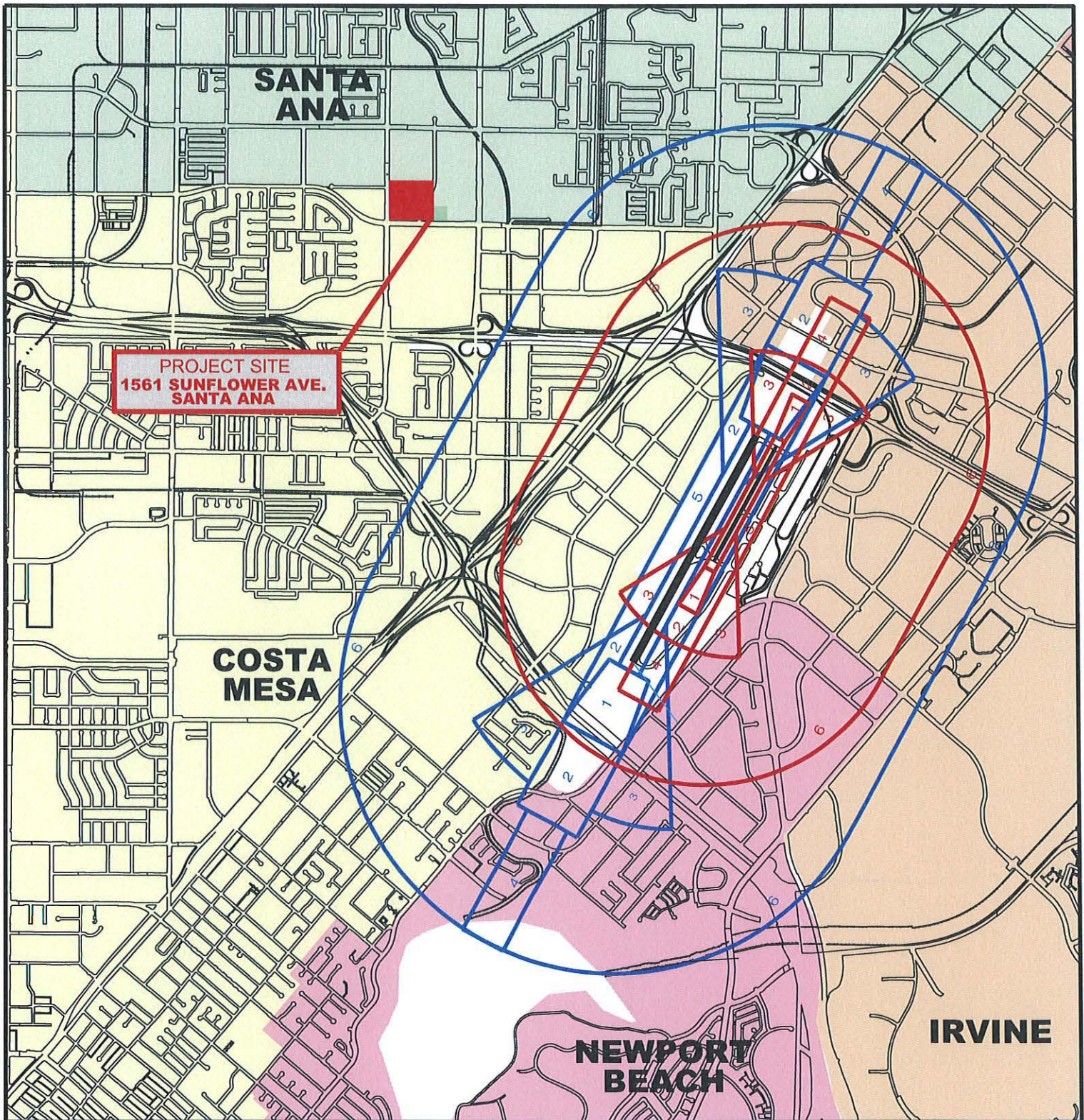


Composite contour from  
John Wayne Airport Project  
Case-1990 and 2005  
(see section 2.2.1)

### CERTIFICATION

**ATTACHMENT 5**

Date



## 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)



0 500 1000 2000  
Scale in Feet

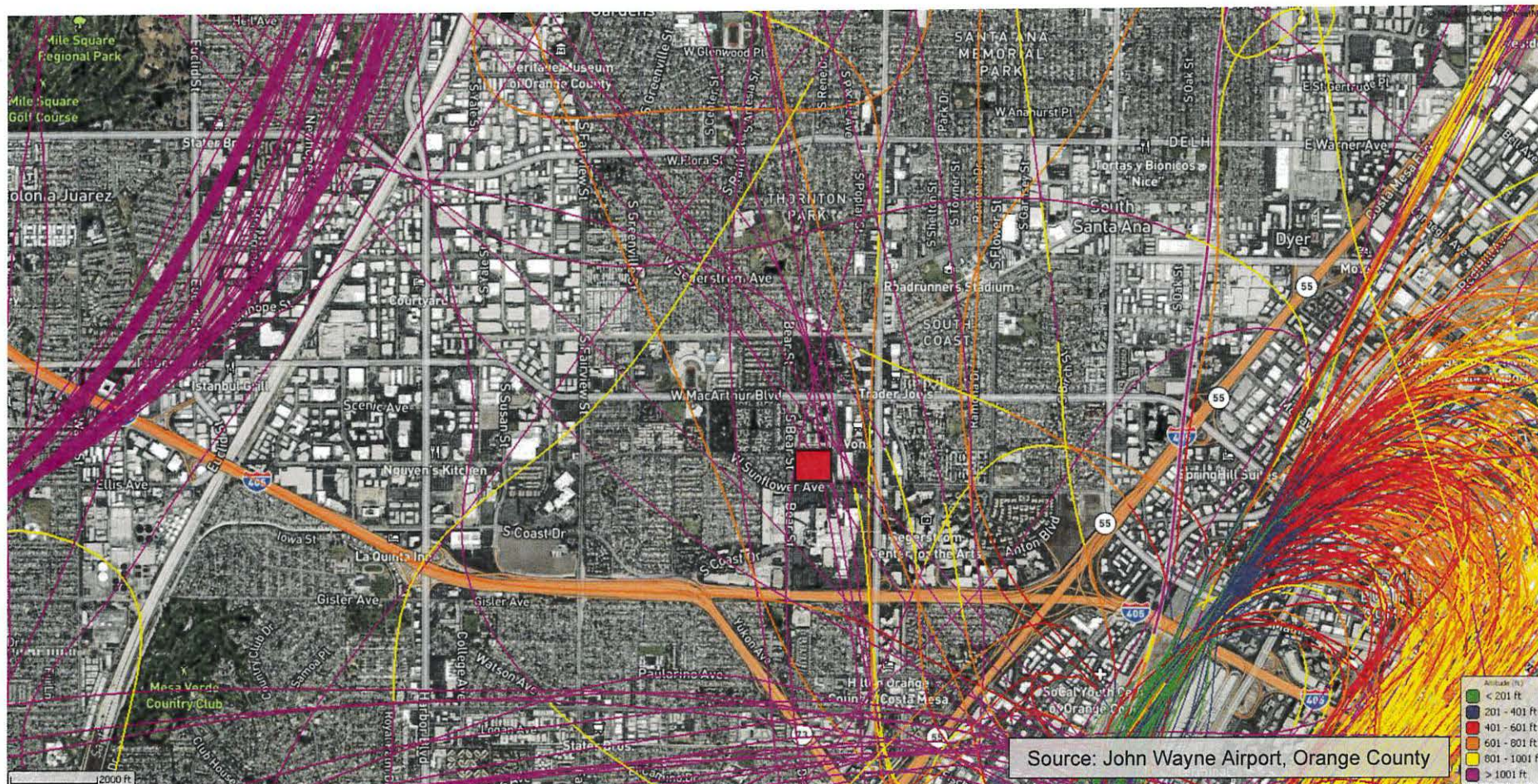
### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

**ATTACHMENT 6**

Kan Rigoni, Executive Officer

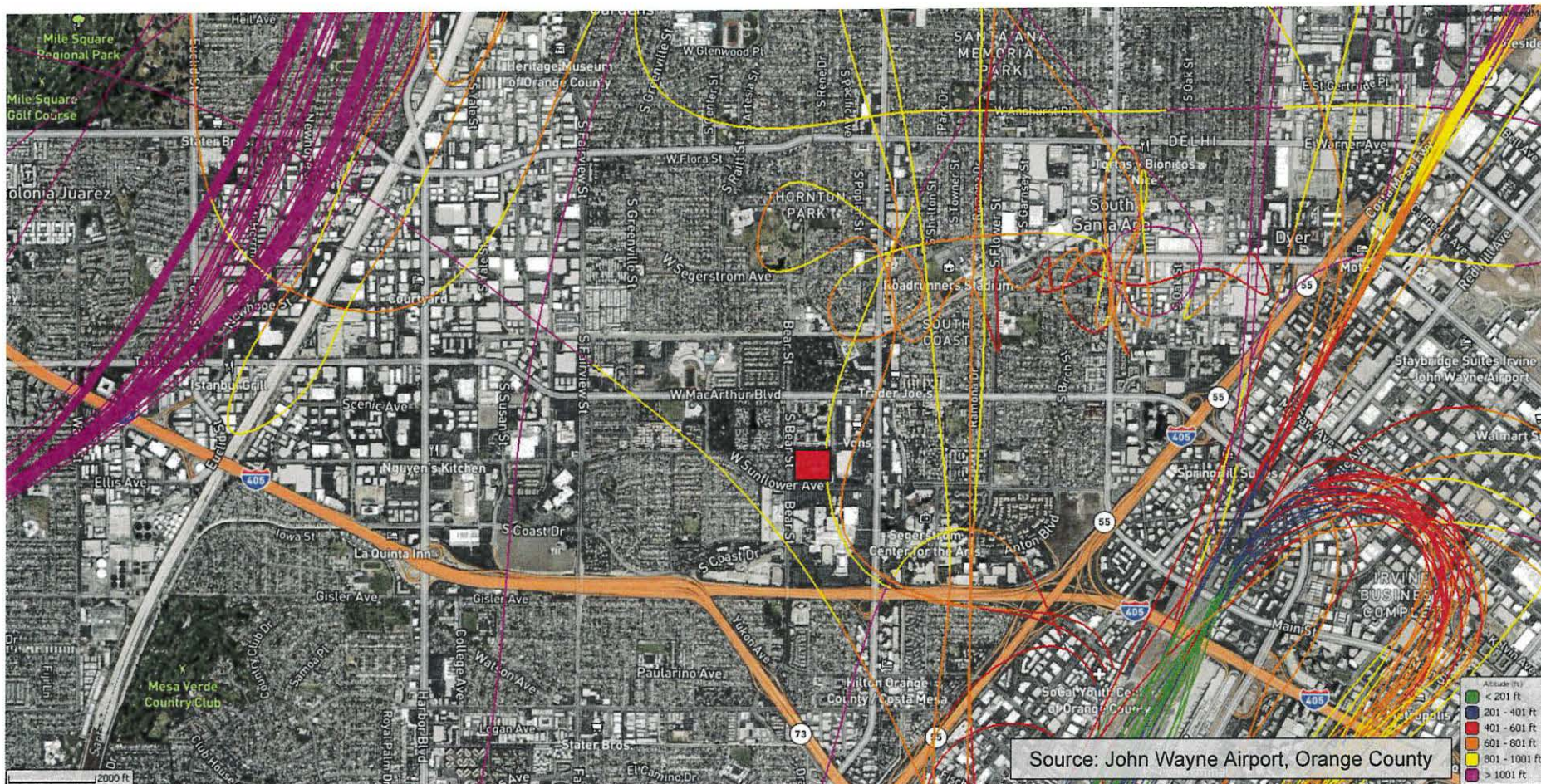
Date



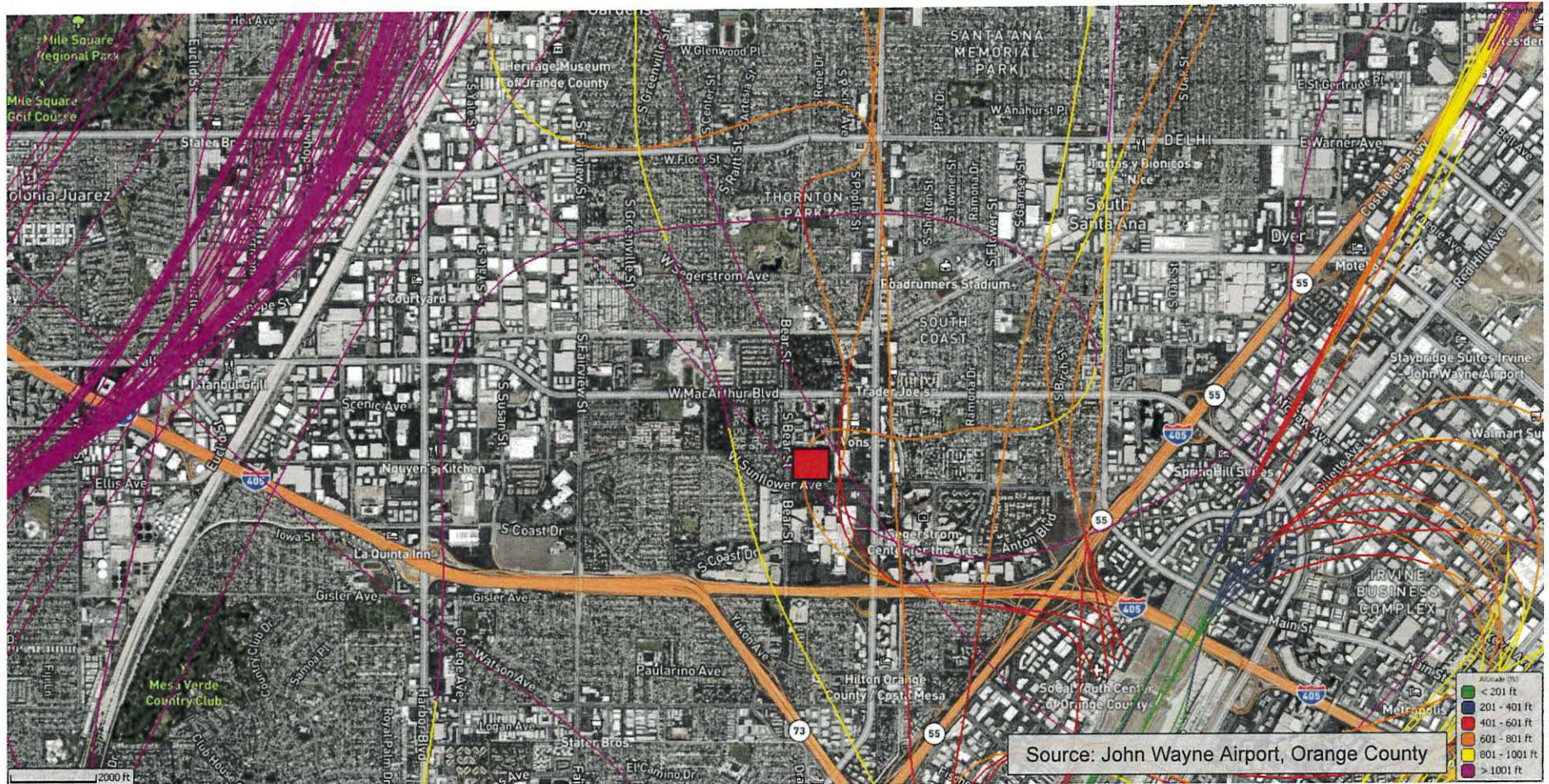
1561 Sunflower Ave., Santa Ana



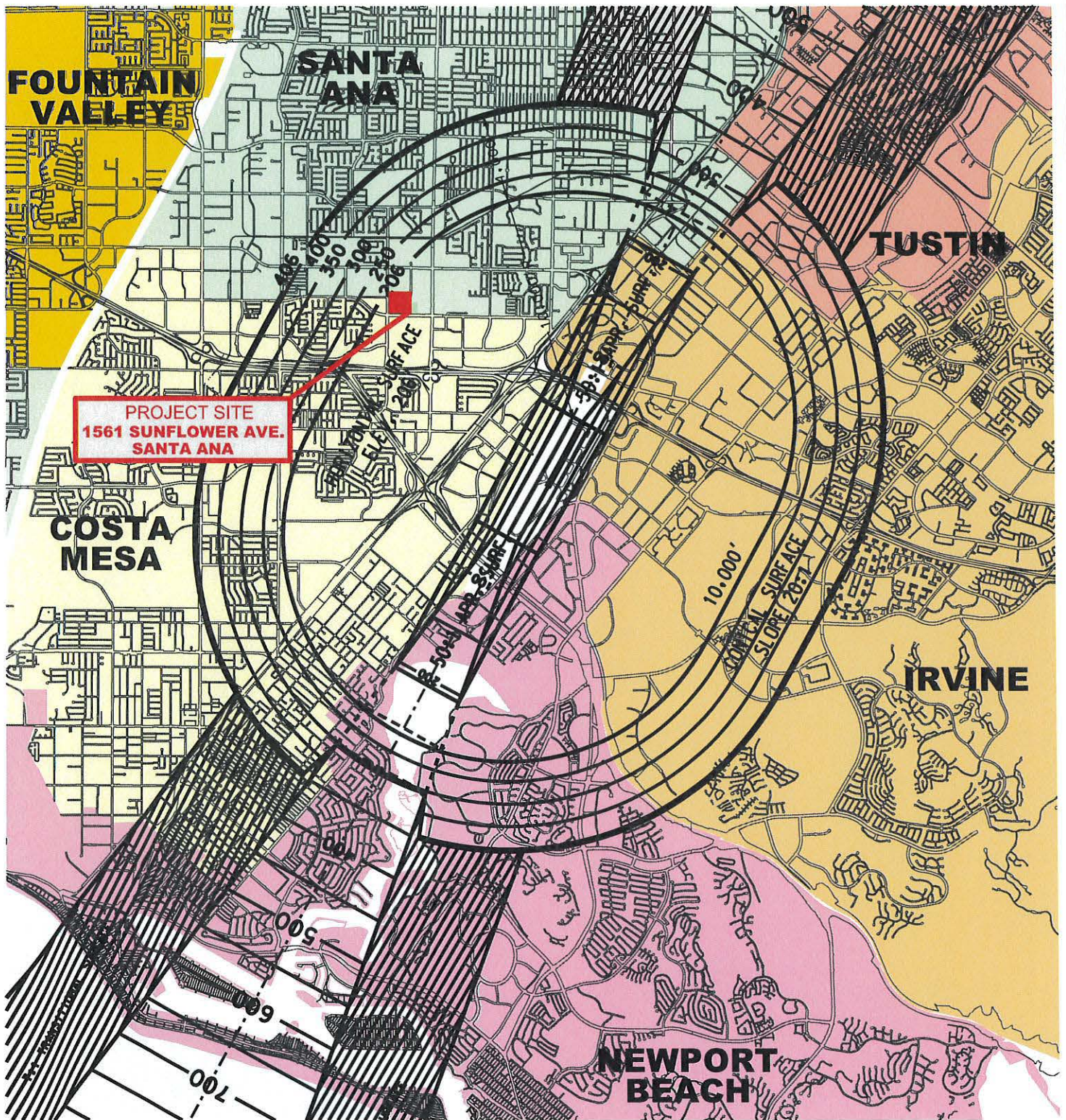
John Wayne Airport Altitude Analysis  
397 Operations  
Tuesday, March 11, 2025



1561 Sunflower Ave., Santa Ana

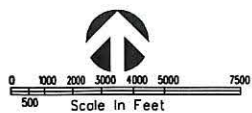


1561 Sunflower Ave., Santa Ana



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 8**

ite  
er\_SantaAna.dgn



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

Aeronautical Study No.  
2024-AWP-7584-OE

Issued Date: 09/06/2024

Paul Hogge  
South Coast Plaza  
3315 Fairview Road  
Costa Mesa, CA 92626

**\*\* 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:	Multi-purpose Building <b>B3</b> 3-1
Location:	Santa Ana, CA
Latitude:	33-41-47.40N NAD 83
Longitude:	117-53-21.48W
Heights:	37 feet site elevation (SE) 194 feet above ground level (AGL) 231 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/06/2026 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 subject to review if an interested party files a petition that is received by the FAA on or before October 06, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 16, 2024 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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, 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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact

on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-7584-OE.

**Signature Control No: 624996005-632302122**

( DNH )

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

AERONAUTICAL STUDY NO. 2024-AWP-7584-through-7612-OE

#### Abbreviations

VFR - Visual Flight Rules      AGL - Above Ground Level      RWY - Runway  
IFR - Instrument Flight Rules      MSL - Mean Sea Level      NM - Nautical Mile  
AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

### 1. LOCATION OF PROPOSED CONSTRUCTION

South Coast Plaza is proposing to construct The Village at Santa Ana that consists of residential, commercial, retail mixed use campus redevelopment for a total of 8 Buildings. The proposed structures have been identified as an obstruction under Part 77 standards. The proposed structures would be located northwest of the John Wayne-Orange County Airport (SNA) airport reference point (ARP) in Santa Ana, CA. SNA elevation is 55 feet MSL.

Aeronautical Study Number		AGL/AMSL	SNA ARP	Coordinates	Corners
2024-AWP-7584-OE	<b>B3</b>	194/231	1.63 nm	32-41-47.40/117-53-21.48	3-1
2024-AWP-7585-OE		195/231	1.63 nm	32-41-47.40/117-53-20.76	3-2
2024-AWP-7586-OE		196/231	1.62 nm	32-41-47.40/117-53-20.40	3-3
2024-AWP-7587-OE		197/231	1.61 nm	32-41-44.88/117-53-22.56	3-4
2024-AWP-7588-OE		195/231	1.62 nm	32-41-45.24/117-53-22.56	3-5
2024-AWP-7589-OE		196/231	1.62 nm	32-41-45.60/117-53-22.92	3-6
2024-AWP-7600-OE	<b>B6</b>	275/310	1.63 nm	32-41-44.16/117-53-25.08	6-1
2024-AWP-7601-OE		278/310	1.61 nm	32-41-44.16/117-53-23.28	6-2
2024-AWP-7602-OE		277/310	1.60 nm	32-41-43.08/117-53-23.28	6-3
2024-AWP-7603-OE		276/310	1.61 nm	32-41-43.08/117-53-25.08	6-4
2024-AWP-7604-OE	<b>B7</b>	278/312	1.59 nm	32-41-44.52/117-53-20.76	7-1
2024-AWP-7605-OE		278/312	1.58 nm	32-41-44.52/117-53-20.04	7-2
2024-AWP-7606-OE		276/312	1.56 nm	32-41-42.36/117-53-20.04	7-3
2024-AWP-7607-OE		279/312	1.57 nm	32-41-42.36/117-53-21.12	7-4
2024-AWP-7608-OE		279/312	1.59 nm	32-41-44.16/117-53-21.12	7-5
2024-AWP-7609-OE	<b>B8</b>	279/312	1.57 nm	32-41-41.64/117-53-22.56	8-1
2024-AWP-7610-OE		276/312	1.55 nm	32-41-41.64/117-53-20.04	8-2
2024-AWP-7611-OE		275/312	1.54 nm	32-41-40.92/117-53-20.04	8-3
2024-AWP-7612-OE		278/312	1.56 nm	32-41-40.92/117-53-22.56	8-4

### 2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structures would exceed by the values listed below.

Aeronautical Study Number	(a)(2) Exceeds by
2024-AWP-7600 through 7603-OE <b>B6</b>	55 feet

2024-AWP-7604 through 7608-OE	B7	57 feet
2024-AWP-7609 through 7612-OE	B8	57 feet

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The structures would exceed the \*SNA (Inadvertently listed as SAN) horizontal surface by the values listed below.

Aeronautical Study Number		Horizontal Exceeds by
2024-AWP-7584-OE	B3	26 feet
2024-AWP-7585-OE		26 feet
2024-AWP-7586-OE		26 feet
2024-AWP-7587-OE		26 feet
2024-AWP-7588-OE		26 feet
2024-AWP-7589-OE		26 feet
2024-AWP-7600-OE	B6	105 feet
2024-AWP-7601-OE		105 feet
2024-AWP-7602-OE		105 feet
2024-AWP-7603-OE		105 feet
2024-AWP-7604-OE	B7	107 feet
2024-AWP-7605-OE		107 feet
2024-AWP-7606-OE		107 feet
2024-AWP-7607-OE		107 feet
2024-AWP-7608-OE		107 feet
2024-AWP-7609-OE	B8	107 feet
2024-AWP-7610-OE		107 feet
2024-AWP-7611-OE		107 feet
2024-AWP-7612-OE		107 feet

### 3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

#### FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

The SNA Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#!/airportData/SNA>. It states that there are three hundred and fifty-eight (358) single engine, fifty (50) multi engine and fifty-three (53) jet aircraft based there with 301,099 operations for the 12 months ending 12/31/2018 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows:

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures, is not considered to be significant.

#### 4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structures. The proposal was circularized for public comment on July 25, 2024. No comments were received because of the circularization.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

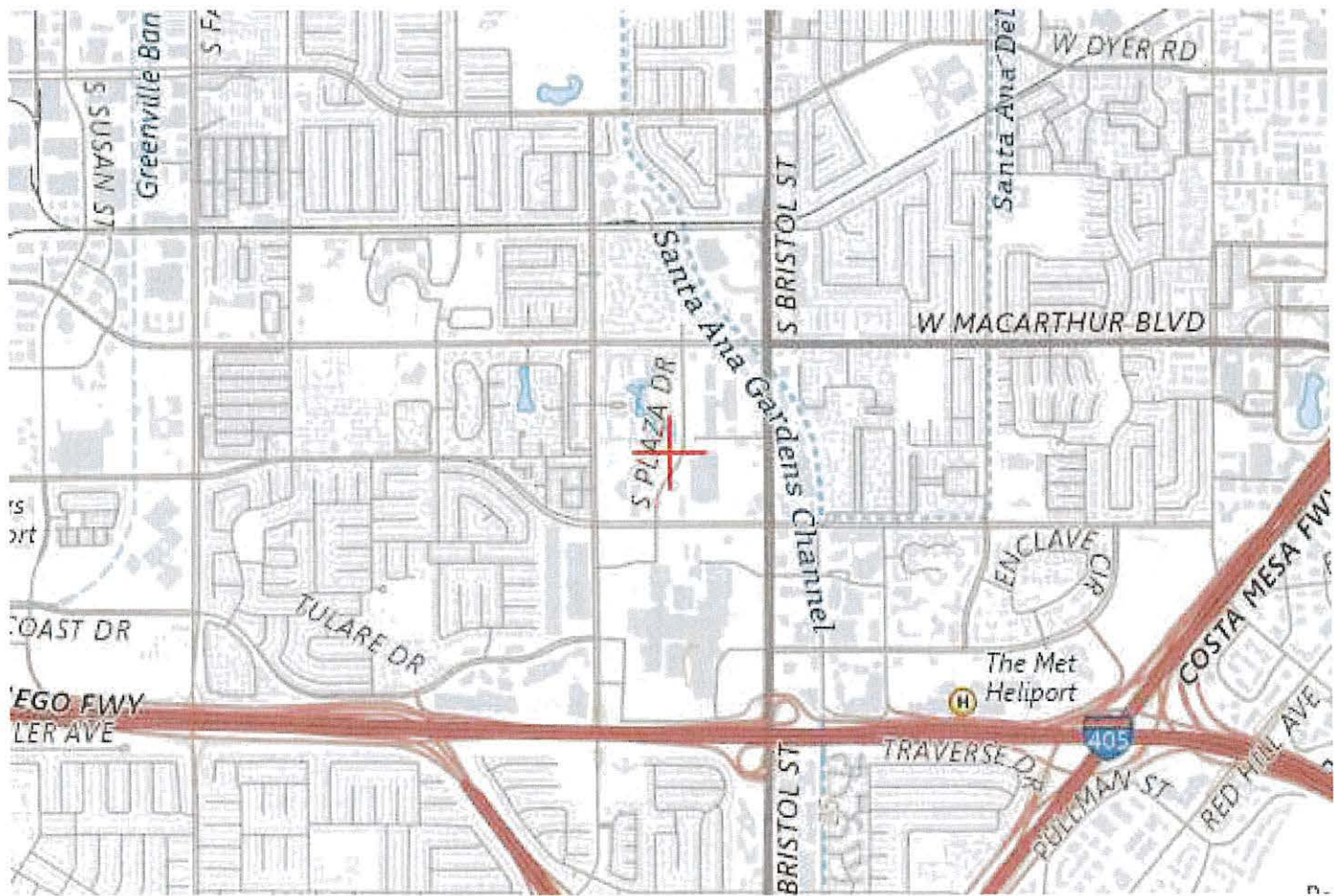
#### 6. BASIS FOR DECISION

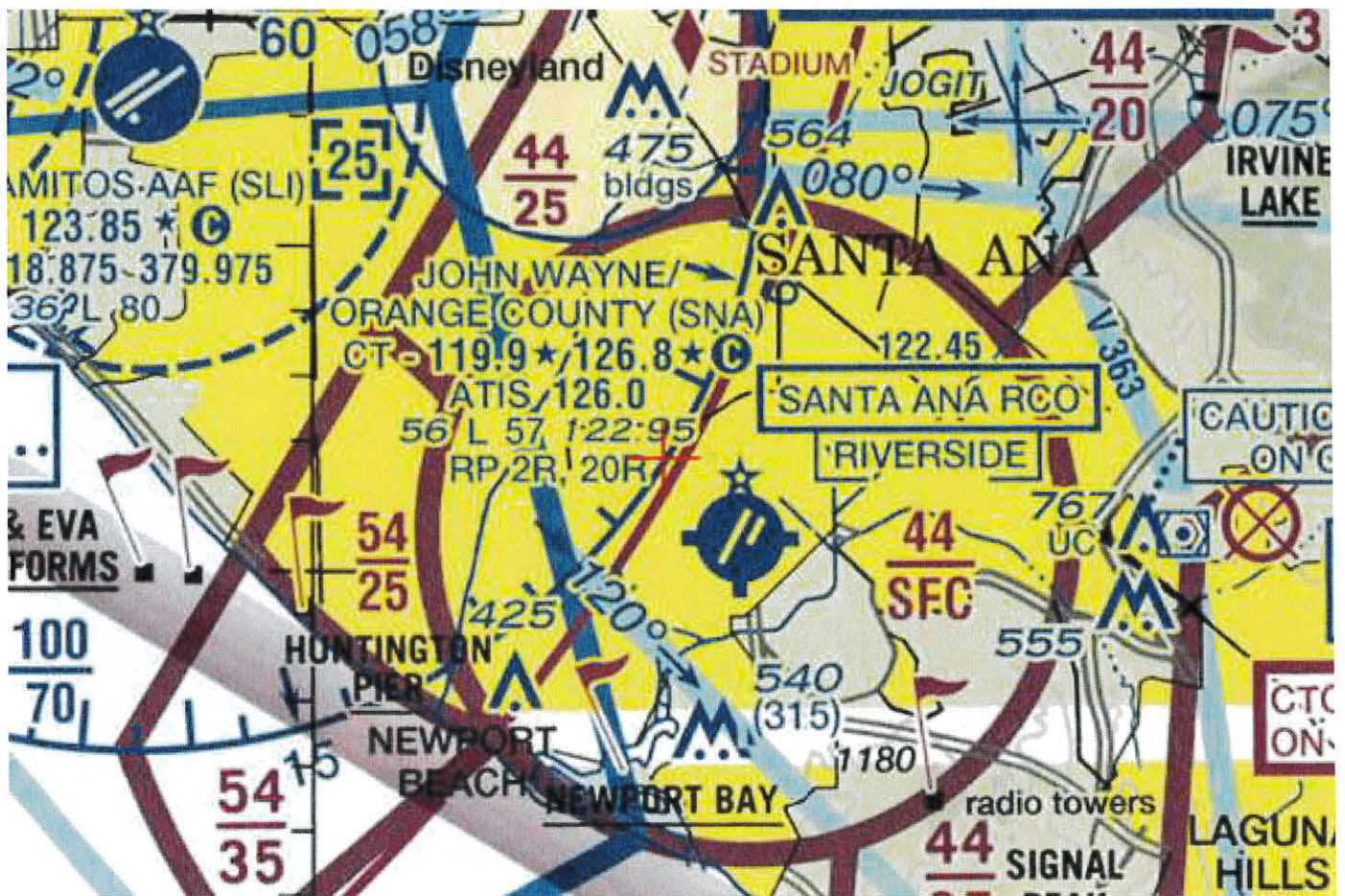
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. In this case the proposal would exceed Section 77.17(a)(2) and the horizontal surface by the values listed above, however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations. There are no IFR impacts, and the VFR traffic pattern airspace is not impacted. The incorporation of lighting will provide additional pilot conspicuity for IFR and VFR operations conducted in the vicinity of the SNA airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1038519](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519).

Within five days after the structure reaches its greatest height, the proponent is required to file online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

**TOPO Map for ASN 2024-AWP-7584-OE**





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

Aeronautical Study No.  
2024-AWP-7600-OE

Issued Date: 09/06/2024

Paul Hogge  
South Coast Plaza  
3315 Fairview Road  
Costa Mesa, CA 92626

**\*\* 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:	Multi-purpose Building B6 6-1
Location:	Santa Ana, CA
Latitude:	33-41-44.16N NAD 83
Longitude:	117-53-25.08W
Heights:	35 feet site elevation (SE) 275 feet above ground level (AGL) 310 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/06/2026 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 subject to review if an interested party files a petition that is received by the FAA on or before October 06, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 16, 2024 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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, 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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact

on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-7600-OE.

**Signature Control No: 624996027-632302121**

( DNH )

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)



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

Aeronautical Study No.  
2024-AWP-7604-OE

Issued Date: 09/06/2024

Paul Hogge  
South Coast Plaza  
3315 Fairview Road  
Costa Mesa, CA 92626

**\*\* 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:	Multi-purpose Building B7 7-1
Location:	Santa Ana, CA
Latitude:	33-41-44.52N NAD 83
Longitude:	117-53-20.76W
Heights:	34 feet site elevation (SE) 278 feet above ground level (AGL) 312 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/06/2026 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 subject to review if an interested party files a petition that is received by the FAA on or before October 06, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 16, 2024 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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, 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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact

on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-7604-OE.

**Signature Control No: 624996031-632302133**

( DNH )

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)



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

Aeronautical Study No.  
2024-AWP-7609-OE

Issued Date: 09/06/2024

Paul Hogge  
South Coast Plaza  
3315 Fairview Road  
Costa Mesa, CA 92626

**\*\* 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:	Multi-purpose Building <b>B8 8-1</b>
Location:	Santa Ana, CA
Latitude:	33-41-41.64N NAD 83
Longitude:	117-53-22.56W
Heights:	33 feet site elevation (SE) 279 feet above ground level (AGL) 312 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/06/2026 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 subject to review if an interested party files a petition that is received by the FAA on or before October 06, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 16, 2024 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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, 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 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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact

on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-7609-OE.

**Signature Control No: 624996042-632302130**

( DNH )

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)



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

Aeronautical Study No.  
2024-AWP-7576-OE

Issued Date: 09/06/2024

Paul Hogge  
South Coast Plaza  
3315 Fairview Road  
Costa Mesa, CA 92626

**\*\* 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:	Multi-purpose Building <b>B1</b> 1-1
Location:	Santa Ana, CA
Latitude:	33-41-47.40N NAD 83
Longitude:	117-53-31.20W
Heights:	34 feet site elevation (SE) 98 feet above ground level (AGL) 132 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 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/06/2026 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-7576-OE.

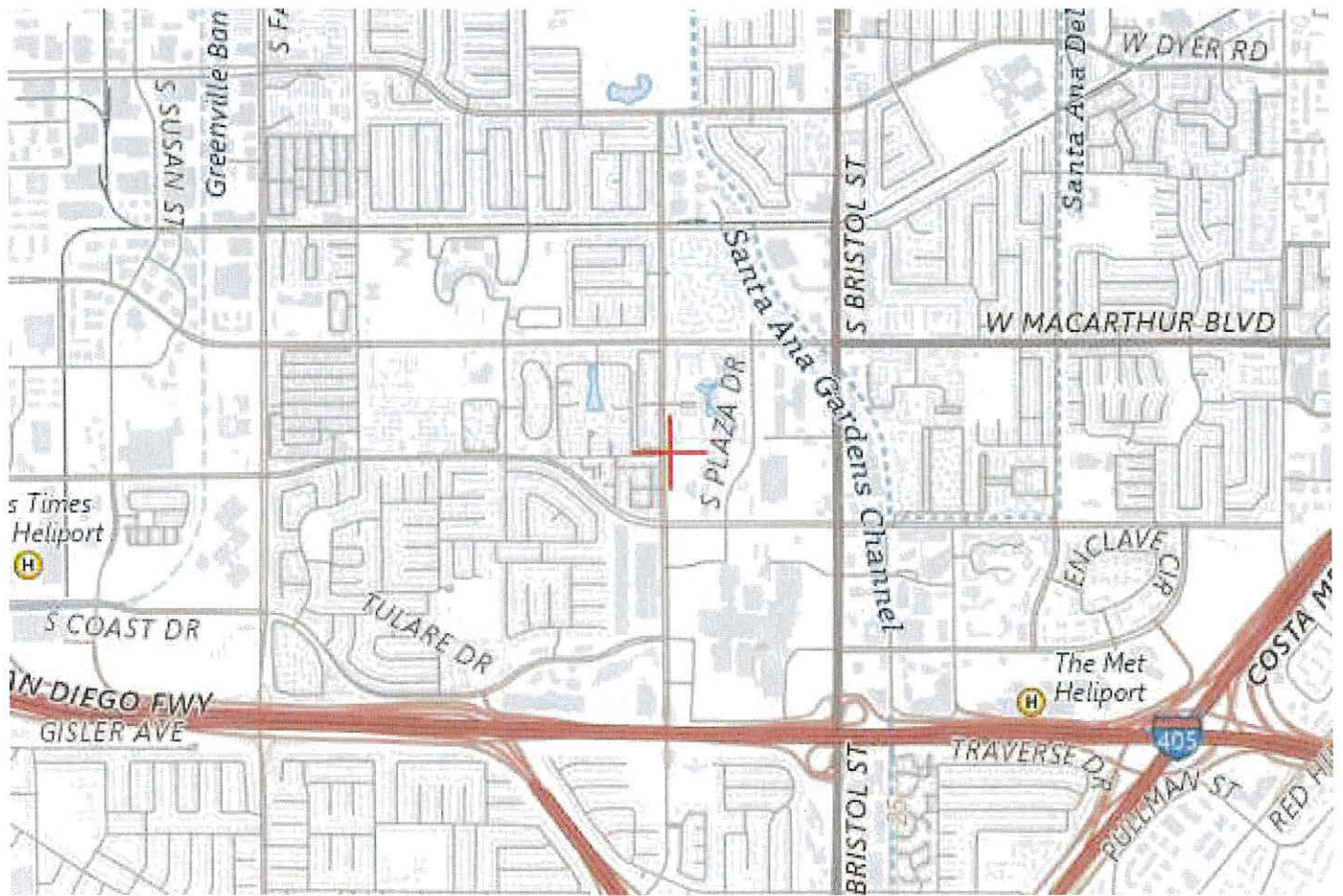
**Signature Control No: 624995995-632303308**

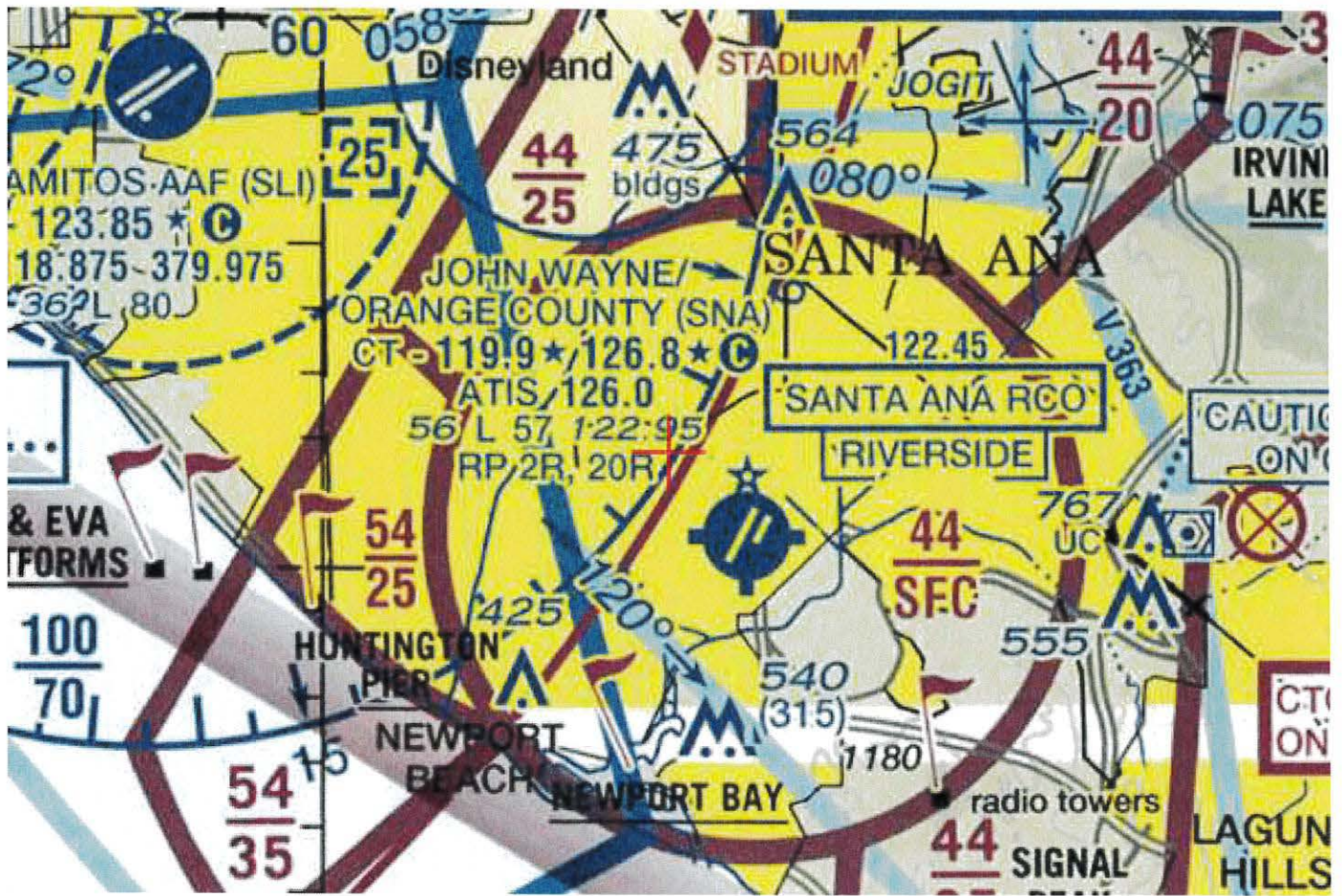
( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-7576-OE







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

Aeronautical Study No.  
2024-AWP-7580-OE

Issued Date: 09/06/2024

Paul Hogge  
South Coast Plaza  
3315 Fairview Road  
Costa Mesa, CA 92626

**\*\* 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:	Multi-purpose Building B2 2-1
Location:	Santa Ana, CA
Latitude:	33-41-47.40N NAD 83
Longitude:	117-53-27.60W
Heights:	34 feet site elevation (SE) 97 feet above ground level (AGL) 131 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 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/06/2026 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-7580-OE.

**Signature Control No: 624995999-632303312**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)



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

Aeronautical Study No.  
2024-AWP-7590-OE

Issued Date: 09/06/2024

Paul Hogge  
South Coast Plaza  
3315 Fairview Road  
Costa Mesa, CA 92626

**\*\* 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:	Multi-purpose Building B4 4-1
Location:	Santa Ana, CA
Latitude:	33-41-44.52N NAD 83
Longitude:	117-53-31.20W
Heights:	33 feet site elevation (SE) 98 feet above ground level (AGL) 131 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 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/06/2026 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, 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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If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-7590-OE.

**Signature Control No: 624996014-632303307**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)



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

Aeronautical Study No.  
2024-AWP-7594-OE

Issued Date: 09/06/2024

Paul Hogge  
South Coast Plaza  
3315 Fairview Road  
Costa Mesa, CA 92626

**\*\* 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:	Multi-purpose Building <b>B5</b> 5-1
Location:	Santa Ana, CA
Latitude:	33-41-42.00N NAD 83
Longitude:	117-53-31.20W
Heights:	34 feet site elevation (SE) 97 feet above ground level (AGL) 131 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 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/06/2026 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.

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If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-7594-OE.

**Signature Control No: 624996018-632303323**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

MAYOR  
Valerie Amezcua  
MAYOR PRO TEM  
Benjamin Vazquez  
COUNCILMEMBERS  
Phil Bacerra  
Johnathan Ryan Hernandez  
Jessie Lopez  
David Penaloza  
Thai Viet Phan



CITY MANAGER  
Alvaro Nuñez  
CITY ATTORNEY  
Sonia R. Carvalho  
CITY CLERK  
Jennifer L. Hall

**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)



April 29, 2025

Also sent via email to: [JFitch@ocair.com](mailto:JFitch@ocair.com) &  
[ALUCinfo@ocair.com](mailto:ALUCinfo@ocair.com)

Julie Fitch, Executive Officer  
Orange County Airport Land Use Commission  
3160 Airway Avenue  
Costa Mesa, CA 92626

**SUBJECT: PROJECT REFERRAL – VILLAGE SANTA ANA SPECIFIC PLAN, 1561 W. SUNFLOWER AVENUE, SANTA ANA, CA**

Dear Ms. Fitch,

Thank you for the opportunity to provide the City of Santa Ana's ("City's") referral of the Village Santa Ana Specific Plan ("Project") proposed at 1561 W. Sunflower Avenue, Santa Ana, CA ("Project Site") for review by the Orange County Airport Land Use Commission ("ALUC"). The Village Santa Ana Specific Plan would replace the current Specific Development No. 48 ("SD-48") zoning designation of the Project Site. The Submittal Form and attachments are being submitted to ensure the Project's consistency with the Orange County Airports Environs Land Use Plan ("AELUP") for John Wayne Airport ("JWA"). The City requests that the Project be scheduled for an ALUC hearing on May 15, 2025.

The purpose of this referral is to comply with State law<sup>1</sup> and ensure land use compatibility between the general plan and zoning ordinance in accordance with State law<sup>2</sup>. The Village Santa Ana Specific Plan is a regulatory and implementing document creating the land use designation, standards, and other applicable regulations consistent with the City's General Plan Update 2022 ("GPU") policies and sets forth the development review process for individual projects. Redevelopment in the Project Site includes a mix of commercial and residential uses that allows for vertical and horizontal mixed uses across the site. In total, the Project would include up to 1,583 residential units (encompassing approximately 1,850,000 square feet of building space), 80,000 square feet of retail space, 300,000 square feet of office space, and over 7.5 acres of common open space.

**ATTACHMENT 10**

<sup>1</sup> California Public Utilities Code (PUC), Section 21676(b).

<sup>2</sup> Government Code (GOV), Section 65860.

SANTA ANA CITY COUNCIL

Valerie Amezcua  
Mayor  
[vamezcua@santa-ana.org](mailto:vamezcua@santa-ana.org)

Benjamin Vazquez  
Mayor Pro Tem - Ward 2  
[bvazquez@santa-ana.org](mailto:bvazquez@santa-ana.org)

Thai Viet Phan  
Ward 1  
[tphan@santa-ana.org](mailto:tphan@santa-ana.org)

Jessie Lopez  
Ward 3  
[jessielopez@santa-ana.org](mailto:jessielopez@santa-ana.org)

Phil Bacerra  
Ward 4  
[pbacerra@santa-ana.org](mailto:pbacerra@santa-ana.org)

Johnathan Ryan Hernandez  
Ward 5  
[jryanhernandez@santa-ana.org](mailto:jryanhernandez@santa-ana.org)

David Penaloza  
Ward 6  
[dpenaloza@santa-ana.org](mailto:dpenaloza@santa-ana.org)

The Project Site is outside of the AELUP 60 dB Community Noise Equivalent Level ("CNEL") noise contours, AELUP safety zones, and Runway Protection Zones. The Project, consistent with the City's GPU, allows development of certain uses up to a height of 25 stories, like other land uses in the vicinity, but only with a Determination of No Hazard issued by the Federal Aviation Administration ("FAA") under the procedures specified in 14 Code of Federal Regulations ("CFR"), Part 77<sup>3</sup>. The Determination of No Hazard from the FAA for this Project was issued on September 6, 2024, and is provided as an attachment in the Airport Land Use Compatibility Analysis report.

In accordance with the Submittal Form, attached is the Completed Submittal Form and links to SD-48 and the Village Santa Ana Specific Plan. There is no strikethrough/underline version of the Village Santa Ana Specific Plan as it is a new specific plan.

Attached are exhibits showing the location of the proposed new uses within the Notification Area/Planning Area for JWA, and in relation to the noise contours, airport safety zones and obstruction imaginary surfaces for JWA.

SD-48 (the existing zoning for the Project Site) does not address noise or noise mitigation, or other mitigations related to airports in the vicinity. The Village Santa Ana Specific Plan, on page 19 of its draft document states, "An infill project must comply with all applicable policies and associated mitigation measures—e.g., sound attenuation, height limitation, occupancy limits must be found consistent with the AELUP". This is provided as an attachment.

#### *General Plan Update (2022)*

In October of 2020, the City submitted a comprehensive GPU to ALUC for consistency review. ALUC found the GPU inconsistent with the AELUP for JWA due to the location of new residential uses in the 55 Freeway and Dyer Focus Area and because of a proposed new height of 25 stories in the South Bristol Street Focus Area. The City overruled ALUC's determination on April 19, 2022 and it is now proposing the subject Project within the South Bristol Focus Area as an implementing project.

The City's General Plan Noise Element, Goal N-3 (Airport and Land Use Environs), outlines policies, noise standards, related General Plan policies, and implementation approach to protect sensitive land uses from airport related noise impacts. The City's General Plan Safety Element, Goal S-4 (Aircraft Hazards), outlines policies and an implementation approach to protect the safety of the general public from aircraft hazards. The City's General Plan Land Use Element, Table LU-9 (Notes for All Focus Area Designations) states the following:

Maximum intensity/height. The maximum amount of building area, residential density, and building height is listed to establish the maximum intensity for any individual development project. Development is also subject to the regulations of the underlying zoning district, as described in the Santa Ana Municipal Code, as well as building height restrictions and notification requirements as specified in the Airport Environs Land Use Plan for JWA.

These portions of the General Plan are also being provided as attachments.

The Project Site is located within the South Bristol Street Focus Area and designated as DC-5 within the GPU. The DC-5 designation includes major activity areas of the City of Santa Ana,

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<sup>3</sup> 14 CFR, Part 77 – Safe, Efficient Use, and Preservation of The Navigable Airspace.

designed to serve as anchors to the City's commercial corridors and to accommodate major development activity. District Center-High is a mixed-use designation identified in the General Plan as including "Transit-oriented and high-density urban villages consisting of visually striking and dynamic buildings and spaces with a wide range and mix of residential, live-work, commercial, hotel, and employment-generating uses."

The Project's land uses and density/intensity are consistent with the General Plan land use designation for the Project site. Table LU-8 of the General Plan identifies the DC-5 area as allowing a maximum Floor Area Ratio (FAR) of 5.0, or 125 dwelling units per acre (du/ac) and a maximum height of 25 stories. This is provided as an attachment.

Development in the DC-5 designation has a maximum height of 25 stories. The Project proposes a range of heights. The residential-only buildings are anticipated to include heights from five to 25 stories and the commercial-only buildings are anticipated to include heights from one to 20 stories. The mixed-use commercial/residential buildings are anticipated to include heights from five to 25 stories. The Project includes a maximum height of 25 stories with a minimum of one story for commercial/office only buildings. No minimum height is included for residential or mixed-use buildings. The Specific Plan also notes that building height is measured above ground (above grade) and does not include mezzanines, rooftop amenities, or non-habitable projects. Subterranean floors or levels are not included in the measurement of building height. These pages from the Village Santa Ana Specific Plan are provided as an attachment.

The City has completed the Draft Supplemental Environmental Impact Report ("SEIR") for the Village Santa Ana Specific Plan. The Draft SEIR was published for public review on Thursday, April 17, 2025. The public comment period is 45 days and ends on Monday, June 2, 2025.

#### *ALUC Submittal*

As per the ALUC Submittal form, the following materials are provided:

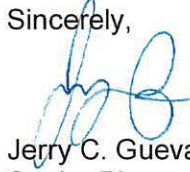
- 1) Cover Letter
- 2) Submittal Form
- 3) Link to SD-48 and The Village Santa Ana Specific Plan
- 4) Exhibit showing Project to Notification Area
- 5) Exhibit showing Project to Noise Contours
- 6) Exhibit showing Project to Airport Safety Zones
- 7) Exhibit showing Project to Obstruction Imaginary Surfaces
- 8) Attachment showing proposed noise policies/mitigation measures
- 9) Explanation of how AELUP standards for noise impact, safety compatibility, and height restriction zones are provided in the Cover Letter
- 10) Pages from the GPU and Specific Plan where maximum heights and density requirements are specified
- 11) Information regarding CEQA compliance is provided in Cover Letter
- 12) Airport Land Use Compatibility Analysis that explains how the Specific Plan addresses the AELUP standards for noise impact, safety compatibility, and height restrictions.

For more information about the Project, please visit the City's project webpage at <https://www.santa-ana.org/the-village-santa-ana-specific-plan/> where other materials, including environmental documents, will be posted once available. City staff are available to review the

Project Referral – Village Santa Ana Specific Plan  
1561 W. Sunflower Avenue, Santa Ana, CA  
August 29, 2025  
Page 4 of 4

Project with you and your staff should you have any questions about the City's referral. Please confirm receipt of this letter and the Project documents as listed above.

Sincerely,



Jerry C. Guevara, AICP  
Senior Planner  
(714) 647-5481 (direct)  
[Jguevara@santa-ana.org](mailto:Jguevara@santa-ana.org)

Attachments



## AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

### SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: City of Santa Ana
2. Contact Information - Jerry C. Guevara, AICP, Senior Planner  
Agency: City of Santa Ana, Planning and Building Agency  
Address: 20 Civic Center Plaza, Santa Ana, CA, 92702  
Phone/email: (714) 647-5481 / JGuevara@santa-ana.org
3. Airport Planning Area(s):  
☒ John Wayne Airport    ☐ Fullerton Municipal Airport    ☐ JFTB - Los Alamitos
4. Item being submitted for review (submit each item separately): New Specific Plan  
Name of General Plan Element, Specific Plan or Planned Community: The Village Santa Ana
5. Scheduled date of Planning Commission Choose month. Public Hearing: 8/11/2025
6. Tentative date of City Council/Board of Supervisors Public Hearing: 9/16/2025
7. Requested date of ALUC Review May 15.  
*Complete submittals must be received by the first day of the month to be considered for the next meeting date.*
8. Does the item submitted propose a change of land use or heights within the airport Notification/Planning Area\*? ☐ No (skip items # 9-12). ☒ Yes (continue below).
9. Does the item propose a change of land use within the ☐ 60 CNEL or ☐ 65 CNEL noise contours of the airport(s)\*? Please attach an exhibit showing location(s) of the proposed new uses in relation to noise contours.
10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the General Plan? ☐ No ☒ Yes - Please attach pages with current (and proposed if applicable) noise policies/mitigation measures highlighted.
11. Does the item submitted propose a change of land use within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport\*? ☒ No ☐ Yes - Please attach exhibit showing location(s) of proposed uses.
12. Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces\*? ☐ No ☒ Yes
13. Please indicate current 25 stories and proposed 25 stories maximum heights allowed.

### SUBMITTAL CHECKLIST: General Plan • Specific Plan • Zoning Code

- ☒ Cover letter on City/County letterhead.
- ☒ Completed Submittal Form.
- ☒ Link to existing [SD-48 - City of Santa Ana](#) and proposed [The Village Santa Ana Specific Plan - City of Santa Ana](#) General Plan Element, Specific Plan or Zoning Code for this submittal.
- ☐ Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
- ☒ Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
- ☒ Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
- ☒ Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
- ☒ Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
- ☒ Attachment showing current and proposed noise policies/mitigation measures.
- ☒ Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones.  
Please refer to Cover Letter
- ☒ Describe height and density changes in cover letter and attach pages of General Plan, Specific Plan and/or Zoning Code where maximum heights are specified.
- ☒ Provide information regarding CEQA compliance.

\*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at:  
<https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

Mail or Email Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County,  
 Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170  
[ALUCinfo@ocair.com](mailto:ALUCinfo@ocair.com)

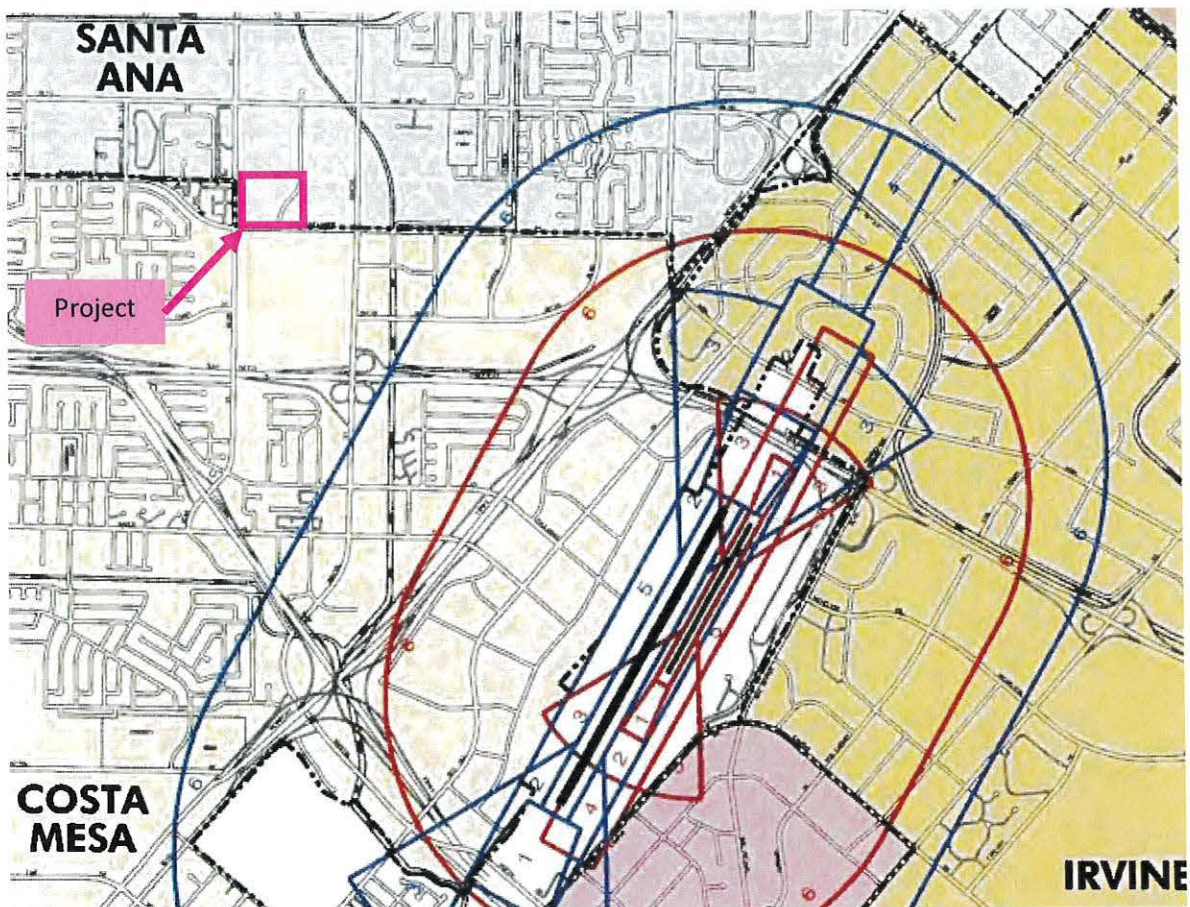
## D. Safety Compatibility Zones

The Orange County Airport Environs Land Use Plan for John Wayne Airport (AELUP) was last amended April 17, 2008, by the Airport Land Use Commission (ALUC). The AELUP intends to safeguard the general welfare of the inhabitants within the vicinity of the airport, “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”.

Safety and compatibility zones “depict which land uses are acceptable and which are unacceptable in various portions of airport environs. The purpose of these zones is to support the continued use and operation of an airport by establishing compatibility and safety standards to promote air navigational safety and to reduce potential safety hazards for persons living, working or recreating near JWA”. The John Wayne Airport Safety Compatibility Zones were developed using the California Airport Land Use Planning Handbook (Handbook) January 2002 Edition. It should be noted that this Handbook was updated in 2011.

There are six safety compatibility zones, and the Project is outside of all of these zones (including the runway protection zone) as shown in Figure 7.

Figure 7 - Project Site and AELUP Safety Compatibility Zones



subject to the same density and intensity, including a maximum building height of 25 stories.

### **City of Santa Ana Active Transportation Plan (ATP), 2019**

The ATP provides goals, programs, and actions to improve nonmotorized travel infrastructure, increase safety, and increase cycling and walking as travel modes. Features of the Village, such as the fitness loop and bicycle amenities, help to implement the ATP and promote an active lifestyle for residents and visitors. Connections to other improvements identified by the ATP are further discussed in Chapter 3, Section 3.4, *Mobility Plan*.

### **Orange County Transportation Authority Long Range Transportation Plan (LRTP), 2045**

OCTA designates Sunflower Avenue and South Plaza Drive as part of its transit network. The LRTP is in the process of being updated and should continue to be consulted as plans are made for OCTA's transportation network.

### **Southern California Association of Governments, Connect SoCal: 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy**

The Connect SoCal Plan is a long-range, regional plan that balances future mobility and housing needs with economic and environmental goals. The Village site falls within a "high quality transit corridor" area, which means the site is within one-half mile of a well-served transit stop or a transit corridor with 15-minute or less service

frequency during peak commute hours. This connection to transit options informed the mobility plan of Chapter 3.

### **Airport Land Use Commission, Airport Environs Land Use Plan for John Wayne Airport, 2008**

State law Section 65302.3 requires a City's general plan and specific plans be consistent with the county's Airport Environs Land Use Plan (AELUP). The purpose of the AELUP is to safeguard the general welfare of inhabitants in the vicinity of the airport and to ensure the continued operation of the airport. An infill project must comply with all applicable policies and associated mitigation measures—e.g., sound attenuation, height limitation, occupancy limits must be found consistent with the AELUP. Since the Village is within the AELUP airport planning area, Chapter 6, *Administration and Implementation*, addresses coordination with the City and commission.

## **1.9 Environmental Clearance**

The Village Santa Ana Specific Plan was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 2100 et seq.). A Supplemental Environmental Impact Report (EIR) to the City's 2022 General Plan Program EIR has been prepared for the Village Santa Ana Specific Plan in accordance with Sections 15162 and 15163 of the State CEQA Guidelines and certified concurrently with adoption of the Specific Plan. The Village Santa Ana – Community Engagement

## GOAL N-3: Airport and Land Use Environs

Protect sensitive land uses from airport related noise impacts.

### POLICY N-3.1

#### RESIDENTIAL DEVELOPMENT

Residential development within the John Wayne Airport (JWA) 65 dB(A) CNEL Noise Contour or greater is not supported.

Eq

### POLICY N-3.2

#### FLIGHT PATHS

Advocate that future flight path selection be directed away from existing noise sensitive land uses.

H Eq

### POLICY N-3.3

#### RESIDENTIAL MITIGATION

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

H Eq Ed



▲ Approaching John Wayne Airport

The City advocates for flight paths to avoid residences and other sensitive land uses. Shown above is a plane flying over the Metro East Mixed-Use Overlay Zone, which permits a variety of residential, office, institutional, and commercial land uses.

*Photo by Ken Lund, CC BY-SA 2.0*

# NOISE STANDARDS

The City's primary focus is to minimize noise problems in areas sensitive to noise because the majority of land in Santa Ana is fully established. The City emphasizes mitigation measures to deal with existing noise problems, as well as the prevention of new noise problems. Noise levels are managed through proper design and location of mobility and noise systems in relationship to noise-sensitive land uses, and establishment of appropriate noise emission or insulation standards for the various land uses.

The City adopts the standards and guidelines for noise levels for land uses as displayed in Table N-1. Residential uses should be protected with sound insulation over and above what is provided by normal building construction when they are constructed in areas with noise levels higher than 60 dB CNEL (community noise equivalent level).

**TABLE N-1. INTERIOR AND EXTERIOR NOISE STANDARDS**

Categories	Land Use Categories	Interior <sup>1</sup>	Exterior <sup>2</sup>
Residential	Single-family, duplex, multi-family	45 dB CNEL <sup>3</sup>	65 dB CNEL
Institutional	Hospital, school classroom/playground	45 dB CNEL	65 dB CNEL
	Religious facility, library	45 dB CNEL	--
Open Space	Parks	--	65 dB CNEL

**Notes:**

1. Interior areas, to include but not limited to bedrooms, bathrooms, kitchens, living rooms, dining rooms, private offices, and conference rooms.
2. Exterior areas shall mean: private yards of single family homes, park picnic areas, school playgrounds, common areas. Private open space, such as atriums on balconies, shall be excluded from exterior noise requirements provided sufficient common area is included within the project.
3. Interior noise level requirements assume a closed-window condition. Mechanical ventilation system or other means of natural ventilation shall be provided per Chapter 12 of the Uniform Building Code, as necessary.



## RELATED GENERAL PLAN POLICIES

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

Goal N-1, for example, is supported not only by the policies listed in this element (N-1.1 through N-3.3), but also by Policies LU-1.1, 3.8, and 4.3 in the Land Use Element.

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

**TABLE N-2. RELATED GENERAL PLAN POLICIES**

Noise Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
<b>N-1: Land Use Compatibility</b> Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.	-	-	-	-	-	-	Current Element	-	LU-1.1 LU-3.8 LU-4.3	-	-	-
<b>N-2: Noise Generators</b> Reduce the impact of known sources of noise and vibration.	-	M-1.8 M-4.8 M-5.2	-	-	-	-	Current Element	-	-	-	-	-
<b>N-3: Airport and Land Use Environs</b> Protect sensitive land uses from airport related noise impacts.	-	-	-	-	-	-	Current Element	-	LU-1.1 LU-3.8	-	-	-

**Notes:**

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



# IMPLEMENTATION

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

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

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

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

**TABLE N-3. NOISE ELEMENT IMPLEMENTATION**

Ref #	Implementation Action	Agency / Time Frame
<b>Goal N-1: Land Use Compatibility</b> Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.		
1.1	<b>City equipment.</b> As feasible and practical, new equipment purchased by the City will meet noise performance standards consistent with the best available noise reduction technology.	PWA/Finance Ongoing
1.2	<b>OC Streetcar.</b> Monitor implementation of mitigation measures outlined in the Final Supplemental Environmental Impact Report for the OC Streetcar.	PWA Ongoing
1.3	<b>Noise evaluation.</b> Continue to evaluate the noise impacts of new projects during the development review process; consider requirements for noise analysis conducted by an acoustical specialist for projects involving land uses where operations are likely to impact adjacent noise-sensitive land uses.	PBA 2022-2024
1.4	<b>Agency coordination.</b> Continue to coordinate with California Department of Transportation and OCTA to evaluate the need for sound barriers or other mitigation strategies along segments of the freeways and transit travel ways that impact existing noise-sensitive land uses.	PWA Ongoing
1.5	<b>Noise ordinance.</b> Update the City's noise ordinance to provide more detail about acceptable noise standards for land uses.	PBA/PD 2022-2027
1.6	<b>Noise mitigation in impacted areas.</b> Evaluate options to expand noise mitigation in areas that are planned for growth but where ambient noise levels already exceed noise standards.	PBA 2022
1.7	<b>Disclosure statements.</b> As part of any approvals of noise-sensitive projects where reduction of exterior noise to the maximum levels specified in the City's General Plan or noise ordinance is not reasonably feasible, require the developer to issue disclosure statements—to be identified on all real estate transfers associated with the affected property—that identifies regular exposure to noise.	PBA 2022
1.8	<b>Site mobility.</b> Develop standards to ensure that on-site mobility does not generate excessive noise.	PBA 2022
1.9	<b>Adjacent jurisdictions.</b> Continue to monitor development projects in adjacent jurisdictions and comment on projects with the potential for noise impacts in Santa Ana.	PBA Ongoing



TABLE N-3. NOISE ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
<b>GOAL N-2: Noise Generators</b> Reduce the impact of known sources of noise and vibration.		
2.1	<b>Alternative paving.</b> Evaluate the use of alternative paving materials that can reduce traffic noise, as feasible, depending on roadway conditions and cost-efficiency.	PWA 2024
2.2	<b>Freeways.</b> Continue cooperation with Caltrans in the planning of noise attenuation along freeways and assist with outreach efforts to notify residents of major projects that may impact noise levels and aesthetics.	PWA Ongoing
2.3	<b>Roadway designations.</b> Periodically review major roadways and designated truck routes to reduce truck traffic through residential neighborhoods and near schools.	PWA Ongoing
2.4	<b>Rail coordination.</b> Continue to work with rail owners and operators to manage existing quiet zones, monitor safety adjacent to railroad tracks, and consider feasible alternatives that reduce noise.	PWA Ongoing
2.5	<b>Site design and technology.</b> Require that the parking structures, terminals, and loading docks of noise-generating land uses be designed to minimize the potential noise impacts of vehicles on-site and on adjacent land uses. Encourage and/or require feasible technological options to reduce noise to acceptable levels.	PBA Ongoing
2.6	<b>Mitigate existing impacts.</b> Identify existing business operations that produce exterior noise above the maximum levels specified in the City's General Plan or noise ordinance for adjacent land uses. Reach out to those businesses to provide educational resources about best practices for noise prevention and mitigation. Assist businesses to implement mitigation strategies through permit assistance, expedited permitting, and other incentives. If the noise impact cannot be mitigated, provide site selection assistance to help businesses relocate to other areas of the city.	PBA/CDA 2023
2.7	<b>Best practices.</b> Conduct a study of best practices for the prevention and mitigation of noise impacts on sensitive land uses caused by existing or new business operations.	PBA/PD 2022-2024
2.8	<b>Nuisance noise.</b> Review all permit applications, including special use permits, for potential noise impacts. Utilize existing noise ordinances and antinuisance statutes to reduce the occurrence of nuisance noise violations.	PBA Ongoing
<b>GOAL N-3: Airport and Land Use Environs</b> Protect sensitive land uses from airport related noise impacts.		
3.1	<b>Aircraft altitude standards.</b> Continue working with the Federal Aviation Administration to determine appropriate altitude standards for aircraft flying over congested areas, taking into account public health and safety.	PBA Ongoing
3.2	<b>Helicopter noise.</b> Continue cooperation with the Fire Department and Metropolitan Water District to minimize noise conflicts associated with helicopter activity.	PBA Ongoing
3.3	<b>Local coordination.</b> Work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed.	PBA Ongoing

## Notes:

CDA - Community Development Agency  
PBA - Planning and Building Agency  
PD - Police Department

CMO - City Manager's Office  
PWA - Public Works Agency

HR- Human Resources Department  
PRCSA - Parks, Recreation and Community Services Agency



## GOAL S-4: Aircraft Hazards

Protect the safety of the general public from aircraft hazards.

### POLICY S-4.1

#### STRUCTURES ABOVE 200 FEET

For development projects that include structures higher than 200 feet above existing grade, the City shall inform the Airport Land Use Commission (ALUC) and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the Federal Aviation Administration.

H

### POLICY S-4.2

#### FEDERAL AVIATION REGULATION PART 77

Do not approve buildings and structures that would penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces, unless consistent with the California Public Utilities Code Section 21240, such building or structure is determined by FAA to pose “no hazard” to air aviation. Additionally, under this policy, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface will be required to file a Form 7460-1 Notice of Proposed Construction or Alteration with FAA and provide a copy of the FAA determination to the City and the ALUC.

H

### POLICY S-4.3

#### LIGHT, GLARE, AND OTHER INTERFERENCE

Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAA regulations and the John Wayne Airport Environs Land Use Plan.

H

### POLICY S-4.4

#### HELIPORT/HELISTOP APPROVAL AND REQUIREMENTS

Any proposals for heliports/helipads within the City shall be submitted through the City to the Airport Land Use Commission for a consistency determination. Approve the development of a heliport or helistop only if it complies with the Airport Environs Land Use Plan for heliports. Ensure that each applicant seeking a conditional use permit or similar approval for the construction or operation of a heliport or helistop complies fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by the FAA, by Orange County Airport Land Use Commission, and by Caltrans/Division of Aeronautics. This requirement shall be in addition to all other City development requirements.

H

### POLICY S-4.5

#### REFERRAL TO ALUC

Prior to the amendment of the City’s general plan or a specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the Airport Land Use Commission (ALUC), and pursuant to Public Utilities Code Section 21676, the City shall first refer the proposed action to the ALUC.

H

### POLICY S-4.6

#### DEED DISCLOSURE NOTICE

Provide notice of airport in the vicinity where residential development is being proposed within the 60 dBA CNEL noise contours for the John Wayne Airport.

Eq



## RELATED GENERAL PLAN POLICIES

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

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

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

Goal S-1, for example, is supported not only by the policies listed in this element (S-1.1 through S-3.4), but also by Policy PS-3.4 and Policy PS-3.5 in the Public Service Element.

**TABLE S-1. RELATED GENERAL PLAN POLICIES**

Safety Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
<b>S-1: Flood Safety</b> Protect life and minimize property damage, social and economic disruptions caused by flood and inundation hazards.	-	-	-	PS-3.4 PS-3.5	-	-	-	Current Element	-	-	-	-
<b>S-2: Hazardous Materials</b> Protect residents and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, production, storage, transport, and disposal of hazardous materials.	-	M-1.7 M-2.9	-	-	CN-1 CN-1.1 CN-1.2 CN-1.3 CN-1.5 CN-1.10	OS-2.5 OS-2.7 OS-2.8	-	Current Element	LU-3.8 LU-3.9 LU-4.3	-	-	-
<b>S-3: Geologic and Seismic Hazards</b> Provide a safe environment for all Santa Ana residents and workers while minimizing risk of injury, loss of life, property damage, and social and economic impacts caused by geologic and seismic hazards.	-	-	-	-	-	-	-	Current Element	-	-	-	-
<b>S-4: Aircraft Hazards</b> Protect the safety of the general public from aircraft hazards.	-	-	-	-	-	-	N-3.1 N-3.2 N-3.3	Current Element	LU-1.1 LU-3.4 LU-3.8	-	-	-

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



**TABLE S-2. SAFETY ELEMENT IMPLEMENTATION**

Ref #	Implementation Action	Agency / Time Frame
<b>GOAL S-3: Geologic and Seismic Hazards</b> Provide a safe environment for all Santa Ana residents and workers while minimizing risk of injury, loss of life, property damage, and social and economic impacts caused by geologic and seismic hazards.		
3.1	<b>Public utilities.</b> Coordinate with the California Public Utilities Commission and/or utilize the Capital Improvement Program. Explore options to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines; water, sewer, natural gas and petroleum pipelines; and trunk electrical and telephone conduits that extend through areas of high liquefaction potential, cross active faults, or traverse earth cracks or landslides.	PWA/PBA 2024
3.2	<b>Preparedness practice.</b> Participate in regional and local emergency exercises, such as the Great California ShakeOut, an annual statewide earthquake drill.	PD Ongoing
3.3	<b>Preparedness kits.</b> Enhance public awareness and preparedness by encouraging residents and businesses to store supplies for self-reliance following a disaster. Emergency preparedness kits should include, at a minimum, a three-day supply of drinking water and food for all members of the household or business, including pets. Partner with community organizations to seek funding / provide emergency kits for families who qualify for state or federal aid programs and for families whose children qualify for the free or reduced school lunch program.	PD Ongoing
3.4	<b>Education programs.</b> Offer educational programs for residents and businesses regarding preventative actions to take before, during, and after a seismic event, and involve the public in the awareness of City emergency response plans, resources, risk reduction, and mitigation measures.	PD Ongoing
3.5	<b>High-risk facilities.</b> Compile and maintain a list of facilities that, because of population demands (such as mobility issues at a nursing home), construction type, location relative to a fault, or other factors, may have a high risk and require special response during a geologic or seismic event.	PBA/OCFA 2025
3.6	<b>Earthquake Vulnerability Assessment.</b> Identify resources to conduct an inventory of private buildings that may be particularly vulnerable to earthquake damage, including pre 1940s structures and homes with cripple wall foundations.	PBA 2022
<b>GOAL S-4: Aircraft Hazards</b> Protect the safety of the general public from aircraft hazards.		
4.1	<b>Coordination.</b> Continue to collaborate internally and with adjacent jurisdictions, appropriate agencies, and the Orange County Airport Land Use Commission as needed on potential development applications and ongoing programs affecting land use and development, affordable housing, transportation, infrastructure, resource conservation, environmental quality, and John Wayne Airport operations and improvement plans.	PBA/PWA Ongoing
4.2	<b>Airport regulations and plans.</b> Continue to comply with Federal Aviation Regulations and adhere to the John Wayne Airport Land Use Compatibility Plan to ensure future development ensures the safety of airport operations and of those living, working, and going to school in Santa Ana.	PBA/PWA Ongoing
4.3	<b>Development code standards.</b> Maintain and update as necessary the development code to incorporate appropriate requirements and standards to ensure airport safety and compatibility.	PBA 2022-2027

Notes:

CDA - Community Development Agency

CMO - City Manager's Office


HR - Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

 associated with environmental justice policies



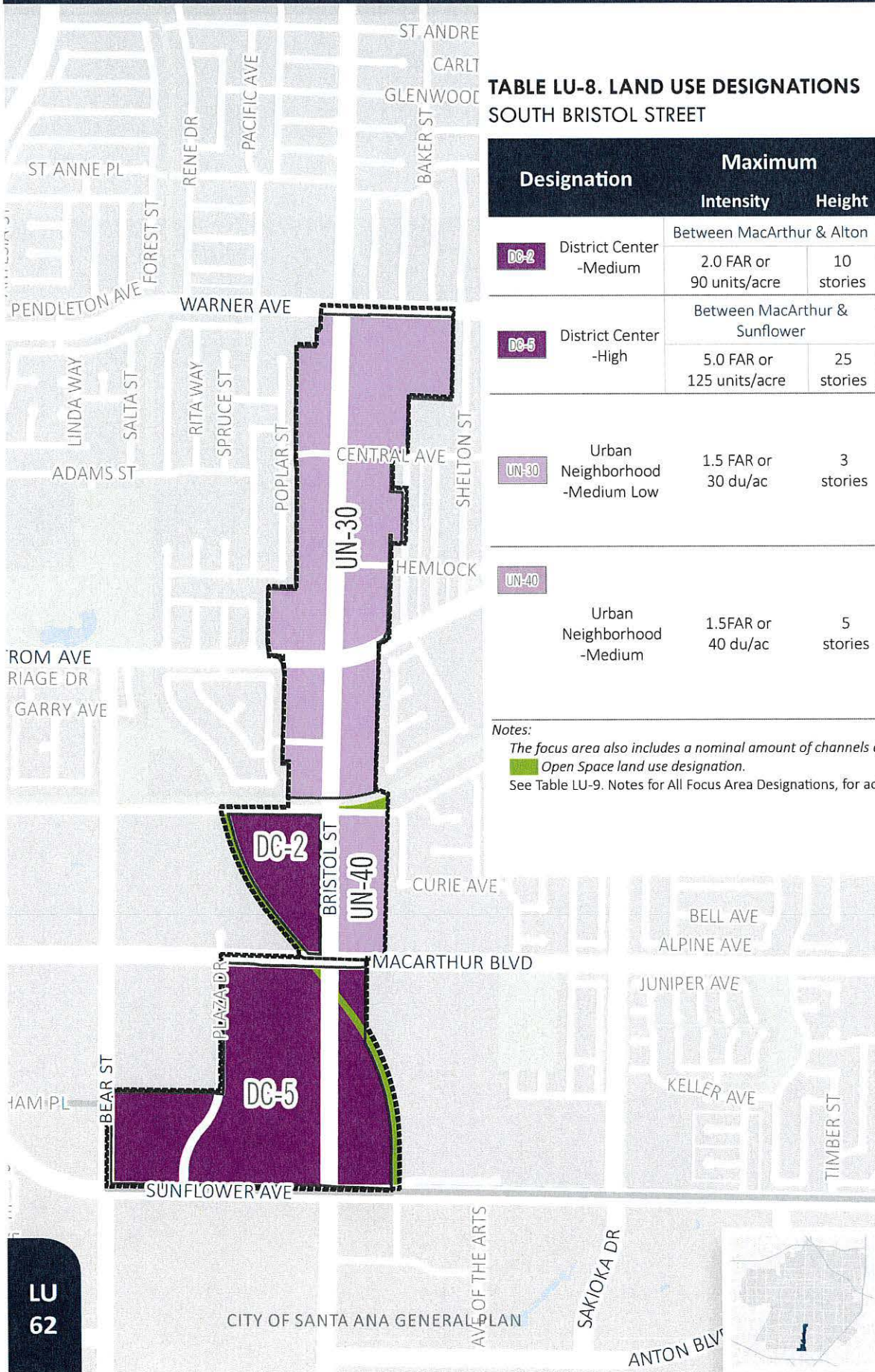
**TABLE LU-9. NOTES FOR ALL FOCUS AREA DESIGNATIONS**

Notes:

1. **Maximum intensity/height.** The maximum amount of building area, residential density, and building height is listed to establish the maximum intensity for any individual development project. Development is also subject to the regulations of the underlying zoning district, as described in the Santa Ana Municipal Code, as well as building height restrictions and notification requirements as specified in the Airport Environs Land Use Plan for John Wayne Airport.
2. **General character.** The description is not exhaustive and is intended to further clarify the purpose of each land use designation. The exact uses permitted in each land use category are subject to the regulations of the underlying zoning district, as described in the Santa Ana Municipal Code.
3. **Parking areas.** Standards for FAR exclude structured parking square footage. Height standards include structured parking, except for parking areas that are semi-subterranean.
4. **Mixed-use residential.** Mixed-use development that includes both commercial and residential uses (e.g., residential on top of commercial or live-work units) are governed by both FAR and du/ac in terms of density/intensity. A project's FAR shall be calculated using all residential and nonresidential building square footage, except structure parking areas. Residential densities identified for Urban Neighborhood and District Center designations apply to residential units for the project.
5. **Focus Area Interim Development Standards.** Interim Development Standards have been prepared (Appendix A). The purpose of the Interim Development Standards is to provide a mechanism to review development applications and ensure development projects are consistent with the vision of the general plan and focus areas. The Interim Development Standards provide framework for connecting the general plan land use designations for each focus area with the City's existing zoning ordinance, specific plan(s), and/or specific development(s) plan provisions in regards to the use and mixed-use development standards (i.e. density, building type, parking, open space, etc.). Flexibility is allowed for the developer to select one of respective Interim Development Standard options for designing the development, which may be the least restrictive of the multiple allowable options referenced in Appendix A (Table LU-A-1) for the respective general plan land use designation. The Santa Ana Municipal Code Section 41-668 regarding Development Project Plan Approval and applications required pursuant to SB 330, as amended from time to time, apply to development projects applying the Interim Development Standards. Once the Development Code Update (Implementation Action Item 1.1) is adopted and/or new zoning is established, the Interim Development Standards shall become null and void.



**FIGURE LU-20 LAND USE MAP**  
SOUTH BRISTOL STREET



**TABLE LU-8. LAND USE DESIGNATIONS**  
SOUTH BRISTOL STREET


Designation	Maximum		General Character
	Intensity	Height	
<b>DC-2</b> District Center -Medium	Between MacArthur & Alton 2.0 FAR or 90 units/acre	10 stories	Transit-oriented and high density urban villages consisting of visually striking and dynamic buildings and spaces with a wide range and mix of residential, live-work, commercial, hotel, and employment-generating uses
<b>DC-5</b> District Center -High	Between MacArthur & Sunflower 5.0 FAR or 125 units/acre	25 stories	
<b>UN-30</b> Urban Neighborhood -Medium Low	1.5 FAR or 30 du/ac	3 stories	Medium density urban neighborhoods with a mix of single- and multifamily housing; mixed-use residential with ground-floor retail, services, and restaurants; cultural uses; and public and open spaces
<b>UN-40</b> Urban Neighborhood -Medium	1.5 FAR or 40 du/ac	5 stories	Medium-high density urban neighborhoods with a mix of attached single- and multifamily housing; mixed use residential with ground floor retail, services, and restaurants; cultural uses; public and open spaces

**Notes:**

The focus area also includes a nominal amount of channels and utility areas mapped with the **Open Space** land use designation.  
See Table LU-9. Notes for All Focus Area Designations, for additional notes.

## 4.3 Development Standards

Development standards for buildings, parking, and open space areas that apply to the Village are discussed throughout this section and provided in Table 4-2, Development Standards, and Table 4-3, Parking Requirements (below). See Figure 4-1, *Setbacks*, for a depiction of where setback standards apply across the site. This Specific Plan shall comply with California Building Energy Efficiency Standards, Title 24 part 6, in effect at time of adoption of this Plan. This chapter also includes sustainable practices and standards. Sustainability is a priority for the Village Santa Ana.

Throughout this chapter, the green leaf symbol, shown right, denotes sustainable practices, policies and standards. 

**Table 4-2 Development Standards**

Development Standard	Minimum	Maximum
Floor Area Ratio (FAR)	-	5.0
Density	-	125 dwelling unit/acre
<b>Building Height<sup>1</sup></b>		
Residential	-	25 stories / 315 feet
Mixed Use	-	25 stories / 315 feet
Commercial/Office	1 story	25 stories / 315 feet
Buildings C and D (see Figure 3-1)	-	8 stories / 100 feet
<b>Ground-Floor Height<sup>2</sup></b>		
Residential	10 feet	-
Mixed Use	12 feet	-
Commercial/Office	12 feet	-
<b>Building Setbacks</b>		
Sunflower Avenue	15 feet from property line	-
Bear Street	15 feet from property line	-
South Plaza Drive	15 feet from property line	-
Village Drive	8 feet from back of curb	-
North Connector	35 feet from property line	-

Development Standard	Minimum	Maximum
Central Connector	8 feet from back of curb	-
Service Road (along east boundary)	0 feet from property line	-
Building Separation	per uniform building code	-
<b>Residential Unit Size<sup>3,4</sup></b>		
Studio	450 square feet	-
One-Bedroom	550 square feet	-
Two-Bedroom	750 square feet	-
Three-Bedroom	950 square feet	-
<b>Open Space</b>		
Private <sup>5</sup>	90 square feet/unit Minimum 6-foot dimension in each direction	-
Active and Passive <sup>6</sup>	100 square feet/unit	-

**NOTES:**

1. Building height is measured above ground and does not include mezzanines, rooftop amenities, or non-habitable projections, see also Appendix A, Definitions.

2. Ground Floor Height means a habitable level within a building from finished floor to the bottom of next floor above.

3. Consistent with the City's 2022 Housing Element, Table B-4: Multiple-Family Residential Development Standards.

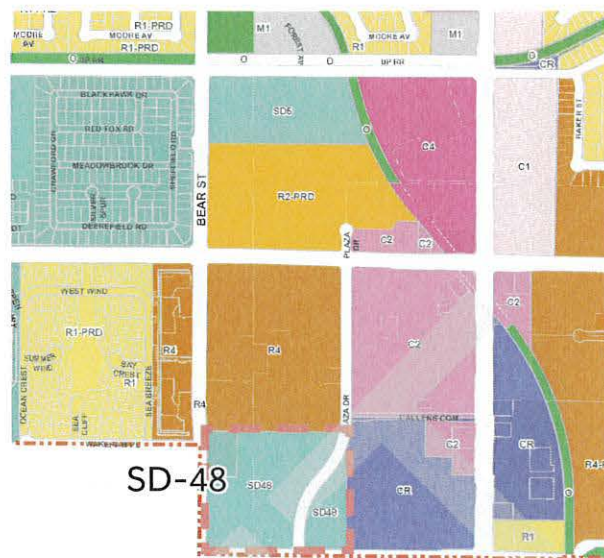
4. Minimum unit size provided in gross square feet.

5. Includes balconies, private common amenities such as podium recreation areas, indoor fitness, business center or work share space for residents, lounge areas.

6. Includes publicly accessible plazas, gardens, fitness loop, parks, outdoor market, and other outdoor amenities.



The City's 2022 General Plan designates the Village as District Center High (DC-5).



Existing zoning for the site is Specific Development Plan Number 48 (SD-48).

## 1.4 General Plan and Focus Area

The City's 2022 General Plan Land Use Element designates the area as District Center-High (DC-5) within the South Bristol Street Focus Area, shown on Figure 1-5. Development in the DC-5 designation is intended to provide urban retail, residential, mixed-use, and employment centers with an intensity of up to 5.0 floor area ratio (FAR) and/or 125 dwelling units per acre. Mixed-use projects may be vertical or horizontal. The area also has a maximum height of 25 stories.

The South Bristol Street Focus Area serves as a prominent southern gateway to Santa Ana. The District Center land use designation envisions transforming traditional auto-oriented shopping plazas into vibrant, urban villages. These reimagined spaces will prioritize pedestrian, bike and transit accessibility. The Village will blend open space with new iconic buildings bringing housing units, engaging retail and restaurant experiences, as well as the opportunity for office space. This Plan supports and

implements the economic and placemaking goals of the City. As a key part of this focus area, the Village will attract visitors and be a hub for locals.

The adoption of the 2022 General Plan—with new focus areas—provides the foundation to transform the South Bristol Street Focus Area. Improvements are envisioned to include:

- » New developments that will establish vibrant public outdoor space appropriately scaled to the size and type of project.
- » Building design that should be dynamic and strong, creating a distinct impression.
- » Office and mixed-use spaces of similar scale to those south of Sunflower.

The intent of this Plan, as described further in Chapter 2, *Vision and Guiding Principles*, is consistent with the vision of the General Plan, *"Santa Ana is a City that...invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future."*

## Technical Memorandum

To: Jason Poulsen, Director, Real Estate, South Coast Plaza – 3315 Fairview Road  
Costa Mesa, CA 92626

From: Nick Johnson, Johnson Aviation, Inc.

Date: September 23, 2024



Subject: Airport Land Use Compatibility Analysis – The Village Santa Ana

### A. Introduction

This airport land use compatibility analysis for the Village Santa Ana (Project) specifically addresses aviation safety, aircraft noise impacts, aircraft overflight, airspace protection, and the operational risk to people and property in vicinity of the Project site. This analysis is being submitted to the Commission and staff of the Orange County Airport Land Use Commission (ALUC) to ensure consistency with the Orange County Airport Environs Land Use Plan for John Wayne Airport (AELUP).

The purpose of this referral to ALUC is to comply with State law<sup>1</sup> and ensure land use compatibility as identified in Specific Development Plan Number 48 (SD-48) and eventual Village Santa Ana Specific Plan, which will replace SD-48. The Village Santa Ana Specific Plan contains the proposed development standards, permitted uses and administrative processes for future development at the Project site. This Project site is also subject to height restrictions by the Federal Aviation Administration (FAA) and other development restrictions by the City of Santa Ana (City).

This assessment is based on a review of relevant documents, local knowledge, and publicly available information.

### B. Project Description

The Village Santa Ana Project is an approximately 17.2-acre site located at the northeast corner of Sunflower Avenue and Bear Street in Santa Ana, California approximately two miles northwest of John Wayne Airport (Airport or SNA) within the SNA Airport Influence Area (AIA).

The Project site is currently occupied by the South Coast Plaza Village commercial center on both sides of South Plaza Drive which consists of approximately 164,049 square feet of retail shops and restaurants, offices, and the Regency Theatres cinema building. The property also provides surface parking, a variety of trees and a half-acre landscaped lawn area.

Surrounding properties include South Coast Plaza, to the south across Sunflower Avenue in the City of Costa Mesa; the multi-family housing communities of Versailles on the Lake and St. Albans to the north; a retail shopping center to the east; and the Village Creek condominium community to the west across Bear Street in the City of Costa Mesa. (Figure 1).

The Project site is composed of seven tax parcels, which are currently developed with approximately 164,049 square feet of existing commercial retail uses (Table 1). Redevelopment includes a mix of commercial and residential uses that allows for vertical and horizontal mixed uses across the site (Figure 2). In total, The Project would include up to 1,583 residential units (encompassing approximately 1,850,000 square feet of building space), 80,000 square feet of retail space, 300,000 square feet of office space, and over 3.6 acres of common open space.

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<sup>1</sup> California Public Utilities Code (PUC), Section 21676(b).

The Project site is also within the AELUP notification area for John Wayne Airport as shown in Figure 3.

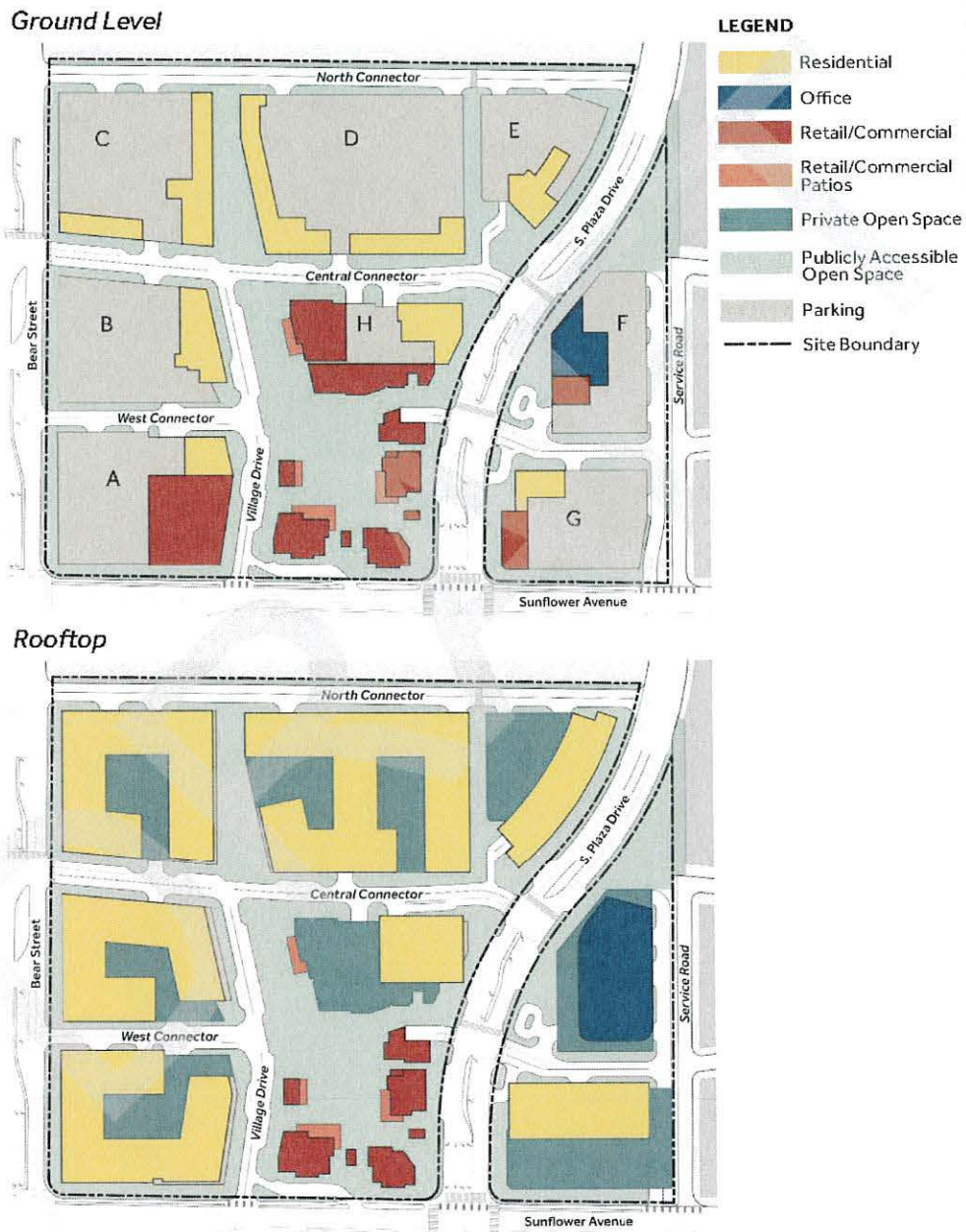
*Table 1- Project Site Information and Existing Uses*

Assessor Parcel Number	Existing Use/Tenant	Acres
412-131-10	Regency Theater	0.8
412-131-20	Landscaped Lawn Area	0.5
412-131-21	Surface Parking	1.9
412-451-01	Surface Parking	1.6
412-451-02	Multiple Retail Units	4.7
412-451-03	Multiple Retail Units	7.3
412-451-04	Morton's Steakhouse	0.4
<b>Total:</b>		<b>17.2</b>

*Figure 1 - Project Site*



Figure 2 – Proposed Uses



## C. Land Use Jurisdiction

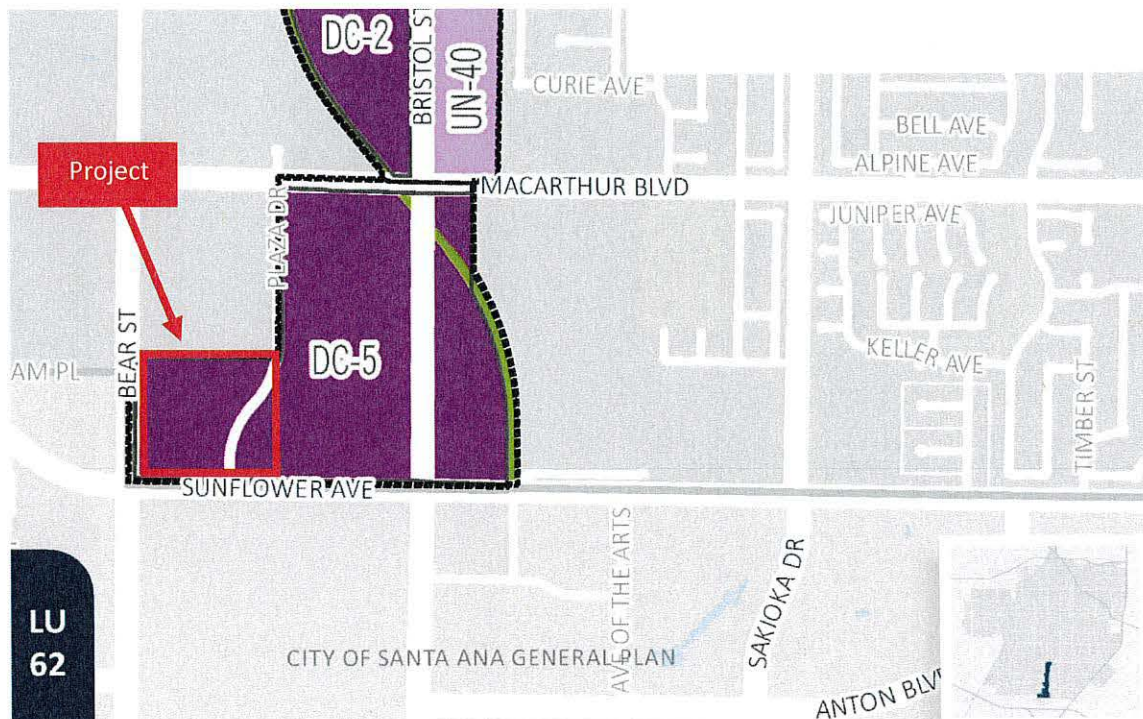
### General Plan Land Use Designation

The Project site is identified in Santa Ana's General Plan Land Use Element (adopted 2022) as being located within the South Bristol Street Focus Area. The South Bristol Street Focus Area is bordered by Warner Avenue to the north and Sunflower Avenue to the south. The eastern and western boundaries vary based on property ownership. The Santa Ana General Plan Update was found inconsistent by the ALUC and was overruled on November 11, 2020.

Within the General Plan South Bristol Street Focus Area, the Project site is designated District Center-High (DC-5), as shown in Figure 4. The District Center designation includes the major activity areas of the City of Santa Ana, designed to serve as anchors to the City's commercial corridors and to accommodate major development activity. District Center-High is a mixed-use designation identified in the General Plan as including "Transit-oriented and high-density urban villages consisting of visually striking and dynamic buildings and spaces with a wide range and mix of residential, live-work, commercial, hotel, and employment-generating uses."

The Project's land uses and density/intensity are consistent with the General Plan land use designation for the Project site. Table LU-8 of the General Plan identifies the DC-5 area as allowing a maximum Floor Area Ratio (FAR) of 5.0, or 125 dwelling units per acre (du/ac) and a maximum height of 25 stories.

Figure 4 - Project Site Land Use – General Plan



## Zoning Districts

The existing zoning for the Project site is Specific Development Plan Number 48 (SD-48) as shown in Figure 5. Under Specific Development Plan Number 48, permitted uses include: suburban apartment, commercial residential, general commercial, planned development commercial, and multi-family residential, medium density uses. The Village Santa Ana Specific Plan will replace SD-48 as the zoning for The Village, which will increase the allowable residential density of the project site to be consistent with the City's General Plan and contain other proposed development standards, permitted uses and administrative processes for future development at the Project site (Figure 2).

As shown in Figures 5 and 6, similar zoning surrounds the Project. South of the Project site, in the City of Costa Mesa, is South Coast Plaza and the Village Creek condominium community (across Bear Street), the multi-family housing communities of Versailles on the Lake and St. Albans are to the north of the Project, and a retail shopping center is to the east of the Project (Figure 5).

Figure 5 – Existing Project Site Zoning – Santa Ana

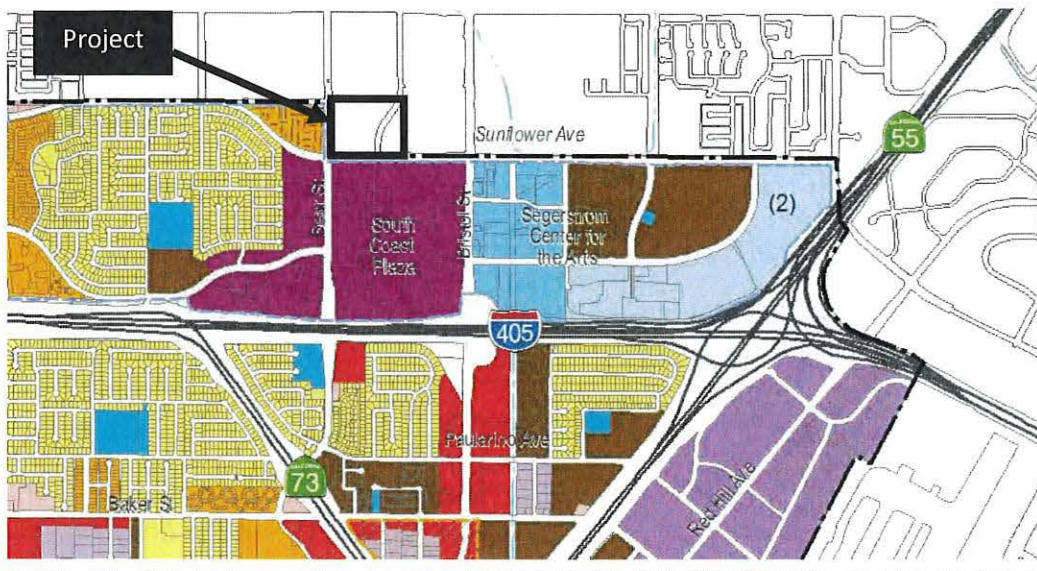


## ZONING DISTRICTS

















A1	GENERAL AGRICULTURAL
R1	SINGLE-FAMILY RESIDENCE
R2	TWO-FAMILY RESIDENCE
R3	MULTIPLE-FAMILY RESIDENCE
R4	SUBURBAN APARTMENT
RE	RESIDENTIAL ESTATE
C1	COMMUNITY COMMERCIAL
C2	GENERAL COMMERCIAL
C4	PLANNED SHOPPING CENTER
C5	ARTERIAL COMMERCIAL
CR	COMMERCIAL RESIDENTIAL
CSM	SOUTH MAIN STREET COMMERCIAL DISTRICT
P	PROFESSIONAL
GC	GOVERNMENT CENTER
SD	SPECIFIC DEVELOPMENT

M1	LIGHT INDUSTRIAL
M2	HEAVY INDUSTRIAL
O	OPEN SPACE LAND
OZ1	METRO EAST MIXED USE OVERLAY ZONE
<b>SPECIFIC PLANS</b>	
SP1	BRISTOL STREET CORRIDOR SPECIFIC PLAN
SP2	HARBOR MIXED USE TRANSIT CORRIDOR SPECIFIC PLAN
SP3	MIDTOWN SPECIFIC PLAN
SP4	MAINPLACE SPECIFIC PLAN
<b>SUFFIXES</b>	
-B	PARKING MODIFICATION
-OZ1	METRO EAST MIXED USE OVERLAY ZONE
-OZ-M1/M2	TRANSIT ZONING CODE M1/M2 INDUSTRIAL OVERLAY ZONE
-PRD	PLANNED RESIDENTIAL DEVELOPMENT
-HDII	HEIGHT DISTRICT II
-MD	MUSEUM DISTRICT

Figure 6 - Project Site Zoning – Costa Mesa



**General Plan Land Uses**

	Low Density Residential (8 du/ac)		Multi-Use Center (6 to 40 du/ac)
	Medium Density Residential (12 du/ac)		Urban Center Commercial
	High Density Residential (20 du/ac)		Cultural Arts Center
	Commercial-Residential (17.4 du/ac)		Light Industrial
	Neighborhood Commercial		Industrial park
	General Commercial		Golf Course
	Commercial Center		Fairgrounds
	Regional Commercial		Public/Institutional

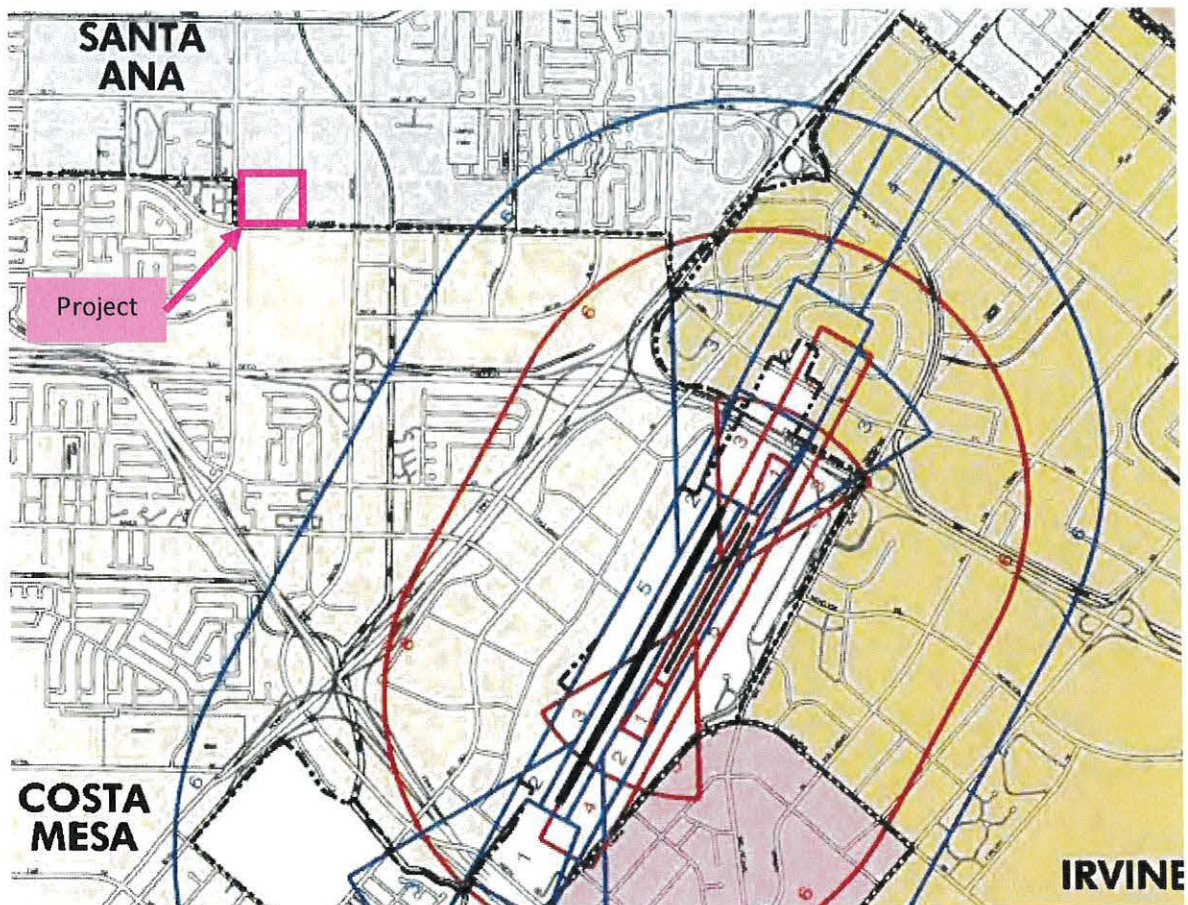
## D. Safety Compatibility Zones

The Orange County Airport Environs Land Use Plan for John Wayne Airport (AELUP) was last amended April 17, 2008, by the Airport Land Use Commission (ALUC). The AELUP intends to safeguard the general welfare of the inhabitants within the vicinity of the airport, “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”.

Safety and compatibility zones “depict which land uses are acceptable and which are unacceptable in various portions of airport environs. The purpose of these zones is to support the continued use and operation of an airport by establishing compatibility and safety standards to promote air navigational safety and to reduce potential safety hazards for persons living, working or recreating near JWA”. The John Wayne Airport Safety Compatibility Zones were developed using the California Airport Land Use Planning Handbook (Handbook) January 2002 Edition. It should be noted that this Handbook was updated in 2011.

There are six safety compatibility zones, and the Project is outside of all of these zones (including the runway protection zone) as shown in Figure 7.

Figure 7 - Project Site and AELUP Safety Compatibility Zones



## E. Aircraft Noise Impacts

Federal and state regulations set 65 decibels (dB) as the normally acceptable limit for aircraft noise and residential land uses, especially in urban areas. The Village Santa Ana Project Draft Supplemental EIR notes that “residential development within the John Wayne Airport (SNA) 65 A-weighted decibel (dBA) CNEL Noise Contour or greater is not supported.” The Supplemental EIR further states in Policy S-4.6, Deed Disclosure Notice, “Provide notice of airport in the vicinity where residential development is being proposed within the 60 dBA CNEL noise contour for the John Wayne Airport.” Even Projects within the AIA should provide notice to potential residential tenants that an airport is in the vicinity.

As shown in Figure 8, the Project site is outside the 65 CNEL and 60 CNEL.

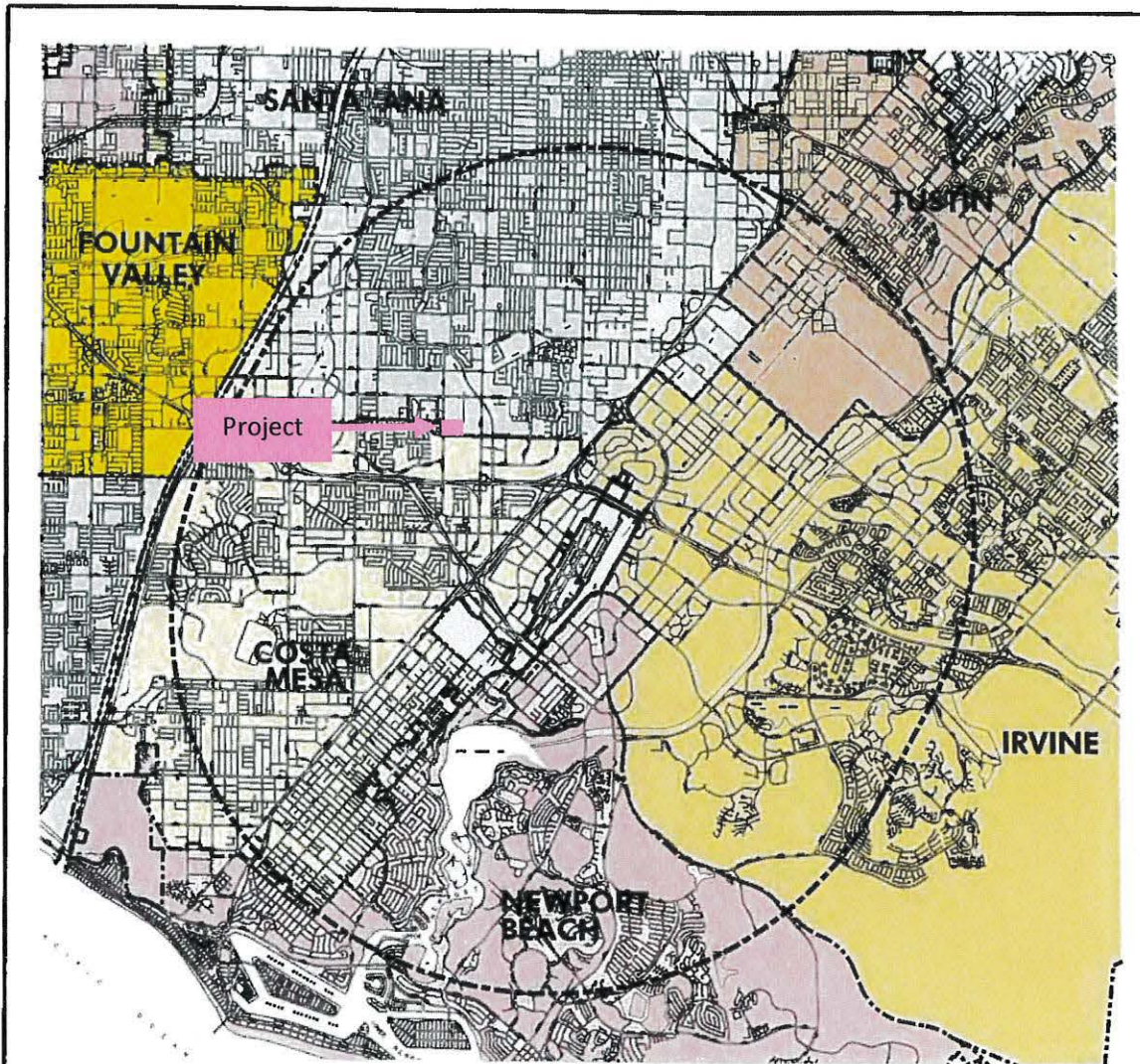
The ALUC chose the 60 dB CNEL contour line as a planning boundary for the following reasons:

- (1) this level is prescribed in the California Noise Insulation Standards as the criterion for enforcing the use of sound insulation; and
- (2) the flexible nature of a CNEL contour requires that some leeway from the 65 dB level, prescribed in the Noise Standards for California Airports, be created to protect inhabitants of the airport environs from noise. The CNEL methodology has been adopted for, and applies to, all airports in Orange County, both civilian and military.

The “composite contour” shown in the AELUP is from the John Wayne Airport Project Case – 1990 and 2005, i.e., the 1985 John Wayne Airport Master Plan (AMP) and subsequent environmental impact report (EIR), which has a limit of 73 average daily departures (ADDs) for most commercial jet operations. The AELUP states that “the Commission will utilize noise projections from either the 1990 or the 2005 Project Case contours, whichever projects the highest noise level at the given location. The JWA CNEL contours adopted by the Commission...reflect the 1990/2005 highest noise level contour.”

Figure 3 - Project Site and AELUP Notification Area

## AELUP Notification Area for JWA

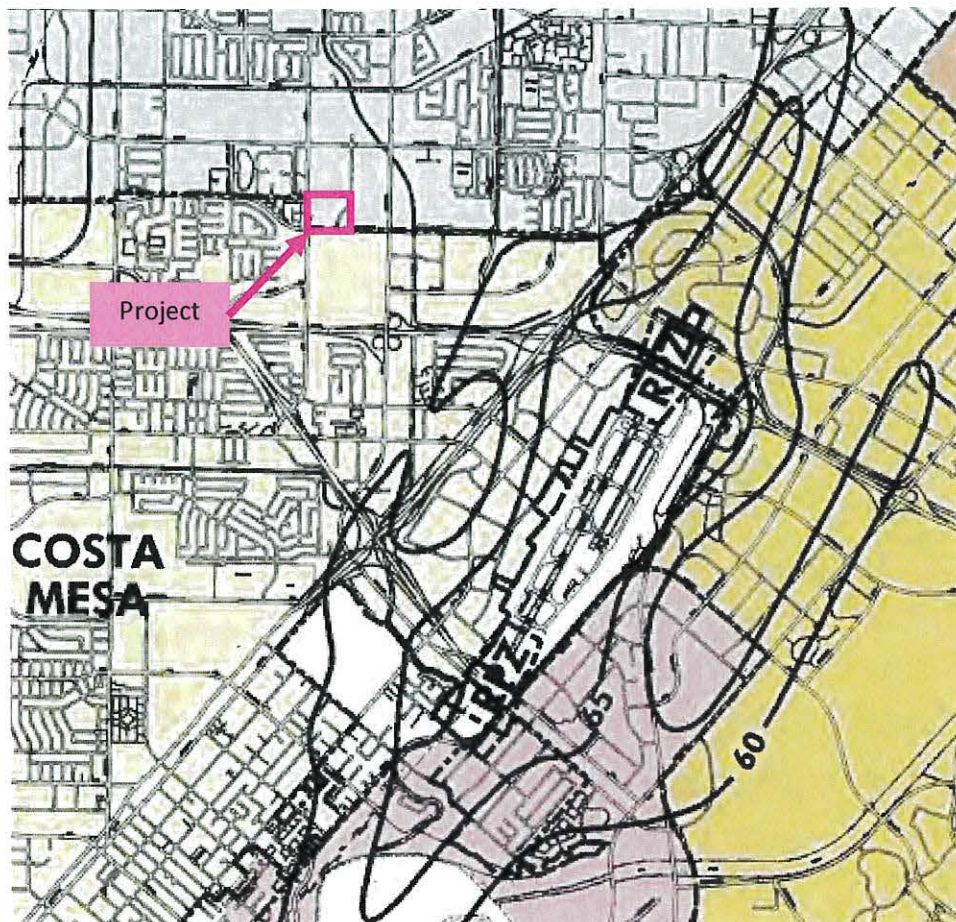


Note: County Unincorporated areas are shown in white.

### FAR PART 77

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

Figure 8 - Project Site and AELUP Noise Contours



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## F. Airspace Protection/Height Zoning/Hazards to Air Navigation

The FAA is responsible for protecting and preserving airspace from hazards to air navigation. Title 14 of the United States Code of Federal Regulations (CFR) Part 77 defines the regulations and process for providing these protections. 14 CFR § 77.19 establishes civil airport imaginary surfaces around each runway to ensure that proposed temporary and permanent structures and activities near airports will be studied by the FAA for their effects on the safe and efficient use of navigable airspace.

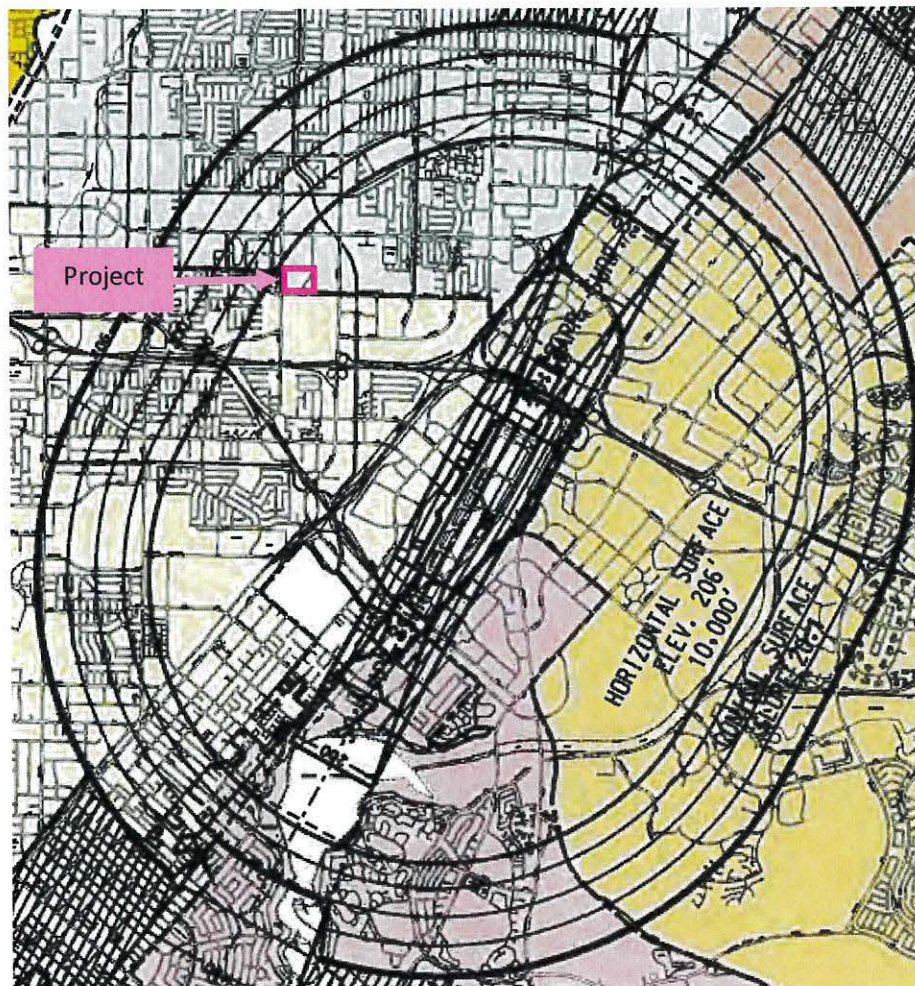
The Village Santa Ana Project Draft Supplemental EIR includes the following policies with regards to height:

- *Policy S-4.1 Structures above 200 Feet:* For development projects that include structures higher than 200 feet above existing grade, the City shall inform the ALUC and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the Federal Aviation Administration.
- *Policy S-4.2 Federal Aviation Regulation Part 77:* Do not approve buildings and structures that would penetrate FAR Part 77 Imaginary Obstruction Surfaces, unless consistent with the California Public Utilities Code Section 21240, such building or structure is determined by FAA to pose “no hazard” to air aviation. Additionally, under this policy, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface will be required to file a Form 7460-1 Notice of Proposed Construction or Alteration with FAA and provide a copy of the FAA determination to the City and the ALUC.
- *Policy S-4.3 Light, Glare, and Other Interference:* Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAA regulations and the John Wayne Airport Environs Land Use Plan.

When a project proponent files a Form 7460-1 with the FAA, the FAA determines if that project is considered an obstruction or a hazard to air navigation and may recommend lighting or other mitigating factors. The ALUC reserves the right to find a project inconsistent even if the FAA issues a Determination of No Hazard. The AELUP states that “the Commission may utilize criteria for protecting aircraft traffic patterns at individual airports which may differ from those contained in FAR Part 77, should evidence of health, welfare, or air safety surface sufficient to justify such an action.” Despite the ALUC reservation on this point and as acknowledged in the AELUP, “[14 CFR Part 77] regulations are the only definitive standard available and the standard most generally used” for determining building height limits near airports. As per the AELUP, notice to the FAA is required for any proposed structure more than 200 feet Above Ground Level (AGL) of its site or penetrating the 100:1 Imaginary Surface. The Project is located under the Horizontal Surface as shown in Figure 9. The required Form 7460-1’s have been submitted to the FAA (Appendix A) and final determinations of no hazard were received on September 6, 2024.

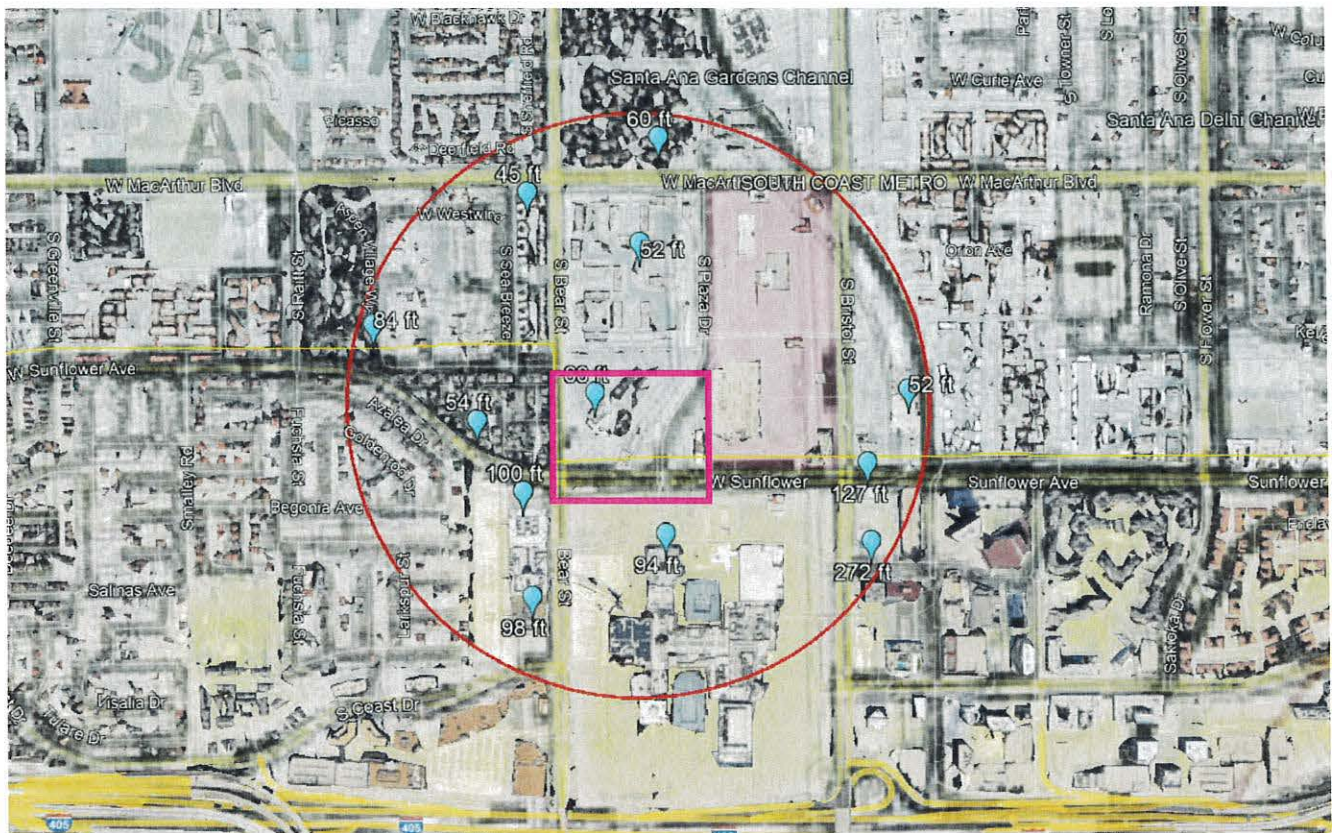
Development in the DC-5 designation has a maximum height of 25 stories. The Project has a range of heights. The residential-only buildings are anticipated to include heights from 5 to 25 stories and the commercial-only buildings are anticipated to include heights from 1 to 20 stories. The mixed-use commercial/residential buildings are anticipated to include heights from 5 to 25 stories. The Specific Plan includes a maximum height of 25 stories with a minimum of 1 story for commercial/office only buildings. No minimum height is included for residential or mixed-use buildings. The Specific Plan also notes that building height is measured above ground (above grade) and does not include mezzanines, rooftop amenities, or non-habitable projects. Subterranean floors or levels are not included in the measurement of building height.

Figure 9 - Project Site and AELUP Part 77 Imaginary Surfaces



An approximate 1000-foot radius was drawn surrounding the Project. Heights within this radius were examined, and the tallest heights in each quadrant were noted. As shown in Figure 10, the surrounding heights of the tallest structures in each quadrant range from 45 feet to 272 feet.

Figure 10 – Heights Within 1000-foot Radius of Project



## G. Schedule

The following agreements, permits, and approvals are noted requirements in the Village Santa Ana Project Draft Supplemental EIR. Other discretionary and ministerial actions may be required by the City as part of Project implementation. The Final Program EIR will provide environmental information to all responsible agencies. The anticipated Planning Commission Hearing date is August 11, 2025. The anticipated City Council/Board of Supervisors Public Hearing date is September 2, 2025.

### City of Santa Ana

- The Village Santa Ana Specific Plan adoption by ordinance by City Council
- Environmental Impact Report (EIR) certification in accordance with the California Environmental Quality Act (CEQA) by City Council
- Development Agreement: A development agreement between the Applicant and the City describing development rights and public benefits for the development pursuant to Government Code Section 65864 et seq. The Development Agreement will be reviewed concurrently with the Village Santa Ana Specific Plan.
- Tentative Tract Map (TTM) to create legal conveyable lots for project development, formalize the parcel boundaries, and provide for public rights-of-way for project access. The TTM will be reviewed concurrently with the Village Santa Ana Specific Plan.
- Demolition, grading, and building permits

### Santa Ana Regional Water Quality Control Board

- National Pollutant Discharge Elimination System (NPDES) Permit
- Groundwater Dewatering Permit

### Federal Aviation Administration

- Form 7460-1, Notice of Proposed Construction or Alteration (Determination of No Hazard received September 6, 2024)

### Orange County Airport Land Use Commission

- Project consistency review with AELUP (May 15, 2025)

## H. CEQA

The City has completed the Draft Environmental Impact Report (DEIR) for the Village Santa Ana Specific Plan. The Draft EIR was published for public review April 16, 2025. The public comment period is 45 days.

The final Village Santa Ana Project Supplemental Program Environmental Impact Report (SPEIR) will be adopted by Resolution by the City of Santa Ana as lead agency. The Final SPEIR will tier off the City of Santa Ana's Final Recirculated Final Environmental Impact Report certified by the City Council. The ALUC will receive copies of all environmental reports so that it can review the applicable sections and provide comments to the City.

## I. Findings

The following airport land use compatibility findings for the Project are provided for consideration during the review process.

### Findings of Fact

- The Village Santa Ana Project is an approximately 17.2-acre site located at the northeast corner of Sunflower Avenue and Bear Street in Santa Ana, California.
- The project is approximately two miles northwest of John Wayne Airport (Airport or SNA) within the SNA Airport Influence Area (AIA) and the AELUP notification area for John Wayne Airport.
- Redevelopment of the Project site will include residential units, retail space, office space, and over 3.6 acres of common open space.
- The Project site is identified in Santa Ana's General Plan Land Use Element (adopted 2022) as being located within the South Bristol Street Focus Area and designated as District Center-High (DC-5) a mixed-use designation.
- The Project's land uses and density/intensity are consistent with the General Plan land use designation; allowing a maximum Floor Area Ratio (FAR) of 5.0, or 125 dwelling units per acre (du/ac) and a maximum height of 25 stories.
- There are six safety compatibility zones provided in the AELUP, and the Project is outside of all of these zones (including the runway protection zone), therefore no extraordinary safety hazards for persons living, working or recreating are anticipated.
- The Project site is outside the 65 CNEL and 60 CNEL, therefore no extraordinary noise impacts for persons living, working or recreating are anticipated.
- The Project has a range of heights between one and 25 stories. The Specific Plan includes a maximum height of 25 stories with a minimum of 1 story for commercial/office only buildings. The required Form 7460-1's have been submitted to the FAA (Appendix A) and final determinations of no hazard were received on September 6, 2024.
- The Supplemental EIR suggests providing deed disclosure notice where residential development is being proposed within the 60 dBA CNEL noise contours for the John Wayne Airport; even projects within the AIA should provide notice to potential residential tenants that an airport is in the vicinity.