



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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AGENDA ITEM 1

August 20, 2026

TO: Commissioners/Alternates

FROM: Julie Fitch, Executive Officer

SUBJECT: City of Santa Ana Request for Consistency Determination for the Comprehensive Zoning Code Update and General Plan Amendment

Background

In October 2020, the Airport Land Use Commission (ALUC) reviewed the City of Santa Ana General Plan Update entitled Golden City Beyond (2045). While the General Plan Update included revisions to twelve Elements, ALUC's review focused on the Land Use, Noise, and Safety Elements due to the nature of those elements and how they relate to the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)* and the *AELUP for Heliports*. The Housing Element was updated separately and not part of that submittal.

The Commission found the General Plan Update Golden City Beyond (2045) inconsistent with the *AELUP for JWA* due to noise, safety and height issues, specifically related to land use changes in the 55 Freeway/Dyer Road area that would result in almost 10,000 new residential units within the JWA flight corridor, and would allow buildings up to 25 stories in height in the South Bristol Street Focus Area. Buildings at that height in the area between MacArthur Boulevard and Sunflower Avenue would penetrate the Part 77 Obstruction Imaginary Surfaces. In April 2022, the City Council overruled the Commission's determination and adopted the General Plan Update. (See Attachment 1 for October 2020 ALUC Staff Report).

Proposed Project

The City has submitted a Comprehensive Zoning Code Update and General Plan Amendment (Project) for an ALUC consistency review. The Project is intended to implement the General Plan Update - Golden City Beyond (2045), by establishing consistent land use designations and zoning districts, modernize land use regulations, and streamline project approvals.

Comprehensive Zoning Code Update

The Comprehensive Zoning Code Update would repeal and replace Chapter 41 (Zoning) of the Santa Ana Municipal Code and adopt a new Zoning Map. The proposed Zoning Code would:

- Reorganize the Zoning Code into nine articles;
- Incorporate Chapter 27 (Planning) into Chapter 41 (Zoning);
- Create a new Zoning Map made up of four residential zoning districts, three commercial zoning districts, four office zoning districts, two mixed use zoning districts, four industrial zoning districts, an institutional zoning district, an open space zoning district, specific development zoning districts, and specific plan zoning districts;
- Create a new Supplemental Standards Districts (including Agriculture, Architectural Resources, Height, Adaptive Reuse Incentive Area, Public Realm Plan, Residential Industrial Interface, and South Main) applicable to certain parcels identified on the new Zoning Map;
- Establish allowed uses, development standards, and objective design standards in all zoning districts;
- Establish new or revise existing development and design standards;
- Create operating standards for non-residential uses citywide.

The City has a complete draft of the Comprehensive Zoning Code Update at <https://openhouse.konveio.com/zoning-code-update-public-comments>, and an interactive Zoning Map is available at: <https://openhouse.konveio.com/santa-ana-zoning-map-0>.

General Plan Land Use Map Amendment

The Project also includes amending the General Plan Land Use Map (Figure LU-1 of the General Plan Land Use Element) to apply consistent land use designations across five properties or developments that have split land use designations. These changes are considered “cleanup” items and only Sites 2 and 4 are within the JWA Notification Area. Site 2 is located at 1319 South Sycamore Street and 1322 and 1344 South Main Street, and Site 4 is located at 2141 South Sycamore Street. The proposed amendment would replace the Low Density Residential (LR-7) designation which permits low-rise, single-family residential development at up to seven dwelling units per acre, with Urban Neighborhood (UN-20) which permits townhomes, apartments, condominiums, neighborhood-serving commercial uses, and mixed-use development at up to 20 dwelling units per acre, on all or portions of these parcels. See Attachment 2 for the locations of the five “Cleanup Sites.”

“Project Areas”

The Project applies citywide and would change land use designations, maximum heights, and densities to many parcels within the JWA Notification Area. To simplify this consistency review, ALUC staff identified three geographic areas that would be most impacted by ALUC criteria for

Noise, Height and Safety. These areas are shown in Attachment 3 and referred to as “Project Areas.” In addition, citywide parcels with the Height Exemption (H) designation and those zoned as Institutional (INS) are evaluated in the height analysis.

“Project Area 1” – 55 Freeway/Dyer Road. This area includes non-contiguous properties along SR55 and Dyer Road, between Warner Avenue and MacArthur Boulevard which are currently zoned Light Industrial (M1). The Project would rezone these parcels as Community Commercial (CCM), District Center (DC-2), and Industrial/Flex (FLEX-3). These new zoning designations would allow new non-industrial uses. CCM and RC would allow libraries, religious facilities, private preschools and K–12 schools, hospitals, residential care facilities, and childcare centers with a Conditional Use Permit (CUP) or a Minor CUP. The City could grant CUPs or MCUPs, for those uses without referral to ALUC. The RC zone would also allow colleges, universities, and health facilities, including skilled nursing facilities with a CUP.

DC-2 would allow multifamily residential development, by right, at up to 90 dwelling units per acre. It would also allow libraries, religious facilities, schools, hospitals, and residential care facilities with a CUP; childcare centers with an MCUP; and child day care homes as ancillary uses. FLEX-3 would allow ancillary caretaker’s quarters; libraries, religious facilities, and hospitals with a CUP; colleges, universities, private preschools, and K–12 schools with an MCUP; and childcare centers as ancillary uses or with an MCUP. See Attachment 4 for existing and proposed Zoning for Project Area 1.

“Project Area 2” – MacArthur Boulevard/Dyer Road. This area consists of noncontiguous properties generally along MacArthur Boulevard and Dyer Road between Main Street and SR-55, with an additional property near Flower Street and Sunflower Avenue. The Project would designate these properties as District Center (DC-1, DC-1.5, or DC-3), Urban Neighborhood (UN-50), or Institutional (INS).

The District Center districts would permit multifamily residential development, by right, at up to 90 dwelling units per acre. They would also allow libraries, religious facilities, schools, hospitals, and residential care facilities with a CUP; childcare centers with an MCUP; and child day care homes as ancillary uses. UN-50 would permit single-family, two-family, and multifamily residential development, by right, at up to 50 dwelling units per acre. It would also allow libraries and private preschools and K–12 schools with a CUP; colleges, universities, and childcare centers with an MCUP; child day care homes as ancillary uses; and residential care facilities by right for six or fewer occupants or with a CUP for seven or more occupants. INS would not permit residential development but would allow libraries by right; religious facilities, schools, hospitals, and nursing facilities with a CUP; and childcare centers with an MCUP. See Attachment 5 for existing and proposed zoning for Project Area 2.

“Project Area 3” – South Bristol Street. This area extends along Bristol Street between East Alton Avenue and Sunflower Avenue. Properties within the area are currently zoned Community Commercial (C1), General Commercial (C2), Commercial Residential (CR), Single-Family Residence (R1), Suburban Apartment (R4), or Open Space Land (O). The Project would designate these properties Urban Neighborhood – Medium (UN-40), District Center – High (DC-5), Single-

Family Residential (SFR), or Open Space (OS). UN-40 would permit single-family, two-family, and multifamily residences by right at densities ranging from 20 to 40 dwelling units per acre. It would also allow retail, service, dining, and entertainment uses and permit stand-alone residential or mixed-use development. DC-5 would permit multifamily residential development by right at up to 125 dwelling units per acre. It would also allow libraries, religious facilities, schools, hospitals, and residential care facilities with a CUP; childcare centers with an MCUP; and child day care homes as ancillary uses. SFR would permit single-family dwellings and accessory dwelling units at a maximum density of seven dwelling units per acre. OS would accommodate recreational and green spaces, including parks, commercial open space, water channels, rail infrastructure, and other public facilities. See Attachment 6 for existing and proposed zoning for Project Area 3.

The City has scheduled/anticipates scheduling the following Public Hearings:

August 24, 2026	Planning Commission
October 6, 2026	City Council

AEUP for JWA

The Project was reviewed for consistency with the *AEUP for JWA* with respect to aircraft noise, structure heights, safety zones, and flight tracks.

Regarding Aircraft Noise Impacts

As shown in Attachment 7, several parcels in the City, specifically in “Project Area 1,” are within the noise contours for JWA. The parcels between Alton Parkway and Warner Avenue on the eastern edge of the City and would be designated as District Center (DC-2). This zoning would permit multifamily residential development at a maximum density of 90 dwelling units per acre. Parcels with the DC-2 zoning would be located within the 60 dB CNEL.

Also included in this area are parcels that would be zoned Industrial/Flex-Medium (Flex-3) and CCM. A 2.5-acre area located at Alton Parkway and Daimler Street with proposed Flex-3 zoning is within the 65 dB CNEL for JWA. The Flex-3 zone would allow live/work units, meeting halls, outdoor commercial recreation, community assembly, libraries, religious facilities, private preschools, K–12 schools, hospitals, residential care facilities, and childcare centers with a Conditional Use Permit (CUP) or a Minor CUP. These are considered noise-sensitive uses.

AEUP for JWA Section 3.2.3, Noise Impact Zone “1” – High Noise Impact (65 dB CNEL and above), states that ALUC does not support residential development or other noise-sensitive uses within the 65-dB CNEL contour. Residential units are inconsistent unless it is conclusively shown that they will be sufficiently sound attenuated for present and projected noise exposures to achieve an interior noise level not exceeding 45 dB CNEL. Section 3.2.3 also addresses indoor orientation, outdoor living areas, aviation easements, and sound attenuation for noise-sensitive institutional uses.

The CCM parcels would be located partially within the 60 dB CNEL. As stated above, CCM would allow libraries, religious facilities, private preschools, K–12 schools, hospitals, residential care

facilities, and childcare centers with a Conditional Use Permit (CUP) or a Minor CUP. These uses are considered noise-sensitive but are considered normally consistent within the 60 dB CNEL contour. The *AEUP for JWA* strongly recommends sufficient sound attenuation to achieve an interior noise level not exceeding 45 dB CNEL. The City's Noise Element Policy N-3.3 requires future residential development within the 60 dB CNEL area to meet this interior noise standard.

The General Plan Amendment "Cleanup Sites" are not within the noise contours for JWA. The City's adopted Noise Element includes the following airport-related policies:

- ***N-3.1 Residential Development:*** *Residential development within the John Wayne Airport (JWA) 65 dB(A) CNEL Noise Contour or greater is not supported.*
- ***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.*

General Plan Table N-1 also establishes an interior standard of 45 dB CNEL for residential uses, hospitals, school classrooms, religious facilities, and libraries.

Regarding Safety Zones and Flight Tracks

Section 2.1.2 of the *AEUP for JWA* and the California Airport Land Use Planning Handbook (Handbook) establish safety compatibility zones to reduce potential safety hazards for people living, working, or recreating near an airport (JWA). Project Area 1 is outside the JWA safety zones but is beneath the Runway 20R departure/arrival corridor. The proposed DC-2 zoning within this area would permit multifamily residential development by right at a maximum density of 90 dwelling units per acre. In 2020, the Commission found the Santa Ana General Plan Update *inconsistent* with the *AEUP for JWA* per Section 3.2.1 because it would allow 9,952 residential units in that area.

As shown in Attachment 8, Project Area 2 is within Safety Zone 6, the Traffic Pattern Zone. The Handbook states that children's schools, large day care centers, hospitals, and nursing homes should be limited in Safety Zone 6. The Handbook identifies Safety Zone 6 as a low-risk area in which residential uses are normally allowed but indicates that noise and overflight should be considered. The Project identifies several zoning districts, including Single-Family Residential (SFR) within Safety Zone 6. The SFR zone would allow by right childcare centers, private preschools, K-12 schools, and childcare centers. Hospitals and facilities providing nursing or residential care would be allowed with a CUP or Minor Conditional Use Permit.

Attachment 9 shows JWA flight tracks for four separate days in Summer 2026. These flight tracks show numerous flights above the SR-55/Dyer Road area at elevations of 300 to 900' above mean sea level.

The General Plan Amendment "Cleanup Sites" are not within the Safety Zones for JWA.

Regarding Height Restrictions

In Section 2.1.3 of the *AELUP for JWA*, the Commission incorporated the standards for determining obstructions, and Part 77 definitions of the "imaginary and notification surfaces" for airports, as the guidelines for height limits. The *AELUP* states that the Commission may find a project inconsistent based on an obstruction determination, and that the Commission may utilize criteria for protecting aircraft traffic patterns at individual airports which may differ from those contained in Part 77, should evidence of health, welfare, or air safety surface sufficient to justify such an action. Section 3.2.6 states that an object is unacceptable when its height or location would interfere with established or planned flight procedures, flight patterns, or navigational systems.

Attachment 10 shows the Project in relation to the Notification Area, and Attachment 11 shows the Obstruction Imaginary Surfaces. In Project Area 1 the ground elevation is approximately 41 feet above mean sea level (AMSL), and the FAA 100:1 Notification Surface would be penetrated at 125' AMSL. Structures that would penetrate the Notification Surface should file a Form 7460-1. This area is located under the approach corridor for JWA, and the Obstruction Imaginary Surface would be penetrated at 200' AMSL. With the Height Exemption applying to many of the parcels in this area, the Obstruction Imaginary Surfaces could be penetrated.

Project Area 2 includes proposed Institutional (INS) zoning and is beneath the JWA Horizontal Surface. The Project does not establish maximum heights for INS parcels, except at certain locations, therefore there is potential for some of these sites to penetrate the Horizontal Surface.

Proposed DC-5 zoning within Project Area 3 would establish a maximum height of 255 feet above ground level. Portions of this area are beneath the JWA Horizontal Surface at 206 feet above mean sea level. With existing ground elevations of approximately 34 feet above mean sea level, a structure of approximately 172' AMSL would penetrate the Horizontal Surface.

The Zoning Code Update establishes a "Height Supplemental Standards District" to allow for building heights to exceed the limits established in the underlying district for the purpose of providing flexibility. This Height Exemption designation is shown with an "H" on the Zoning Map. Parcels in Project Area 1 are designated with the Height Exemption and are directly beneath the JWA approach corridor. In this area, the base heights specified in the underlying zoning districts range from 35 feet to 150 feet, but the Height Exemption would allow increased heights.

In 2020, the Commission found the General Plan Update *inconsistent* in part because it would allow buildings of up to 25 stories within the same South Bristol Street area that would penetrate the JWA Part 77 Obstruction Imaginary Surfaces. The proposed DC-5 zoning would implement that General Plan designation by allowing structures up to 255 feet above ground level.

The General Plan Amendment "Cleanup Sites" are not within Obstruction Imaginary Surfaces for JWA. The City's adopted Safety Element includes the following applicable policies:

- ***S-4.1 Structures Above 200 Feet:*** Requires the City to inform ALUC and submit materials for review when a development project includes structures higher than 200 feet above existing grade. Such projects must also file FAA Form 7460-1.
- ***S-4.2 Federal Aviation Regulation Part 77:*** Directs the City not to approve structures that would penetrate the FAR Part 77 Imaginary Obstruction Surfaces unless the FAA

determines that the structure would pose no hazard to air navigation, consistent with Public Utilities Code Section 21240. The policy also requires applicants proposing structures that penetrate the 100:1 Notification Surface to file FAA Form 7460-1 and provide the FAA determination to the City and ALUC.

In Section 41-391 of the Zoning Code Update, the City requires filing of an FAA Form 7460-1 and receiving a Determination of No Hazard for structures that would penetrate the 100:1 Notification Surface. The same requirements apply to proposed structures that would exceed 200 feet above ground level or that would penetrate an applicable Part 77 imaginary surface. However, Section 2.1.3 of the *AELUP for JWA* states that a FAA Determination of No Hazard does not automatically establish ALUC consistency. The FAA may determine that a structure is an obstruction but not a hazard, while the Commission may still find it inconsistent based on the obstruction determination.

Building heights within and adjacent to the Project Area range from 15 to 255 feet. An exhibit showing building heights for the areas closest to JWA is included in Attachment 12 at the end of this Agenda Item report.

AELUP for Heliports

The proposed Project does not include a heliport or helistop therefore consistency with the *AELUP for Heliports* was not evaluated. General Plan Safety Element Policy S-4.4 requires a future heliport or helipad proposal to be submitted through the City to ALUC for a consistency determination and to comply with the *AELUP for Heliports*. Any future proposal would be reviewed separately.

Environmental Compliance

The City certified a Final Program Environmental Impact Report (PEIR) for the General Plan Update adopted in April 2022. For the Project, the City prepared an Addendum to the certified PEIR.

Conclusion

ALUC staff has reviewed the proposed Project, including the Zoning Code, Zoning Map, and General Plan Land Use Map Amendments, with respect to compliance with the *AELUP for JWA*. Based upon ALUC staff review, the Project is inconsistent with the *AELUP for JWA*. The proposed Zoning Code and Zoning Map would allow high-density residential and other noise-sensitive uses beneath the primary JWA approach path; allow sensitive uses within Safety Zone 6; and allow development that could penetrate the Part 77 Obstruction Imaginary Surfaces.

Attachment 12 contains the City's submittal and excerpts from the proposed Zoning Code Update and General Plan Amendments.

Recommendation

That the Commission find the proposed City of Santa Ana Comprehensive Zoning Code Update and General Plan Amendment inconsistent with the *AELUP for JWA* per:

1. Section 2.1.1 Aircraft Noise, because aircraft noise may be incompatible with the general welfare of inhabitants near an airport, and the Project would allow high-density residential development within the 60 dBA CNEL contour and additional noise-sensitive uses within the 65 dBA CNEL contour beneath the primary JWA approach path;
2. Section 2.1.2 Safety Compatibility Zones, because the proposed use tables would allow children's schools, large day care centers, hospitals, residential care facilities, and comparable sensitive uses within Safety Zone 6, where such uses should be avoided;
3. Section 2.1.3 Building Height Restrictions, because the proposed DC-5, (H), and uncapped INS standards would allow structures that may penetrate the Part 77 Obstruction Imaginary Surfaces, and an FAA Determination of No Hazard does not automatically establish ALUC consistency;
4. Sections 3.2.1 General Policy and 3.2.6 Height Restriction Zone, because the Project would place people where they may be adversely affected by aircraft noise or aircraft accidents and would allow structures of excessive height that may adversely affect aeronautical operations.

Respectfully submitted,



Julie Fitch
Executive Officer

Attachments:

1. October 2020 ALUC Staff Report
2. Land Use Map Amendment - Cleanup Sites
3. Existing and Proposed Zoning Maps
4. Zoning Map Project Area 1
5. Zoning Map Project Area 2
6. Zoning Map Project Area 3
7. JWA Noise Contours
8. JWA Safety Zones
9. Flight Tracks
10. JWA Notification Area
11. JWA Obstruction Imaginary Surfaces
12. Santa Ana Project Submittal and Related Materials



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AGENDA ITEM 1

October 15, 2020

TO: Commissioners/Alternates

FROM: Lea U. Choum, Executive Officer

SUBJECT: City of Santa Ana Request for Consistency Determination of Santa Ana General Plan Update: Golden City Beyond (2045)

Background

The City of Santa Ana is proposing a comprehensive update to its General Plan to guide the City's development and conservation for the next twenty-five years. The plan area encompasses approximately 17,530 acres (27.4 square miles), including newly annexed areas (see Attachment 1). The General Plan Update is intended to provide long-term policy direction for the City's physical development, fiscal and environmental sustainability, and overall quality of life. The proposed General Plan Update (Public Hearing Draft – September 28, 2020) includes the following twelve elements; seven of which are mandatory and five are optional:

Mandatory

Land Use
Open Space
Circulation
Housing¹
Conservation
Noise
Safety

Optional

Health and Wellness
Community Services
Historic Preservation
Urban Design
Economic Prosperity

¹ The proposed update will incorporate the current 2014-2021 Housing Element which will be addressed separately in 2021.

The existing Santa Ana General Plan has sixteen previously-adopted elements, including Airport Environs, Energy, Education, Scenic Corridors, and Growth Management. The Airport Environs Element was adopted in 2009, and served “as a long-range policy guide to safeguard the general welfare of the residents of Santa Ana in the vicinity of John Wayne Airport (JWA).” It also provided “guidance for the purpose of ensuring navigable airspace would not be impacted by future development in the city.” The City's Airport Environs Element is slated for elimination

with the adoption of the proposed General Plan Update, but many of the policies are incorporated into the Noise and Safety Elements. (See Attachment 2 for Excerpts from the Noise and Safety Elements).

The Elements of the General Plan Update that have land uses and/or policies related to the Airport Environs Land Use Plan for John Wayne Airport (*AELUP for JWA*) and the Airport Environs Land Use Plan for Heliports (*AELUP for Heliports*) include the Land Use Element, the Noise Element, and the Safety Element. The City has indicated that no changes are proposed to the Housing Element at this time, so the Housing Element is not a part of this consistency review. The remaining eight draft elements do not contain policies or uses related to aviation.

Land Use Element

The proposed Land Use Element consists of policies, land use designations, and land use maps within the City (see Attachment 3 - Land Use Map). Most land use designations in the City will not change with the General Plan Update, however, the Land Use Element includes five newly-defined "Focus Areas" which are shown on Attachment 4. Three of the Focus Areas, South Main Street, 55 Freeway & Dyer Road, and South Bristol Street, are located within the Planning Area for John Wayne Airport (Attachment 5). Also included in Attachment 5 is the Existing and Proposed General Plan designations for these three Focus Areas.

The South Main Street Focus Area #1 is approximately 2.25 miles north of John Wayne Airport. The existing General Plan designation along Main Street is mostly General Commercial and would be changed to Urban Neighborhood which would allow for a mix of single and multi-family residential units. This focus area would allow for approximately 588 new residential units two to three stories in height. This Focus Area is not located in within the 60 or 65 dB CNEL noise contours, safety zones, or approach corridor.

The 55 Freeway/Dyer Road Focus Area #4 includes the portion of Santa Ana along the 55 Freeway, bound by Alton Parkway, Warner Avenue, and Red Hill Avenue. This includes the area where the Heritage Mixed-Use Project and the Bowery Mixed-Use Project were proposed, found inconsistent by your Commission, and subsequently overruled by the City as per California Public Utilities Code Section 21676. With these two projects, the City changed the land use designation from Professional and Administrative Office (PAO) to District Center (DC) to allow for mixed-use, and approved 2,370 new residential units in that area. Your Commission found these two projects and their accompanying General Plan and Zoning Code Amendments inconsistent with the *AELUP for JWA* due to their location within the approach corridor for JWA, and concerns with noise and safety resulting from the number and altitude of flights above the properties (as per *AELUP for JWA* Sections 1.2 and 2.1.4 and PUC Section 21674).

Despite ALUC's inconsistency findings for these projects, the City of Santa Ana is proposing to expand the District Center land use designation to the entire area along Red Hill between Alton Parkway and Warner Avenue. This would allow for "high-density urban villages," including 7,582 additional housing units in buildings up to six stories in height. The General Plan Update would allow for a total (including Heritage and Bowery) of 9,952 residential units in the approach corridor. (See Attachment 6 Buildout Table). This Focus Area is located partially

within the 60 dB CNEL noise contour for John Wayne Airport, outside of the safety zones, and almost entirely within the approach corridor.

The South Bristol Street Focus Area #5 spans an area approximately 1.5 to 2.5 miles northwest of John Wayne Airport. It is located along Bristol Street between Sunflower and Warner Avenues. The existing General Commercial land use designation would change to Urban Neighborhood north of MacArthur, and District Center south of MacArthur. The Urban neighborhood designation would allow for buildings up to three stories in height. The District Center designation between MacArthur and Alton would allow for buildings up to ten stories in height. The South Bristol Street Focus Area between MacArthur and Sunflower is proposed to allow for buildings up to 25 stories in height (which could reach 250 feet or greater). In total, the South Bristol Street Focus Area would allow for up to 5,272 additional housing units. This Focus Area is not located within the 60 or 65 dB CNEL noise contours, not located in the safety zones or approach corridor, but it is located within the horizontal and conical Federal Aviation Regulation (FAR) Part 77 Obstruction Imaginary Surfaces for JWA.

The policies contained in the proposed Land Use Element are general in scope and do not refer to John Wayne Airport or the *AE LUP for JWA*. There is a note in Table LU-9 which states that future development is subject to height restrictions and notification requirements in the *AE LUP for JWA*.

Noise Element

The purpose of the Noise Element “is to appraise noise levels in the community, prepare noise contours to guide land use decisions and establish measures that address current and future noise impacts.” Goal N-2 of the Noise Element is to “reduce the impact of known sources of noise and vibration.” Policy N-2.1 states, “reduce noise generated from traffic, railroads, transit and airports to the extent feasible.”

Goal N-3 of the Noise Element (Public Hearing Draft) is to, “protect sensitive land uses from airport related noise impacts.” The following policies are included:

Policy N-3.1 Residential development within the John Wayne Airport (JWA) 65 dB(A) CNEL Noise Contour or greater is not supported.

Policy N-3.2 Advocate that future flight path selection be directed away from existing noise sensitive land uses.

Policy N-3.3 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.

The Noise Element also states that the City “advocates for flight paths to avoid residences and other sensitive land uses.”

The Noise Element encourages mitigation measures to deal with existing noise problems, prevention of new noise problems, and establishing insulation standards for various land uses. Specifically, Table N-1 of the Noise Element indicates that residential and institutional uses meet interior noise standards of 45 dB CNEL and exterior standards of 65 dB CNEL.

Safety Element

The stated purpose of the Safety Element is to “eliminate and minimize risks associated with natural and human-generated hazards...” Goal S-4 is to “protect the safety of the general public from aircraft hazards,” and includes policies related to height, FAR Part 77, light and glare, heliports, referrals of land use changes to ALUC, and deed disclosures. Policy S-4.4 states that the City will “approve the development of a heliport or helistop only if it complies with the AELUP for Heliports,” and that applicants for heliports/helistops comply with all conditions of approval imposed by FAA, ALUC and Caltrans/Division of Aeronautics, however the policy does not state that any proposal for a heliport/helistop must be referred to ALUC for a consistency determination.

Schedule

The City of Santa Ana has held/scheduled the following public meetings/hearings on the proposed General Plan Update:

August 14, 2020	City Council Study Session
August 24, 2020	Planning Commission Study Session
October 26, 2020	Planning Commission Public Hearing
November 17, 2020	City Council Public Hearing

Section 4.0 of the *AELUP for JWA* states that within the AELUP planning areas, any amendment to a General Plan or Specific Plan must be submitted to the Commission for a determination prior to its adoption by the local agency. Section 4.2 states that General Plan submittals should address AELUP standards for noise impact, safety compatibility, and height restrictions.

AELUP for JWA

The proposed General Plan Update has been evaluated for conflicts with respect to aircraft noise, structure heights, flight tracks, safety zones and the development of heliports.

Regarding Aircraft Noise Impacts

A small portion of the City of Santa Ana is located within the 60 and 65 dBA CNEL noise contours for JWA (see Attachment 7), including part of the 55 Freeway/Dyer Road Focus Area. Existing land use designations in this focus area include industrial, institutional, general commercial, general office, mixed use, and hotels. The focus area will include District Center (DC), Industrial/Flex (FLEX), and General Commercial (GC) land use designations. Although the Noise Element of the General Plan Update includes noise standards and recommends noise insulation for residential uses within the 60 dB CNEL contour, the Land Use Element of the

General Plan Update would allow additional high-density residential uses in this focus area. This area is located within the approach surface for JWA and would subject residents to aircraft noise and concentrate people in an area susceptible to aircraft accidents. In the past, your Commission has been concerned with introducing residential uses to this area, and the General Plan Update would allow for a total of 9,952 housing units at buildout. Furthermore, this proposed change in land use designation seems to be in direct conflict with the City's own Noise Element Policy N-3.2 which states, "Advocate that future flight path selection be directed away from existing noise sensitive land uses."

The City has previously submitted two mixed-use projects in this area, the Heritage (October 2015) and the Bowery (May 2020) to your Commission for consistency review. ALUC found both of these projects, and the related General Plan and Zoning Code changes, to be inconsistent with the *AELUP for JWA* as per Section 1.2 and 2.1.4, and Public Utilities Code Section 21674.

Regarding Flight Tracks and Safety

A small southeastern part of the City, adjacent to Costa Mesa and Irvine, is located within Safety Zone 6 – Traffic Pattern Zone (Attachment 8). As stated in the Caltrans Airport Land Use Planning Handbook, in Safety Zone 6 residential uses are normally allowed, however, noise and overflight should be considered where ambient noise levels are low. Children's schools, large day care centers, hospitals and nursing homes should be limited, and outdoor stadiums and similar uses with high intensities should be avoided.

Attachment 9 shows flight tracks over the City of Santa Ana on a typical weekday, on a reverse-flow weekday, and on a typical Saturday in January. The flight tracks are color-coded based on aircraft elevation. As shown on the exhibits, the 55 Freeway/Dyer Road Focus Area is within the JWA approach centerline, subject to regular overflight of both commercial and general aviation aircraft. (The JWA approach surface is shown on Attachment 10.) Historically, this area has been designated for professional office and light industrial uses which are appropriate for an approach path for a commercial airport. The proposed land use change included in the General Plan Update would subject thousands of new residents to aircraft noise.

Regarding Height Restrictions

A large portion of the City of Santa Ana is within the Federal Aviation Administration (FAA) Notification Area and the FAR Part 77 Obstruction Imaginary Surfaces for JWA. In Section 2.1.3 of the *AELUP for JWA*, the Commission has incorporated the standards for height limits for determining obstructions and has incorporated the definitions of "imaginary surfaces" for airports as defined in FAR Part 77. (See Attachment 10).

The new land use designation for the South Bristol Street Focus Area would allow for buildings (with residential uses) to be up to 25 stories in height, which would likely exceed 250 feet above ground level. Although the Safety Element includes policies relating to height; requirements for filing FAA Form 7460-1 and complying with FAR Part 77; and that projects that include structures higher than 200 feet would be submitted to ALUC, a portion of the South Bristol Street Focus Area (between MacArthur Boulevard and Sunflower Avenue) would penetrate the

Obstruction Imaginary Surfaces at 206 feet above mean sea level (AMSL). With a ground elevation of 25 to 30 feet, a land use designation which would allow buildings up to 25 stories is inconsistent with the *AEUP for JWA* and with FAA requirements.

AEUP for Heliports

As stated above, the City's Zoning Code allows for the development of heliports/helipads in areas outside of residential zoning districts, with the approval of a conditional use permit (Section 41-621 of the Santa Ana Municipal Code). While the Safety Element states that proposals for new heliports/helistops must comply with conditions imposed by ALUC, the General Plan Update should specifically state that proposals to develop new heliports/helipads must be submitted through the City to the ALUC for review and action, pursuant to Public Utilities Code Section 21661.5.

The *AEUP for Heliports* Section 2.1.2 Safety Zones, states that ALUC for Orange County relies on safety zone criteria in state and federal law (Final Approach and Take Off (FATO) area and the Helipad Protection Zone (Clear Zone). According to the Caltrans Division of Aeronautics there are four operating heliports located within Santa Ana. The Helipad Protection Zones extend 280 feet from the edge of the final approach and takeoff areas and "should be clear of incompatible objects and any land uses involving a congregation of people." The General Plan Update should refer to this safety zone criteria.

Environmental Compliance

A Draft Program Environmental Impact Report (PEIR), State Clearinghouse No. 2020029087, has been prepared for the City of Santa Ana and is tentatively scheduled for Planning Commission review on October 26, 2020, and City Council certification on November 17, 2020. ALUC staff sent a comment letter to the City regarding the Notice of Preparation (NOP) of a PEIR on March 26, 2020 (Attachment 11).

Conclusion

Attachment 12 to this report contains the submittal packet received from the City of Santa Ana on September 17, 2020, as well as the August 31, 2020, submittal letter and September 9, 2020, ALUC Executive Officer response. All proposed Elements of the General Plan Update, and additional information is available on the City's website at <https://www.santa-ana.org/general-plan>. Any additional Elements and/or an update to the Housing Element will require a separate submittal to ALUC for a consistency determination prior to City Council approval.

ALUC staff has reviewed the General Plan Update (Public Hearing Draft – September 28, 2020) with respect to compliance with the *AEUP for JWA*, including the review of appropriate height restrictions, imaginary surfaces, noise, flight tracks and safety, and with respect to compliance with the *AEUP for Heliports*. Based upon ALUC staff review, the proposed Santa Ana General Plan Update: Golden City Beyond (2045) is inconsistent with the *AEUP for JWA* per Section 1.2 of the *AEUP for JWA*, which states that the purpose of the *AEUP* is to safeguard the general welfare of the inhabitants within the vicinity of the airport and to ensure the continued

operation of the airport. Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.

Additionally, Section 2.1.4 of the *AEUP for JWA* and PUC Section 21674 charge the Commission to coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation while at the same time protecting the public health, safety and welfare.

Section 3.0 of the *AEUP for JWA* includes general and specific land use policies. Section 3.2.1 states that “within the boundaries of the AEUP, any land use may be found to be inconsistent with the AEUP which: 1) Places people so that they are affected adversely by aircraft noise; 2) Concentrates people in areas susceptible to aircraft accidents; 3) Permits structures of excessive height in areas which would affect adversely the continued operation of the airport; or 4) Permits activities or facilities that would affect adversely aeronautical operations.”

The Safety Element of the General Plan Update includes policy regarding the development of Heliports/Helipads, but does not state that future proposals or applications for heliports/helipads be submitted to ALUC for a consistency determination.

Recommendation:

1. That the Commission find the proposed Santa Ana General Plan Update: Golden City Beyond (2045) Inconsistent with the *AEUP for JWA* as per Sections 1.2, 2.1.4, and 3.2.1, and PUC Section 21674 due to:
 - a. The proposed changes in Land Use in the 55/Dyer Focus Area would result in 9,952 total residential units within the flight corridor for John Wayne Airport subjecting future residents to noise and safety issues, and
 - b. The proposed land use designation for a portion of the South Bristol Street Focus Area (between MacArthur Boulevard and Sunflower Avenue) would allow buildings up to 25 stories which would penetrate the FAR Part 77 Obstruction Imaginary Surfaces for JWA.
2. That the Commission find the proposed Santa Ana General Plan Update: Golden City Beyond (2045) Consistent with the *AEUP for Heliports*, with the condition that the City include a statement in the General Plan Update (Safety Element Policy S-4.4) that any proposals for heliports/helipads within the City be submitted through the City to ALUC for a consistency determination.

Respectfully submitted,

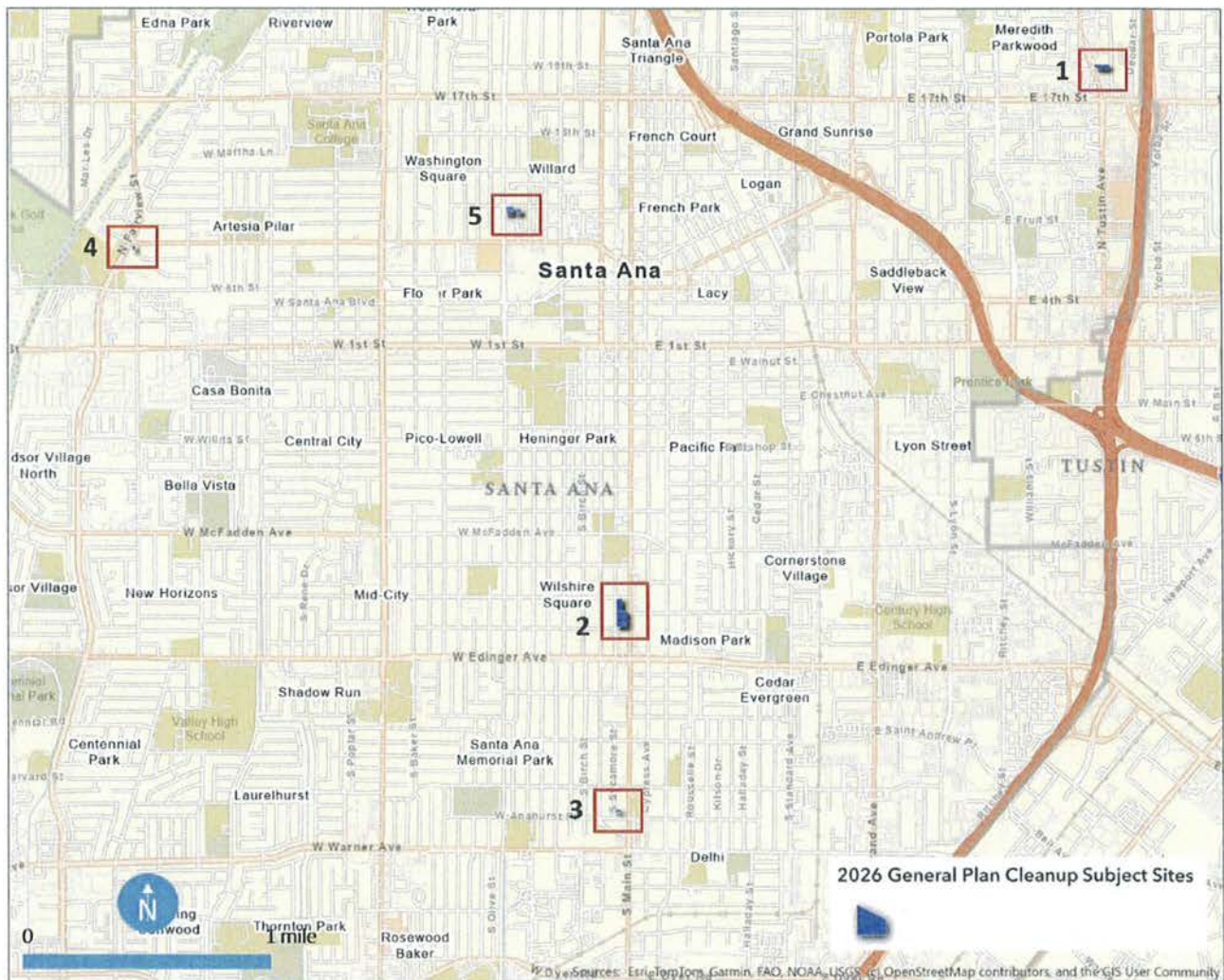
A handwritten signature in blue ink, appearing to read "Lea U. Choum".

Lea U. Choum
Executive Officer

Attachments:

1. Citywide Aerial
2. Excerpts from the Draft General Plan Update
3. Proposed Land Use Map
4. Focus Areas
5. JWA Planning Area/Notification Area
6. Buildout Table
7. JWA Noise Contours
8. JWA Safety Zone Map
9. Flight Tracks
10. JWA Obstruction Imaginary Surfaces
11. ALUC NOP Comment Letter
12. City of Santa Ana Submittal Packet

Figure 3. Distribution of 2026 General Plan Land Use Map Cleanup Sites



Project Schedule

The Zoning Code Update process started in November 2023. Stakeholder engagement was conducted in three phases. The first phase took place throughout 2024. Phase 2 occurred in July 2025 and Phase 3 occurred in September 2025. The proposed Zoning Code Update and General Plan Cleanup is planned for presentation to the Planning Commission at a public hearing on August 24, 2026. The City Council public hearing is anticipated to take place in October 2026.

CEQA Compliance

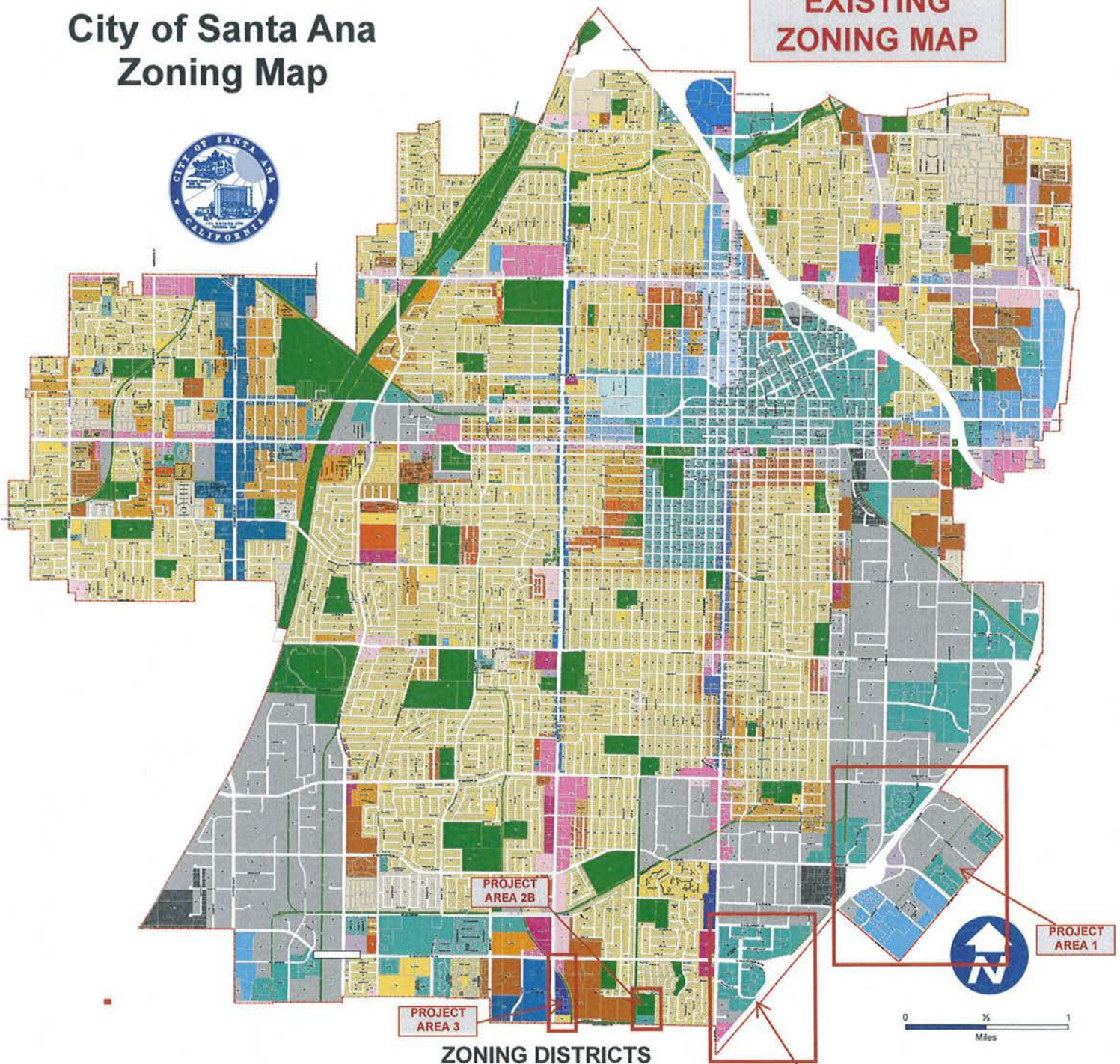
In 2022, the City of Santa Ana certified a Final Environmental Impact Report (FEIR) for the comprehensive General Plan Update. Given that adoption of the Zoning Code Update is an implementation action of the General Plan and the Zoning Code Update will be consistent with the General Plan, the City is preparing an FEIR Addendum for the project. The Addendum is being prepared in accordance with CEQA to assess the potential environmental impacts of proposed updates to city land use regulations.

Pursuant to CEQA Guidelines Section 15164(a), the Addendum will evaluate all 18 environmental topic areas addressed in the 2022 FRPEIR. Preliminary analysis indicates that the proposed Project involves minor technical

City of Santa Ana Zoning Map



**EXISTING
ZONING MAP**



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

SPECIFIC PLANS

SP1	BRISTOL STREET CORRIDOR SPECIFIC PLAN
SP2	HARBOR MIXED USE TRANSIT CORRIDOR SPECIFIC PLAN
SP3	MIDTOWN SPECIFIC PLAN
SP4	MAINPLACE SPECIFIC PLAN
SP5	RELATED BRISTOL SPECIFIC PLAN
SP6	THE VILLAGE SPECIFIC PLAN

SUFFIXES

-B	PARKING MODIFICATION
-OZ1	METRO EAST MIXED USE OVERLAY ZONE
-PRD	PLANNED RESIDENTIAL DEVELOPMENT
-HDII	HEIGHT DISTRICT II
-MD	MUSEUM DISTRICT



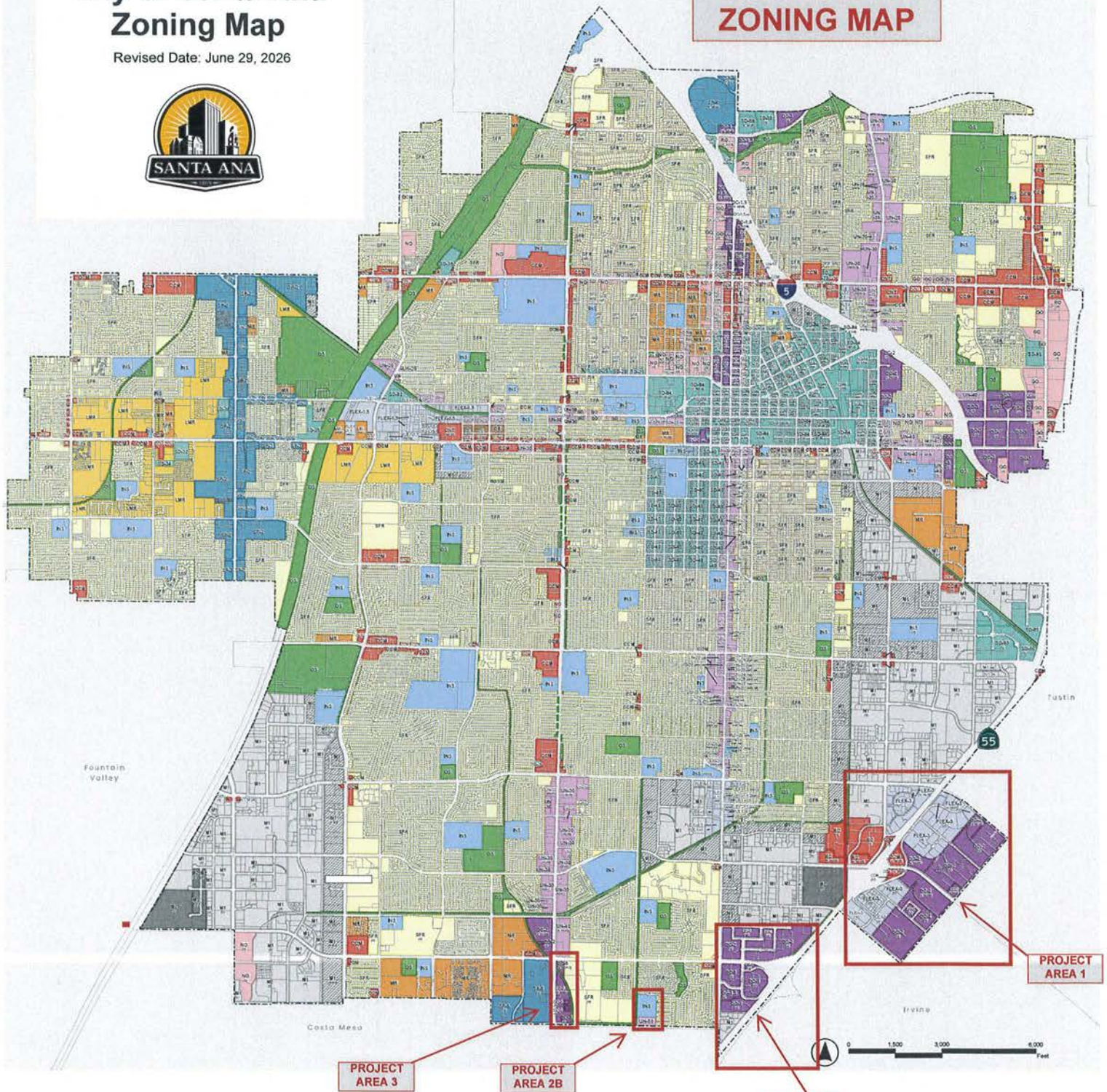
ATTACHMENT 3

City of Santa Ana Zoning Map

Revised Date: June 29, 2026



PROPOSED ZONING MAP



Zoning Districts

SFR	Single Family Residential	INS	Institutional
LMR	Low-Medium Residential	BO	West Santa Ana Boulevard Office
MR	Medium Residential	GO	General Office
CR	Corridor Residential	NO	Neighborhood Office
CMT	Commercial Center	RO	Regional Office
CCM	Community Commercial	UN-20	Urban Neighborhood - Low
RC	Regional Commercial	UN-30	Urban Neighborhood - Medium Low
		UN-40	Urban Neighborhood - Medium
		UN-50	Urban Neighborhood - Medium High
		DC-1	District Center - Low
		DC-1.5	District Center - Medium Low
		DC-2	District Center - Medium
		DC-3	District Center - Medium High
		DC-5	District Center - High

FLEX-1.5	Industrial/Flex - Low
FLEX-3	Industrial/Flex - Medium
M1	Light Industrial
M2	Heavy Industrial
OS	Open Space
SD	Specific Development
SP	Specific Plan

PROJECT AREA 2A

Supplemental Standards Districts

A	Agriculture
AR	Architectural Resources
H	Height
ARIA	Adaptive Reuse Incentive Area
PRP	Public Realm Plan (number indicates setback in feet)
RI	Residential Industrial Interface
SM	South Main

Zoning Map: Project Area 1



Existing Zoning Districts

M1	Light Industrial
SD	Specific Development
C5	Arterial Commercial
P	Professional
O	Open Space Land



Proposed Zoning Districts

FLEX-3	Industrial/Flex – Medium
DC-2	District Center – Medium
CCM	Community Commercial
OS	Open Space

Supplemental Standards

H	Height Exemption Area
PRP5	Public Realm Plan 5

Zoning Map: Project Area 2A and 2B



Existing Zoning Districts

M1	Light Industrial
SD	Specific Development
C2	General Commercial
O	Open Space Land



Proposed Zoning Districts

INS	Institutional
UN-50	Urban Neighborhood – Medium High
DC-1	District Center – Low
DC-1.5	District Center – Medium Low
DC-2	District Center – Medium
M1	Light Industrial
OS	Open Space

Supplemental Standards

H	Height Exemption Area
---	-----------------------

Zoning Map: Project Area 3



Existing Zoning Districts

C1	Community Commercial
C2	General Commercial
CR	Commercial Residential
R1	Single-Family Residence
O	Open Space Land

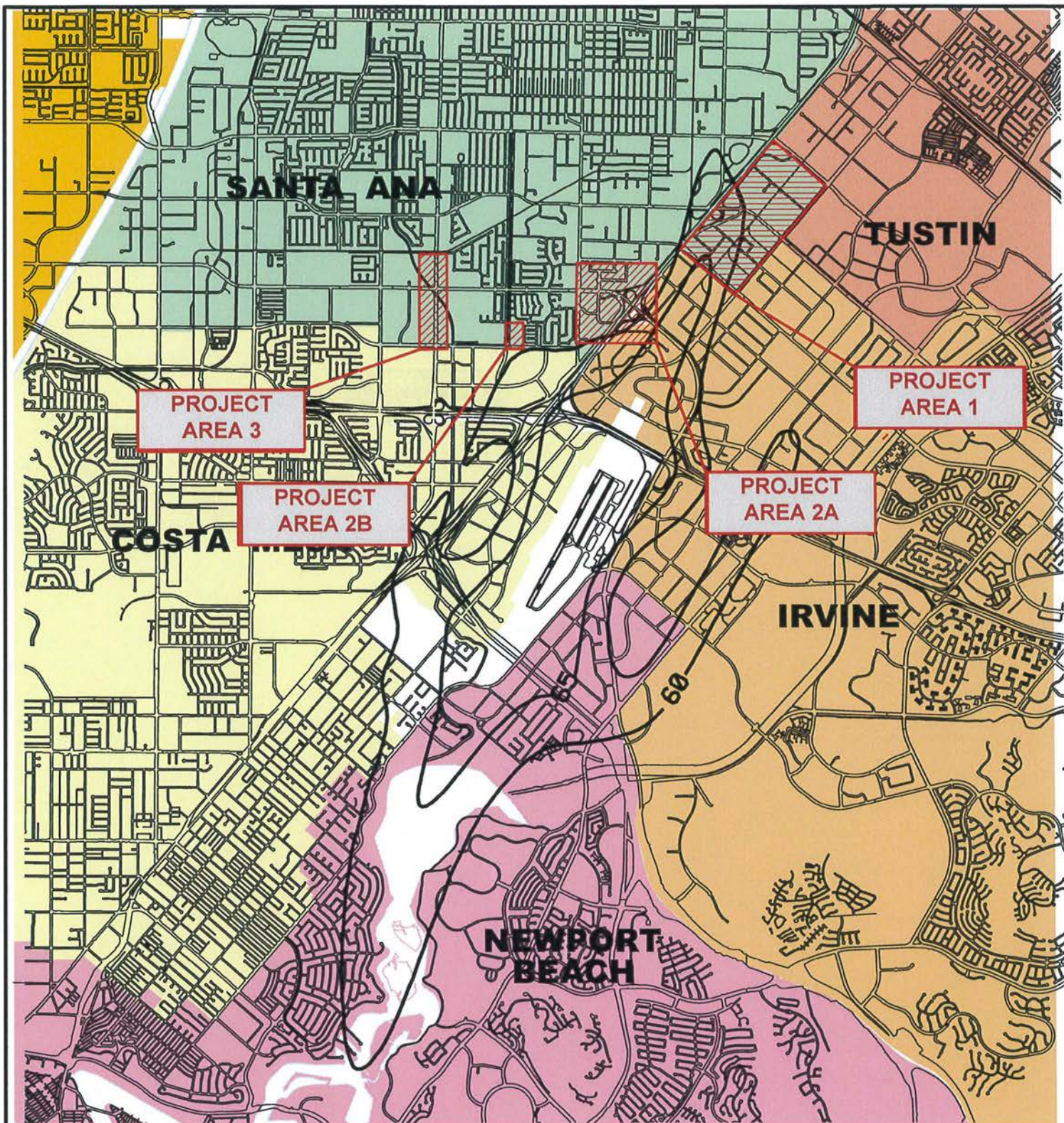


Proposed Zoning Districts

UN-40	Urban Neighborhood – High
DC-5	District Center – High
OS	Open Space

Supplemental Standards

H	Height Exemption Area
PRP5	Public Realm Plan 5



John Wayne Airport Impact Zones

LEGEND

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

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

CERTIFICATION

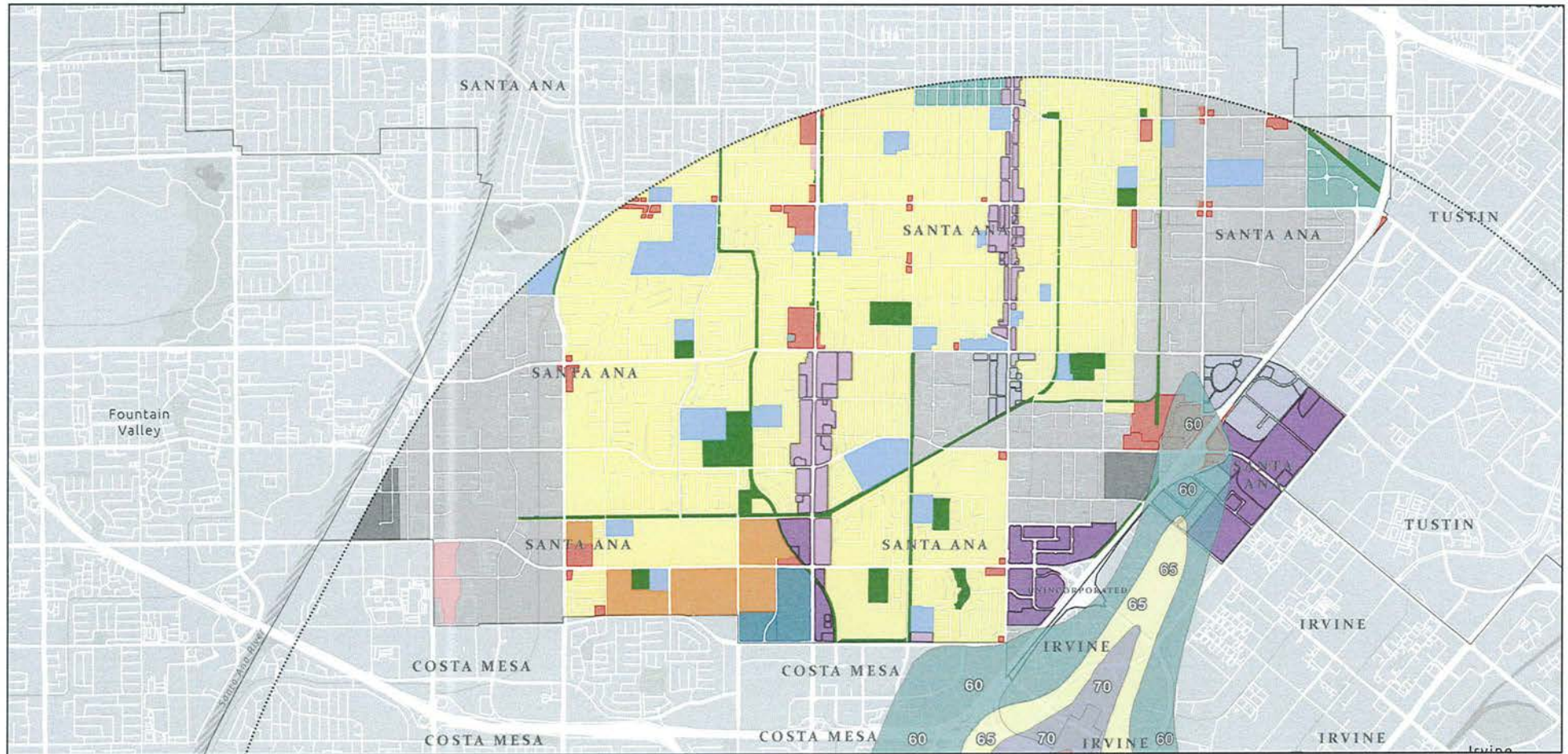
Adopted by the Airport Land Use Commission for Orange County

ATTACHMENT 7

Karl Rigoni, Executive Officer

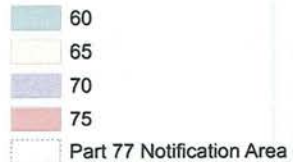
Date

Figure 7. Proposed Zoning Districts with Noise Contours



8/6/2026

Noise Contours



City Boundaries

City Boundaries
 Unincorporated

Proposed Zoning Districts

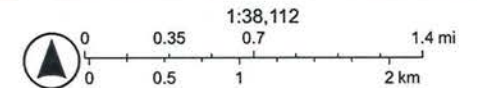
SFR
 MR

CCM
 RC
 NO
 M1
 M2
 OS

INS
 Proposed Zoning Districts
 DC-1
 DC-1.5
 DC-2
 DC-5

FLEX-1.5
 FLEX-3
 SD-26
 SD-40
 SD-60
 SD-85

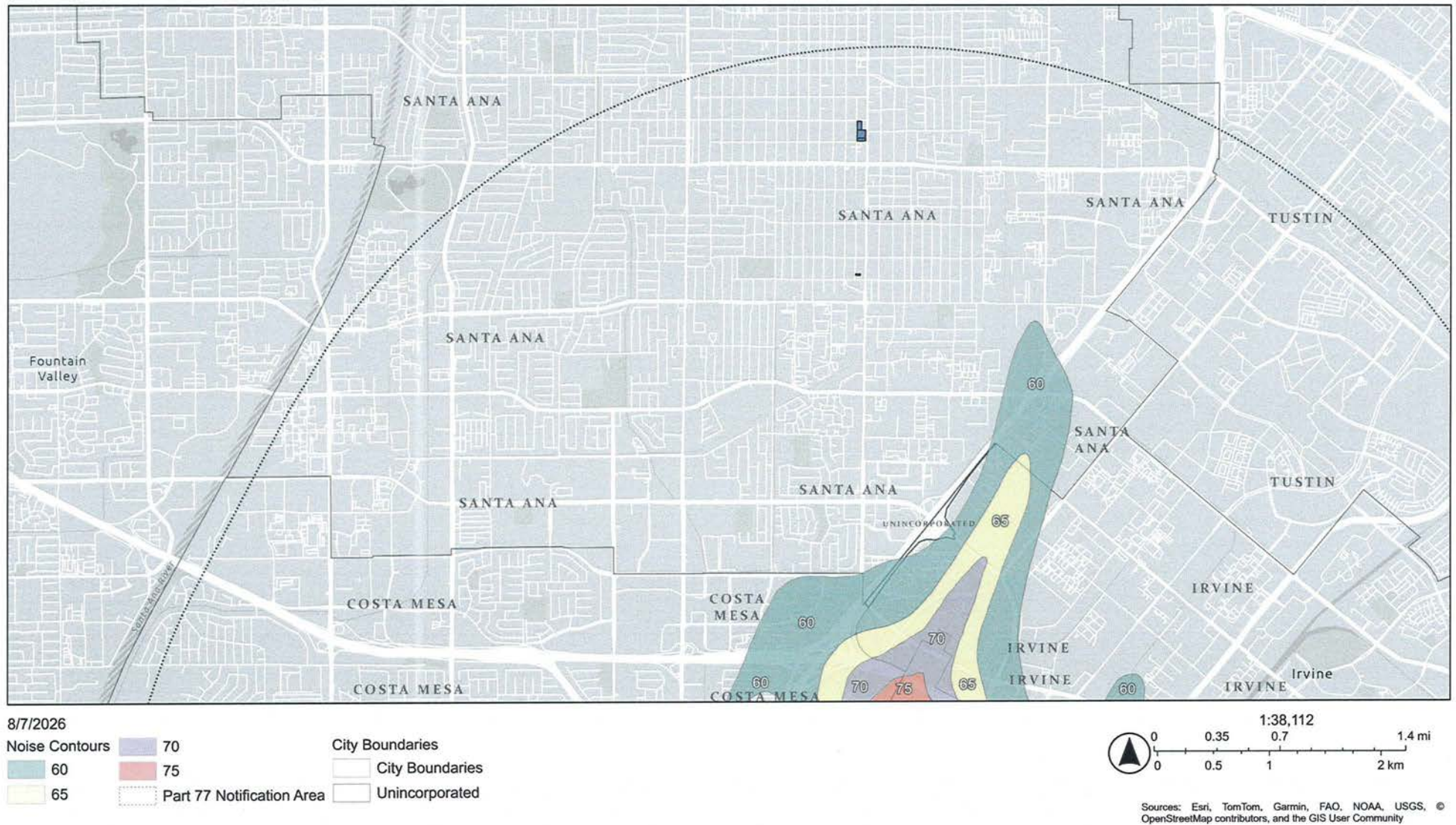
SP-5
 SP-6
 UN-20
 UN-30
 UN-40
 UN-50

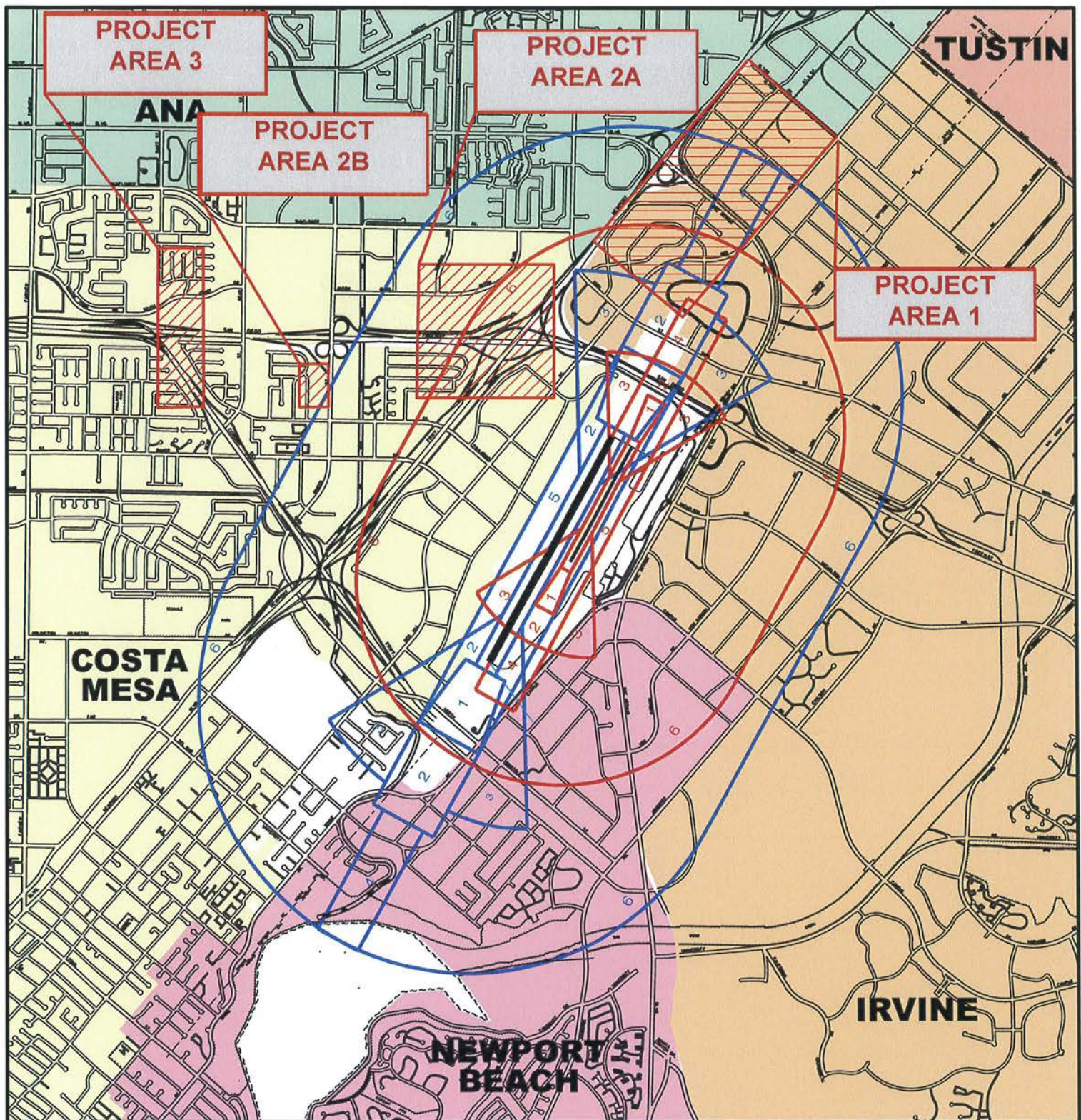


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Planning and Building Agency

Figure 15. Proposed General Plan Amendment Parcels with Noise Contours





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 RUNWAYS AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)



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



Scale in Feet
0 500 1000 2000

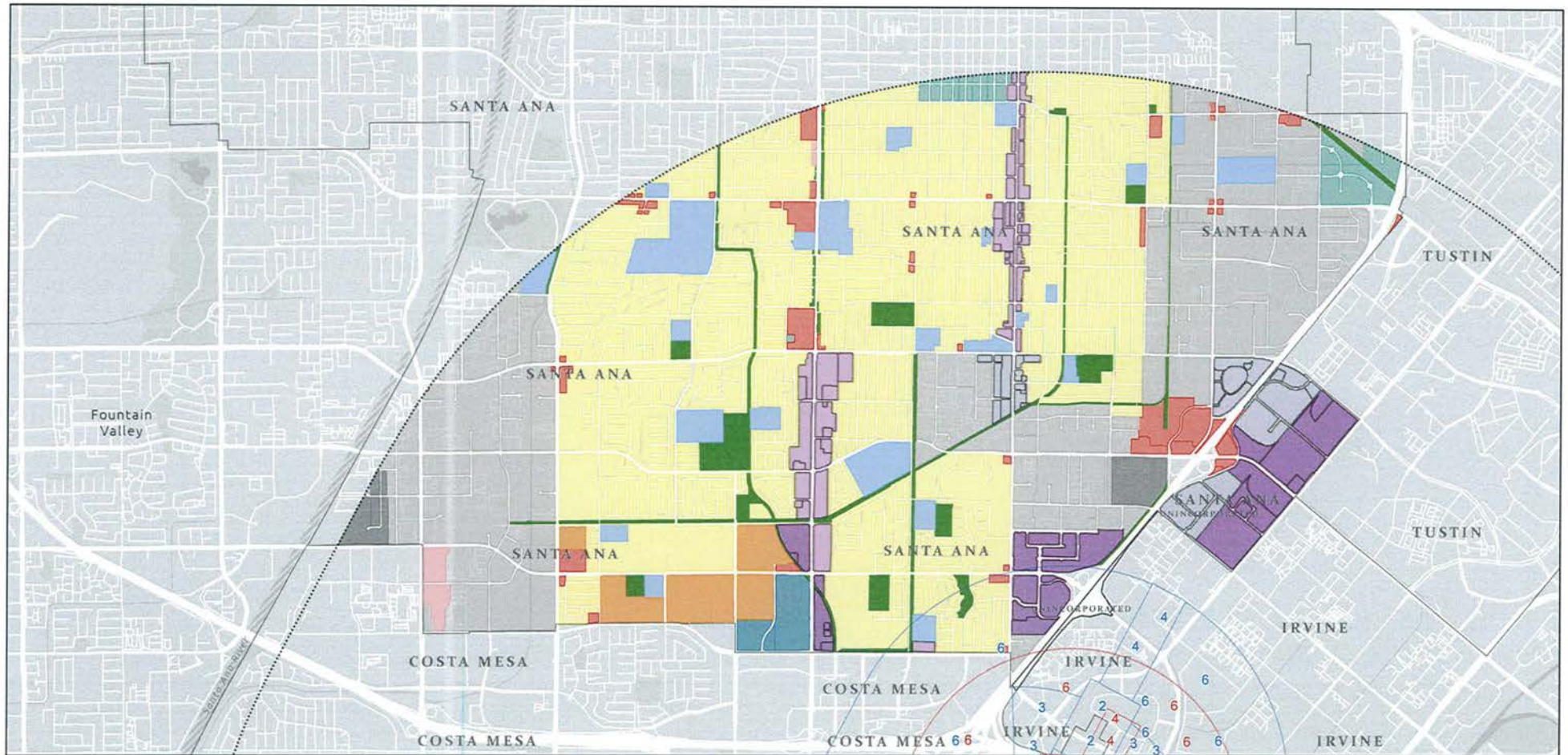
CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

ATTACHMENT 8

Date _____

Figure 8. Proposed Zoning Districts with Safety Zones



8/6/2026

JWA Safety Zones 2R/20L

Inner Approach / Departure Zone
Inner Turning Zone
Outer Approach / Departure Zone
Traffic Pattern Zone

JWA Safety Zones 2L/20R

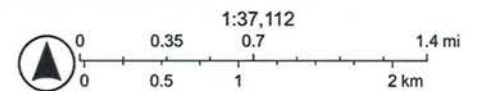
Inner Approach / Departure Zone

Inner Turning Zone
Outer Approach / Departure Zone
Runway Protection Zone
Traffic Pattern Zone
Part 77 Notification Area
City Boundaries
City Boundaries

Unincorporated
Proposed Zoning Districts
SFR
MR
CCM
RC
NO

M1
M2
INS
Proposed Zoning Districts
DC-1
DC-1.5

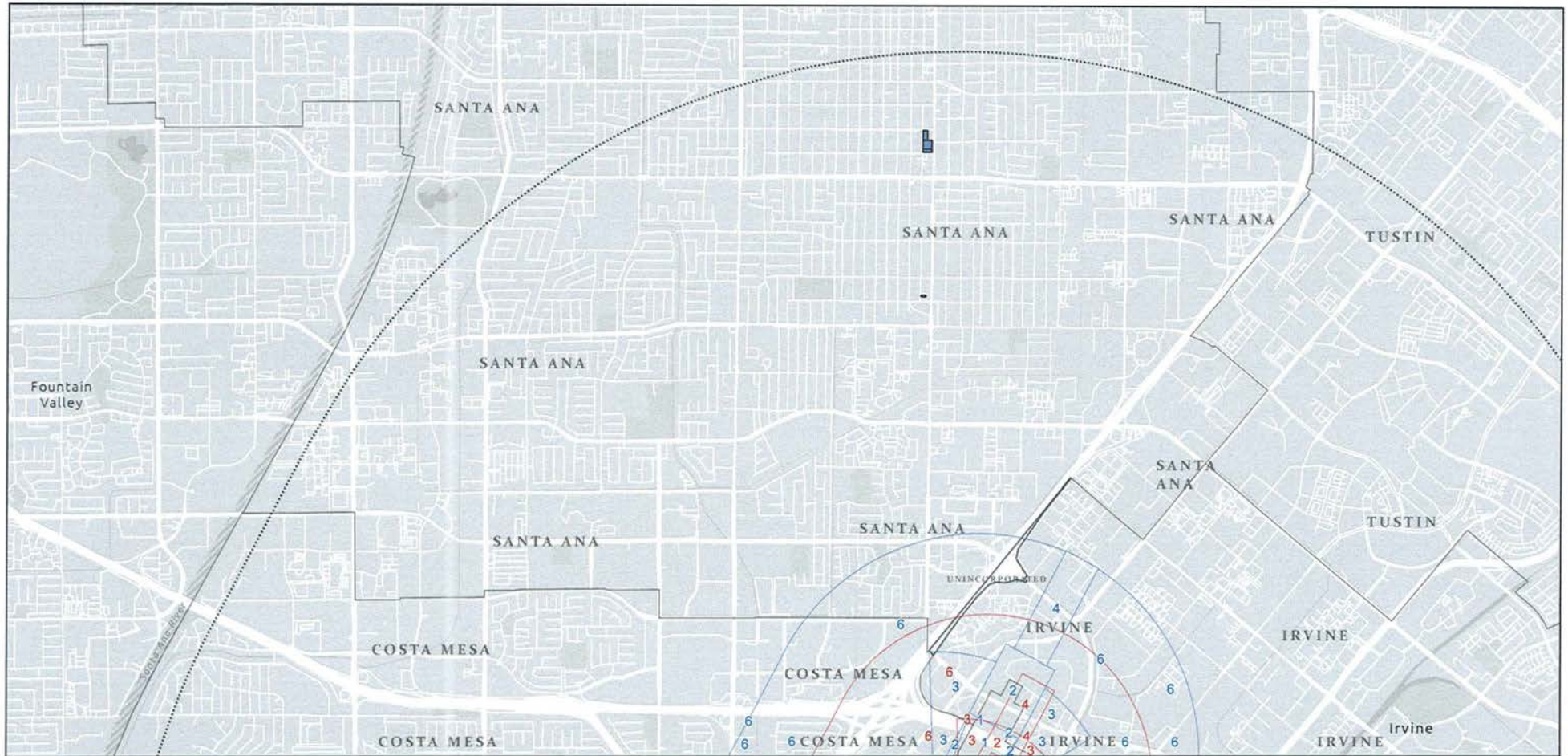
DC-2
DC-5
FLEX-1.5
FLEX-3
SD-26
SD-40
SD-60
DC-85
SP-5
SP-6
UN-20
UN-30
UN-40
UN-50



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Planning and Building Agency

Figure 16. Proposed General Plan Amendment Parcels with Safety Zones



8/7/2026

JWA Safety Zones 2R/20L

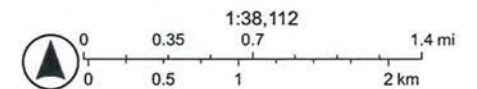
- Inner Approach / Departure Zone
- Inner Turning Zone
- Outer Approach / Departure Zone
- Runway Protection Zone
- Traffic Pattern Zone

JWA Safety Zones 2L/20R

- Inner Approach / Departure Zone
- Inner Turning Zone
- Outer Approach / Departure Zone
- Runway Protection Zone
- Traffic Pattern Zone

Part 77 Notification Area

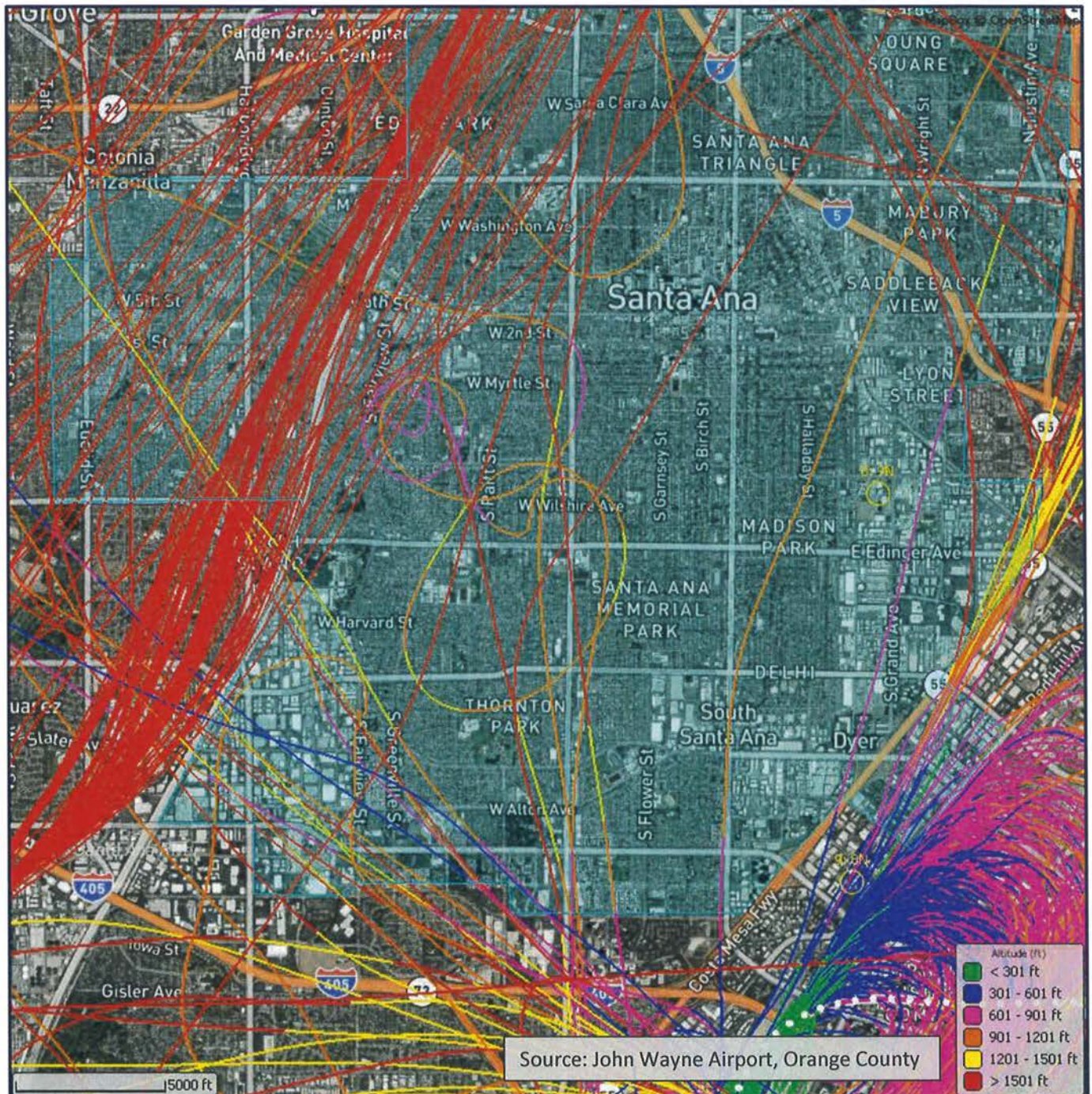
- City Boundaries
- City Boundaries
- Unincorporated



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

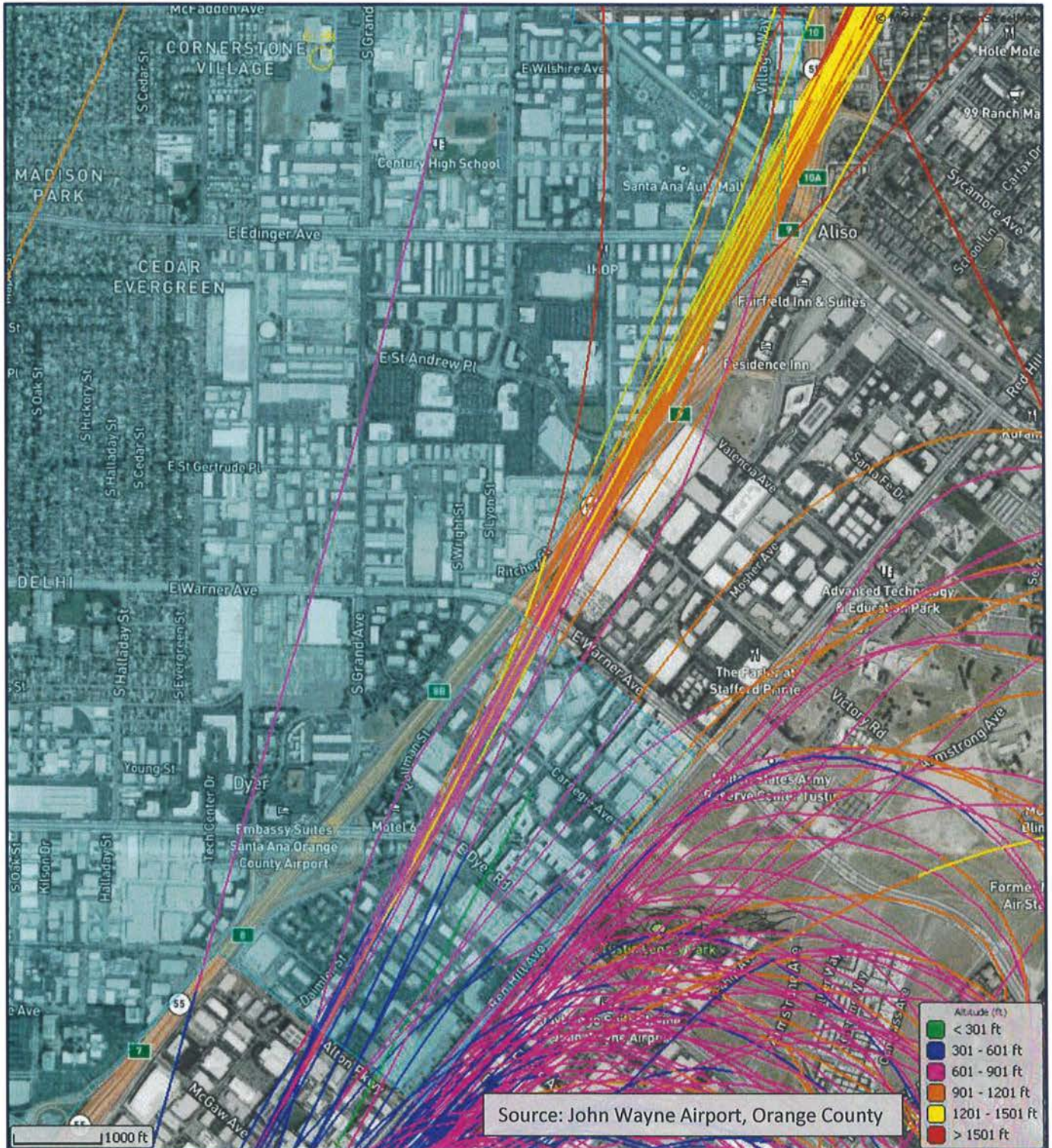


John Wayne Airport
Arrivals = 307
Thursday, May 21, 2026



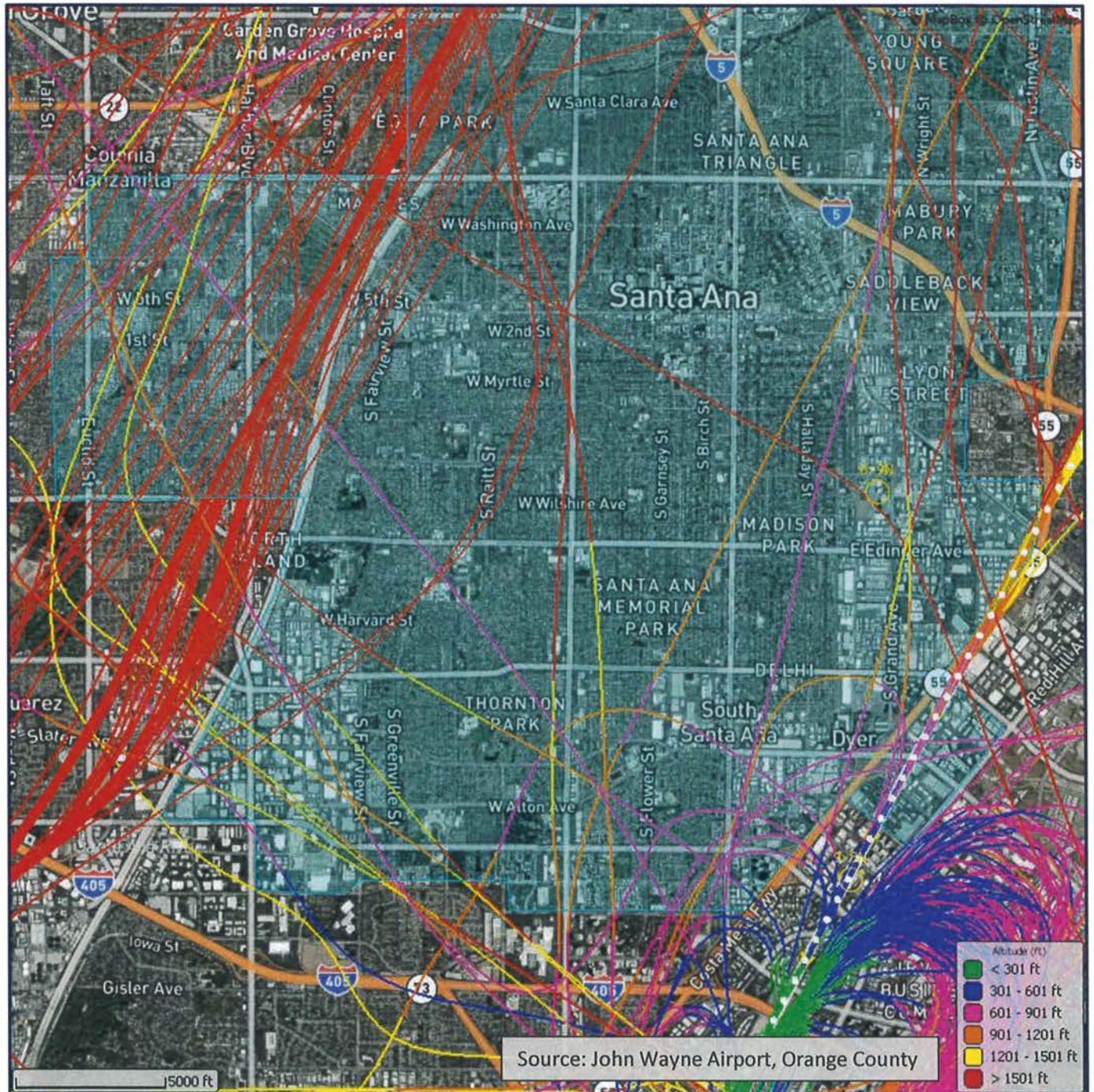


John Wayne Airport
Arrivals = 307
Thursday, May 21, 2026



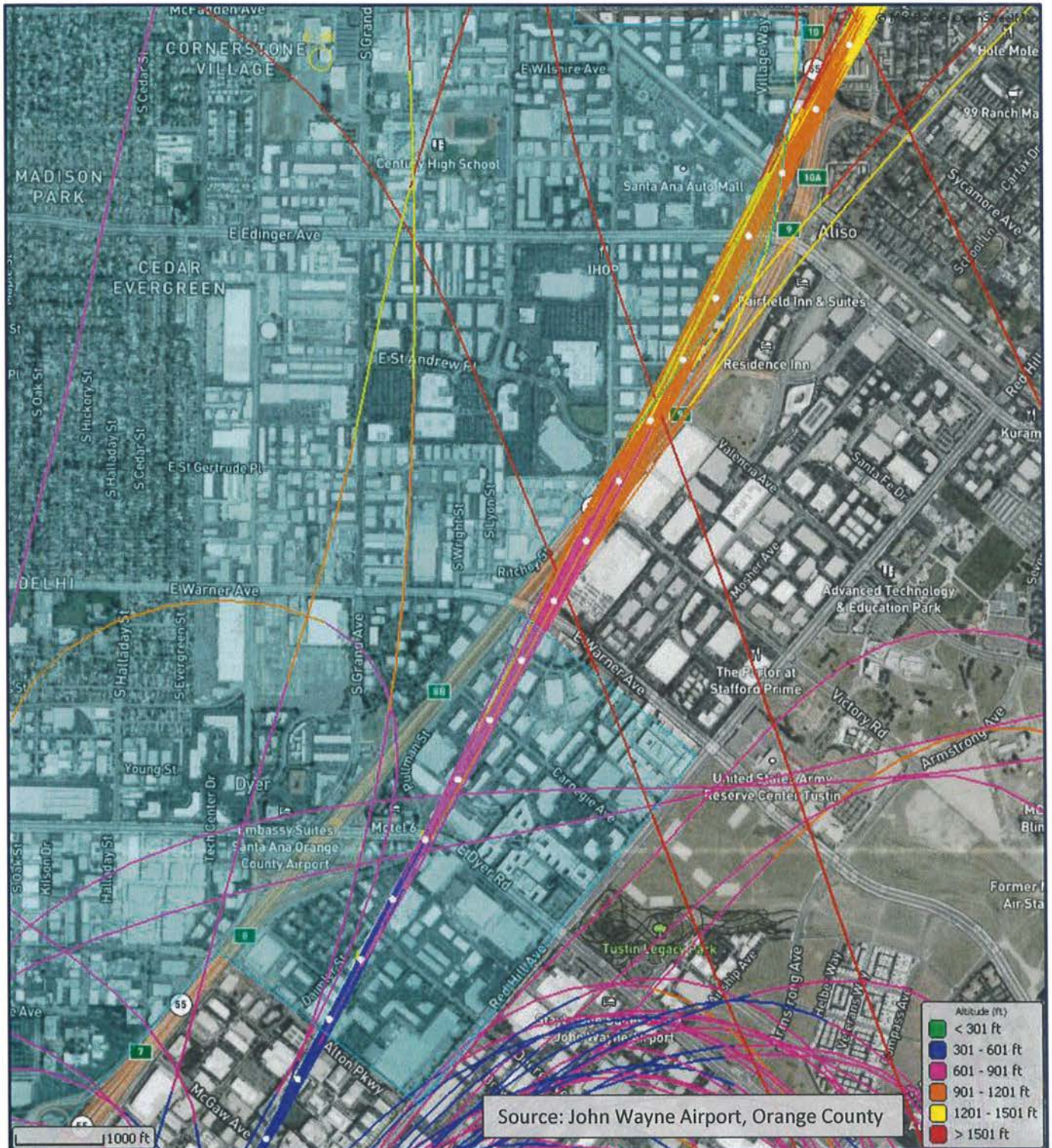


John Wayne Airport
Arrivals = 237
Saturday, May 23, 2026



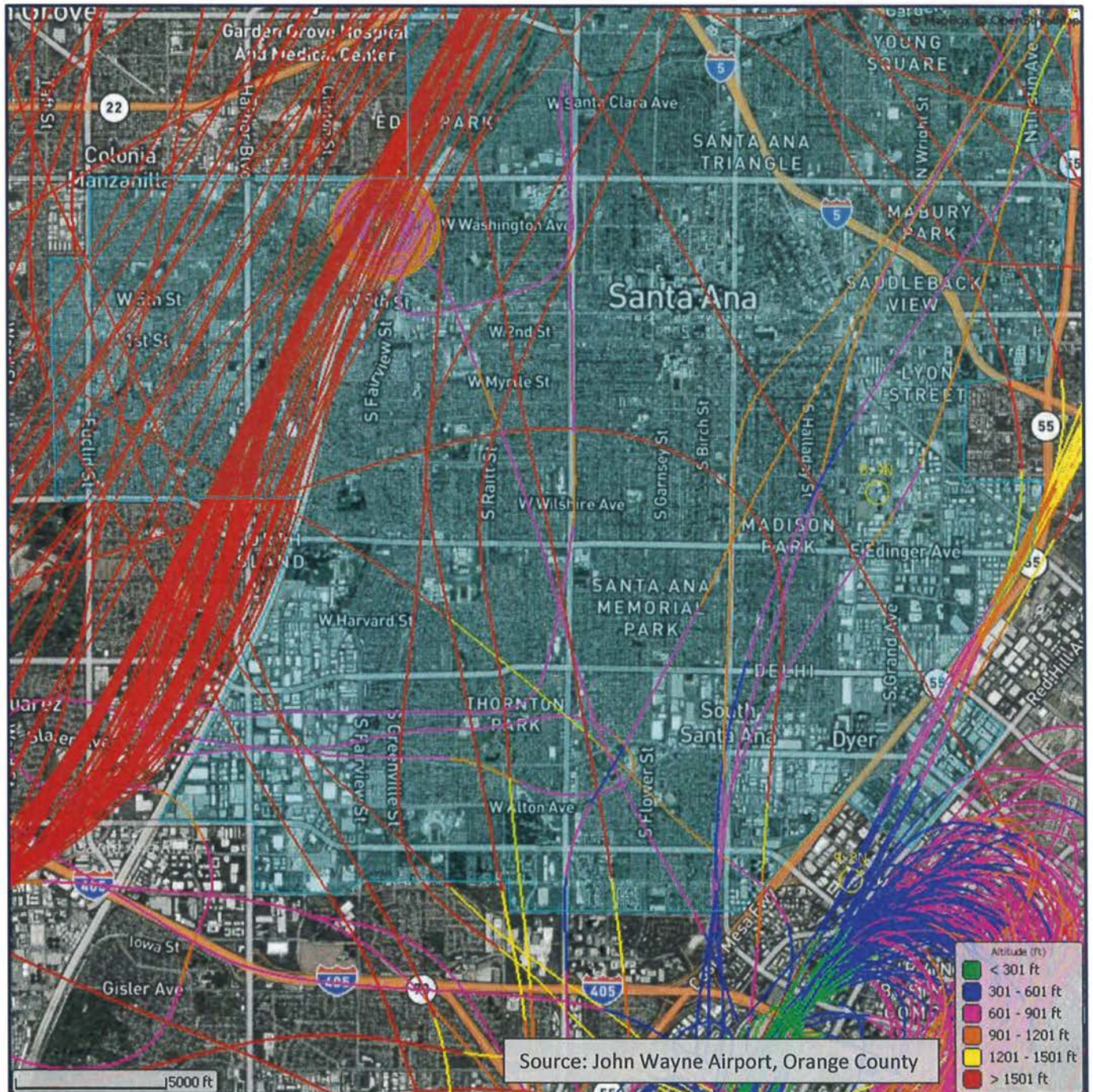


John Wayne Airport
Arrivals = 237
Saturday, May 23, 2026



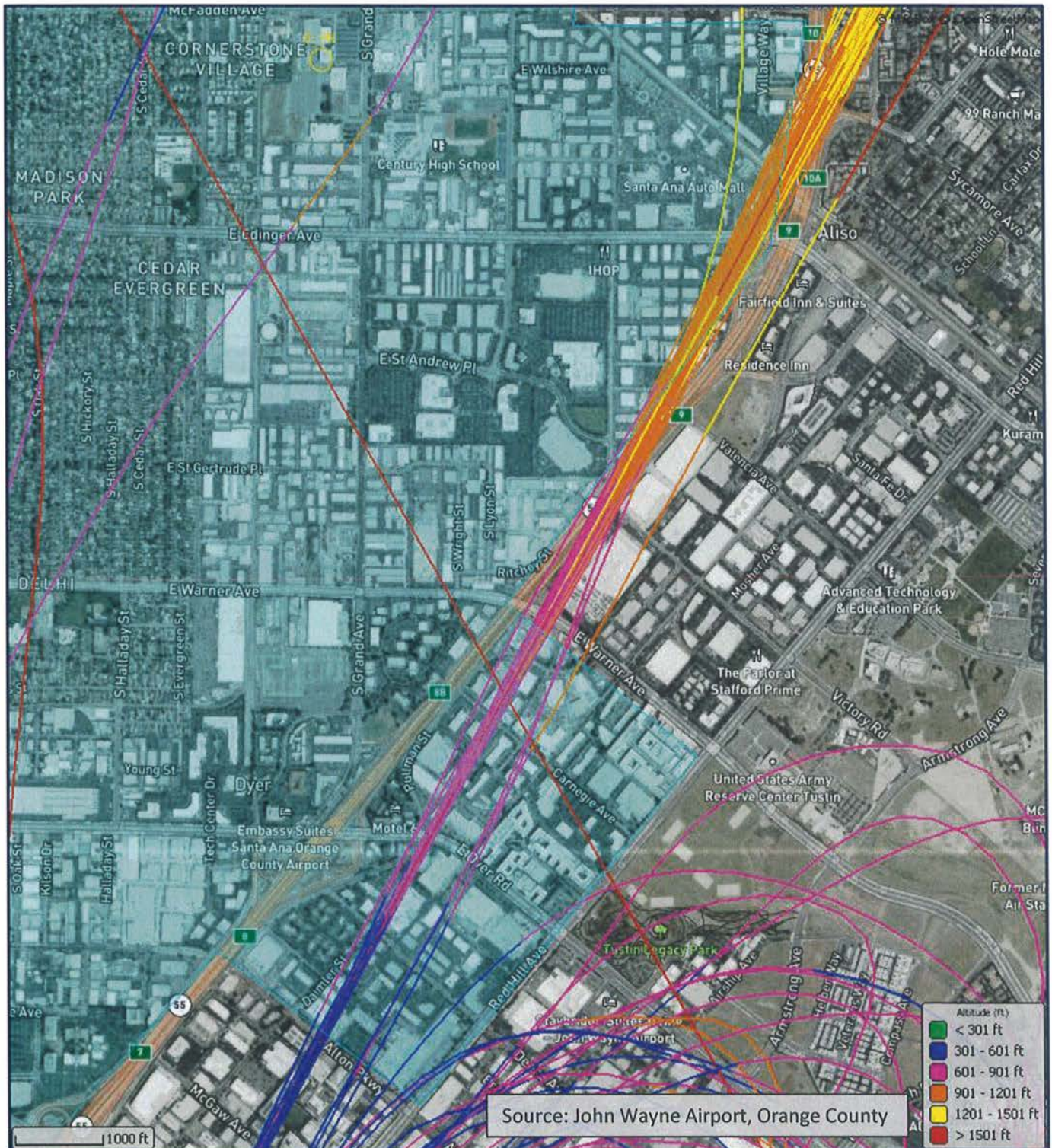


John Wayne Airport
Arrivals = 321
Thursday, July 23, 2026



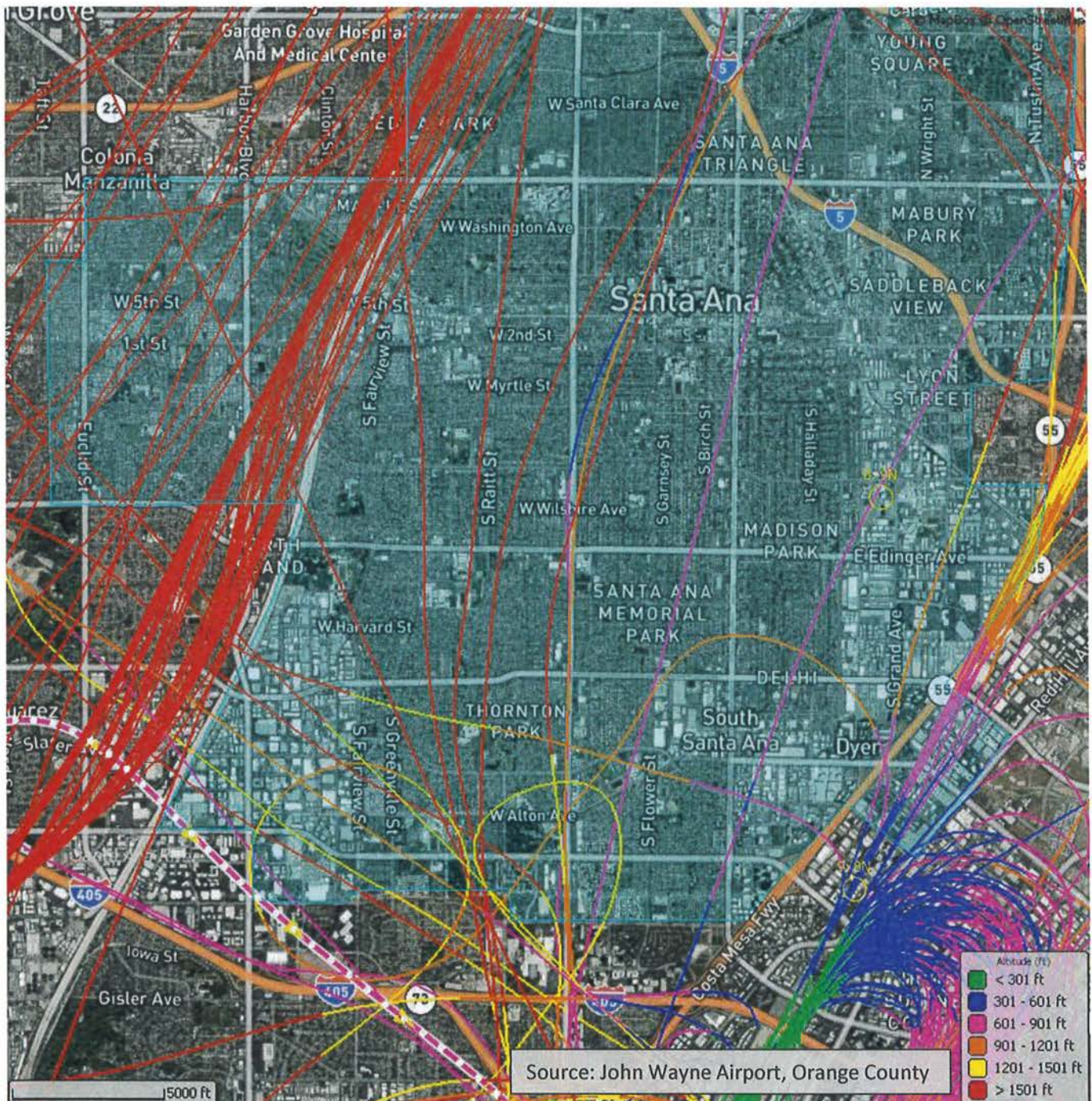


John Wayne Airport
Arrivals = 321
Thursday, July 23, 2026



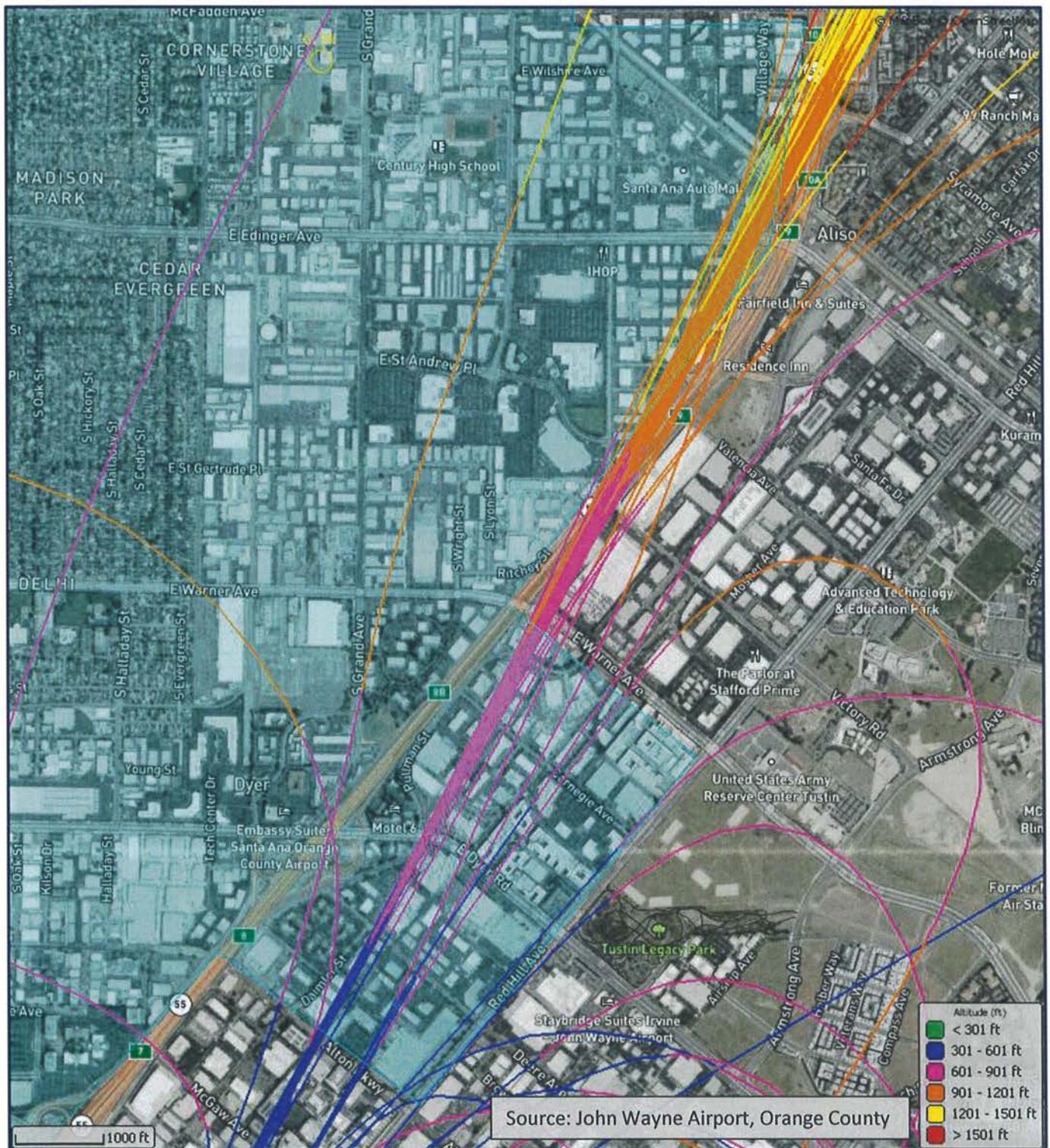


John Wayne Airport
Arrivals = 225
Saturday, July 25, 2026



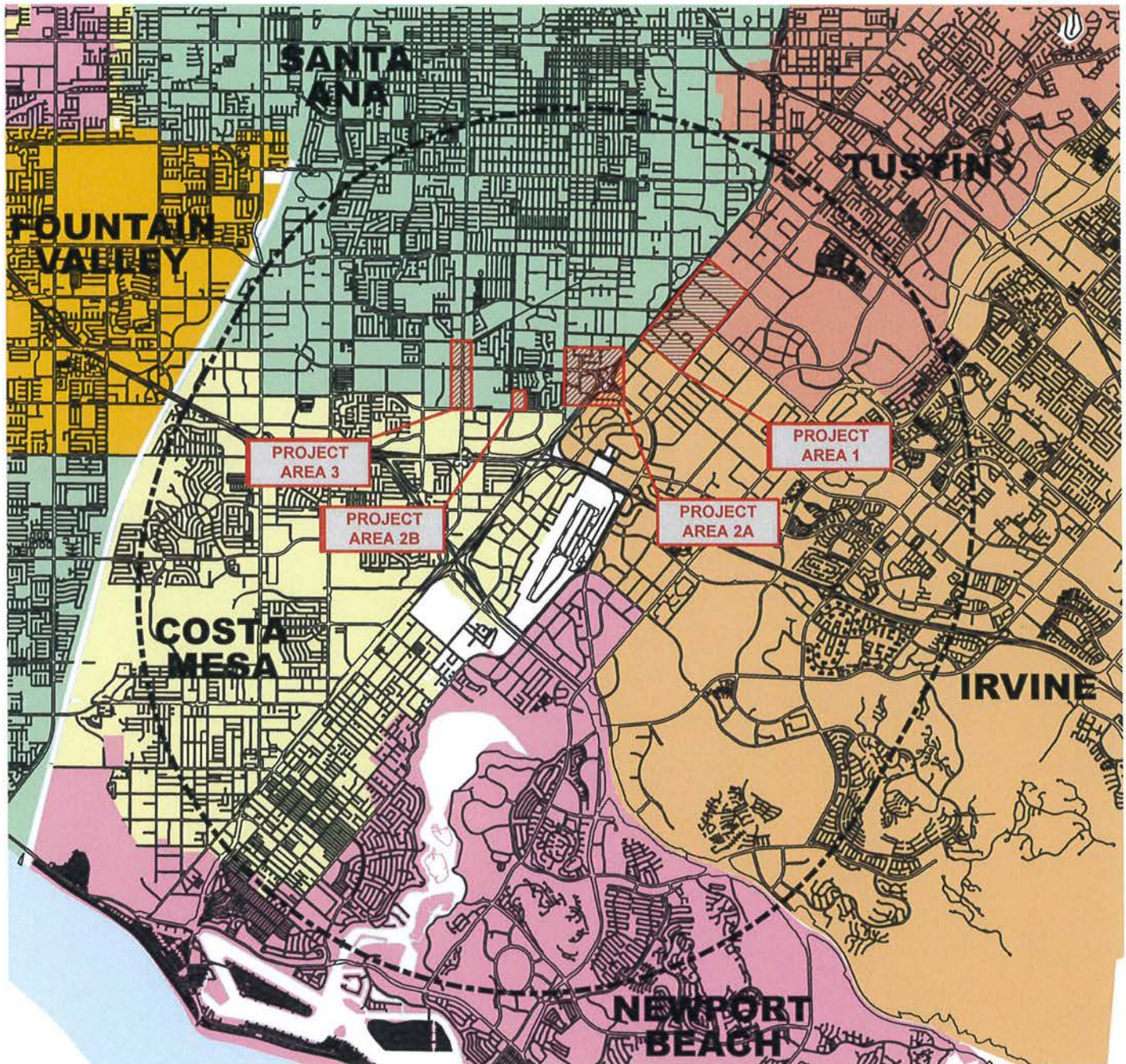


John Wayne Airport
Arrivals = 225
Saturday, July 25, 2026



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

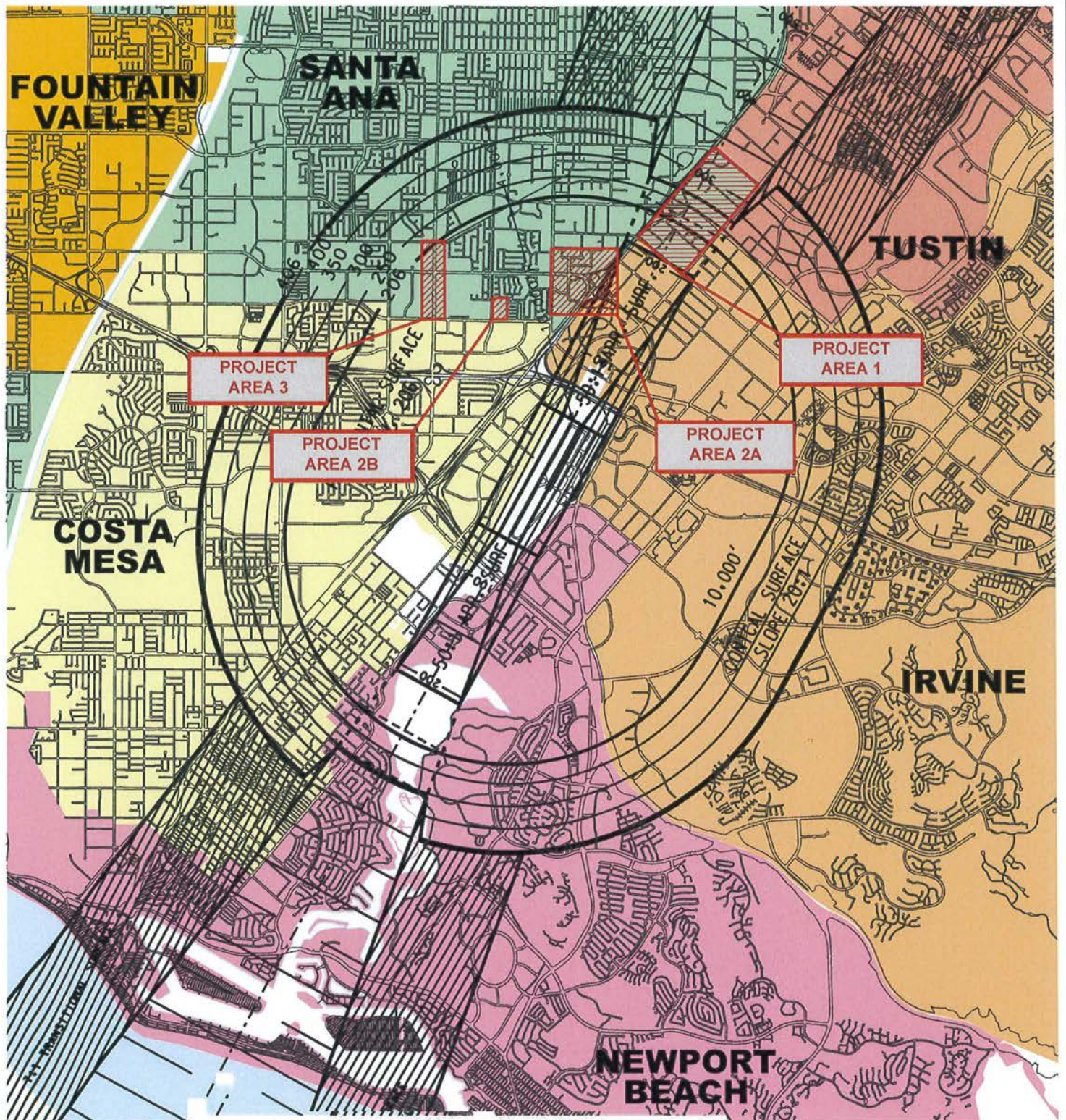


CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

ATTACHMENT 10

Date



Note: County Unincorporated areas are shown in white.

FAR PART 77 John Wayne Airport Obstruction Imaginary Surfaces



LEGEND

- CITY BOUNDARIES
- AIRPORT BOUNDARIES

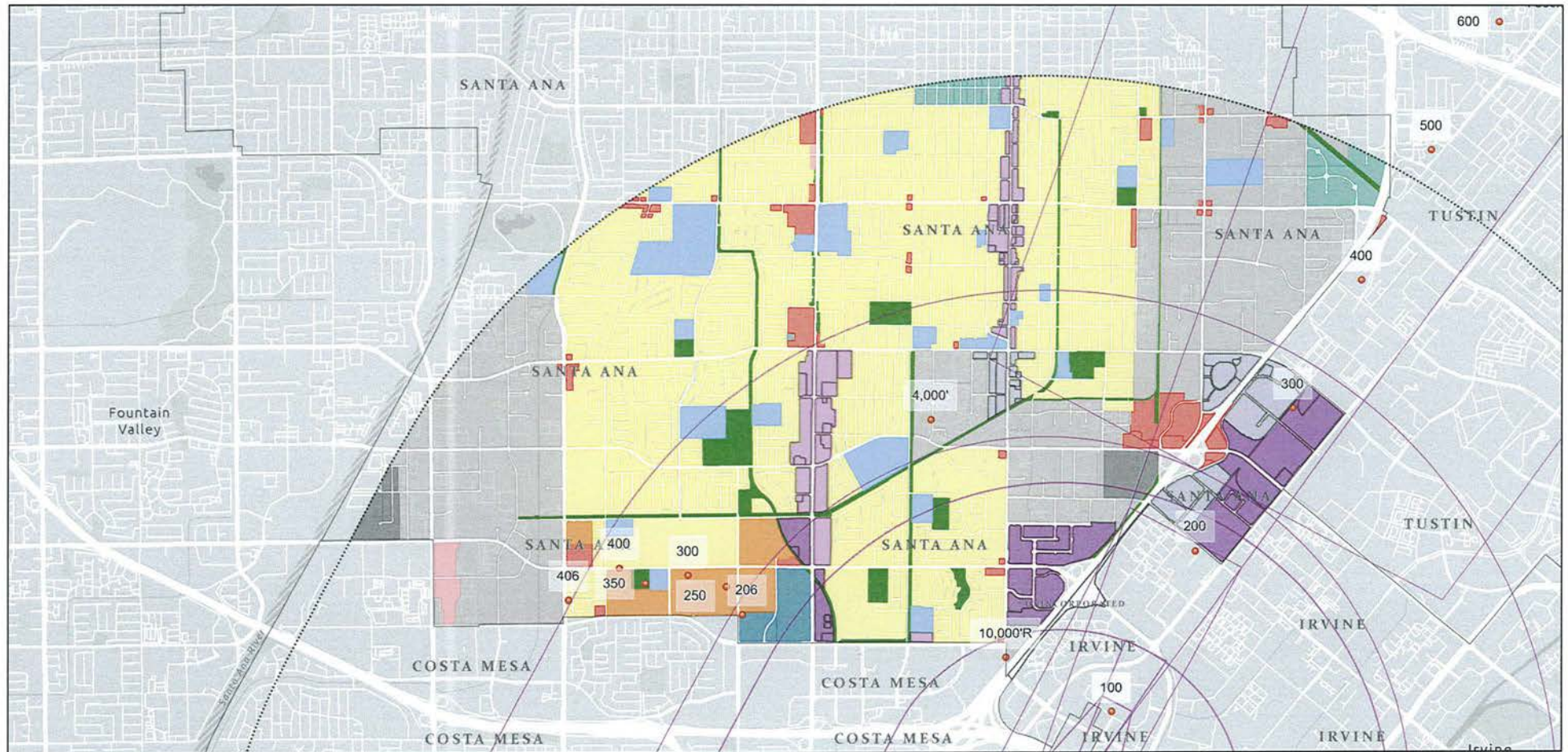
CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

ATTACHMENT 11

Date _____

Figure 9. Proposed Zoning Districts with Obstruction Imaginary Surfaces



8/6/2026

Obstruction Contours

Approach
Conical
Horizontal
Transitional

Obstruction Contours

Conical
Horizontal

Inner Approach

Inner Transitional

Outer Approach

Outer Transitional

Part 77 Notification Area

City Boundaries

City Boundaries

Unincorporated

Obstruction Imaginary Surfaces

Proposed Zoning Districts

SFR
MR
CCM
RC
NO

M1

M2

OS

INS

Proposed Zoning Districts

DC-1

DC-1.5

DC-2

DC-5

FLEX-1.5

FLEX-3

SD-26

SD-40

SD-60

SD-85

SP-5

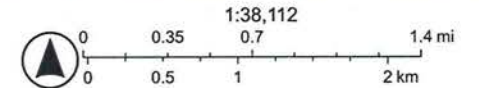
SP-6

UN-20

UN-30

UN-40

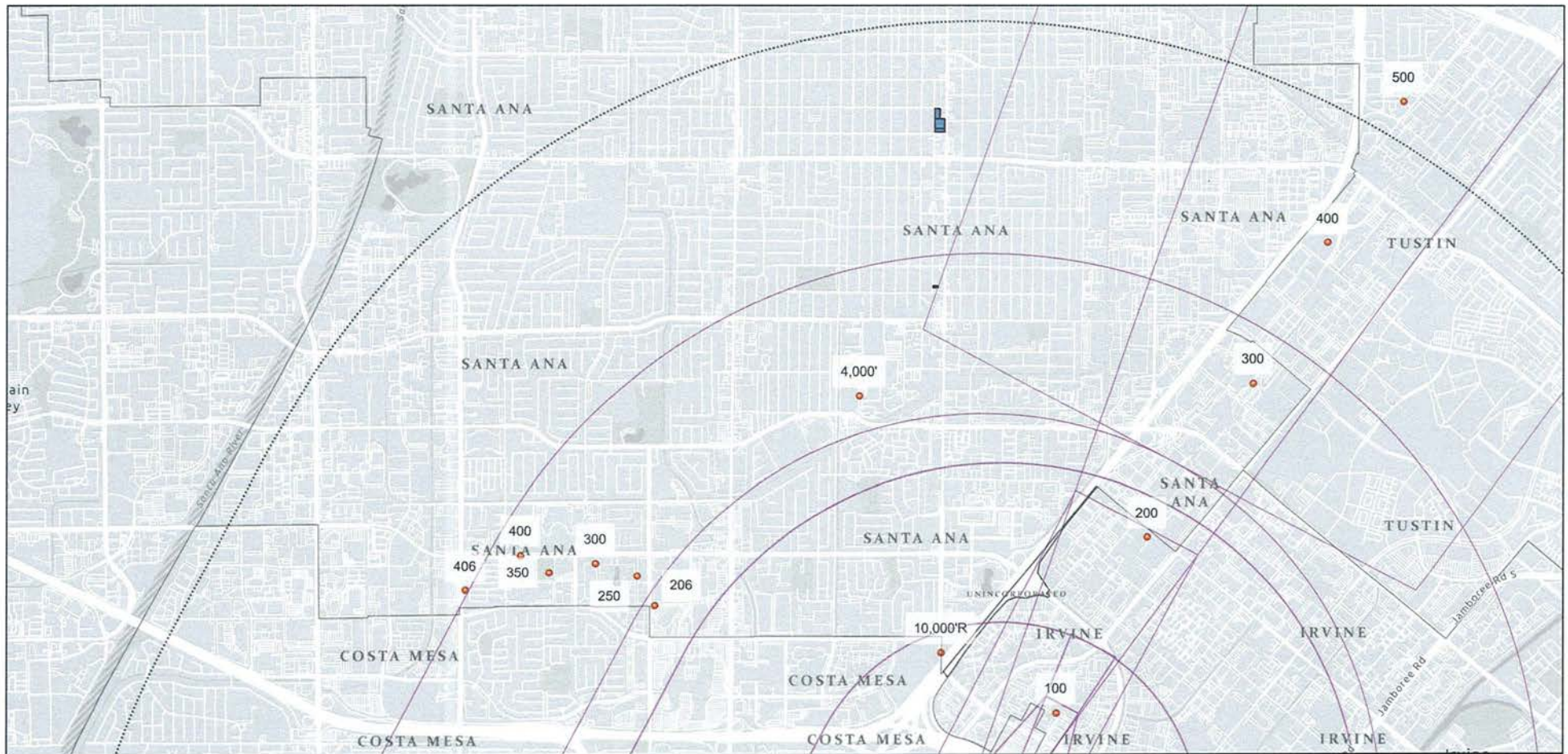
UN-50



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Planning and Building Agency

Figure 17. Proposed General Plan Amendment Parcels with Obstruction Imaginary Surfaces



8/7/2026

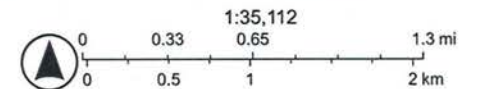
Obstruction Contours Obstruction Contours

Approach
Conical
Horizontal
Transitional

Conical
Horizontal
Inner Approach
Inner Transitional

Outer Approach
Outer Transitional
Part 77 Notification Area
City Boundaries
City Boundaries

Unincorporated
Obstruction Imaginary Surfaces



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

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



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



July 31, 2026

Also sent via email to: JFitch@ocair.com &
ALUCinfo@ocair.com

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

SUBJECT: REVISED PROJECT REFERRAL – City of Santa Ana Comprehensive Zoning Code Update and General Plan Land Use Amendment

Dear Ms. Fitch,

Thank you for the opportunity to provide the City of Santa Ana's revised project referral of its Comprehensive Zoning Code Update and General Plan Land Use Element land use map amendment ("Project") for review by the Airport Land Use Commission (ALUC) of Orange County.

This revised referral is submitted in response to the comment letter received from the ALUC dated November 12, 2025. It incorporates amendments and clarifications to address the items raised in that letter and as discussed and agreed to during the meeting between ALUC and City staff on October 16, 2025.

Please note the following:

- The proposed Zoning Map has been updated since the City's prior revised referral. An interactive web-based map is available to compare existing and proposed zoning districts (<https://openhouse.konveio.com/santa-ana-zoning-map-0>).
- A complete draft of the Comprehensive Zoning Code Update is available online for public review and comment (<https://openhouse.konveio.com/sazc>).
- The draft Comprehensive Zoning Code includes language regarding FAA Part 77 in Article III, Division 4 (Airport Land Use Compatibility).
- The General Plan includes policies, standards, and implementation actions that protect sensitive land uses from airport related noise impacts. As agreed on October 16, 2025, noise sensitive uses are addressed in the General Plan Noise Element. Moreover, the City requires project-specific acoustical studies prior to issuance of building permit as necessitated by the location and characteristics of a project.
- The draft Comprehensive Zoning Code includes language regarding the helicopter facilities, heliports, and helistop facilities approval process in Section 41-670 (Helicopters, Heliports, and Helistop Facilities) of Article IV.

ATTACHMENT 12

SANTA ANA CITY COUNCIL

Valerie Amezcua
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vamezcua@santa-ana.org

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Mayor Pro Tem - Ward 6
dpenaloza@santa-ana.org

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jessielopez@santa-ana.org

Phil Bacerra
Ward 4
pbacerra@santa-ana.org

Johnathan Ryan Hernandez
Ward 5
jryanhernandez@santa-ana.org

- A section with supplemental maps and a table is included in the attachment. The supplemental maps include identification numbers that relate the maps to identification numbers in the table. As requested, using the identification numbers, ALUC staff may see the existing and proposed zoning designations for each site within the Airport Planning Area along with proposed density, height, and Floor Area Ratio.

The Project requires the approval of a Zoning Ordinance Amendment (ZOA) for various changes to zoning districts and height limitations to be consistent with and implement the City's General Plan. The Project also includes a General Plan Amendment (GPA) to amend the land use map in the Land Use Element and apply consistent land use designations across entire lots where properties currently have split land use designations. The amendments are limited to areas of the city that had significant land use changes as part of the General Plan Update adopted in April 2022. The City requests that ALUC review the proposed Project for consistency with the Orange County Airport Environs Land Use Plan (ALUP) for John Wayne Airport (JWA) and schedule the project for hearing at the August 20, 2026, ALUC meeting.

The purpose of this referral is to comply with State law¹ and ensure land use compatibility between the General Plan and zoning in accordance with State law.² The Project is a regulatory and implementing document creating permitted uses, development standards, and other applicable regulations consistent with the City's General Plan adopted April 2022.

The proposed update to the Zoning Code and General Plan include changes to maximum height in base zones. Maximum density will remain unchanged. The maximum height proposed in the project area is 255' in the District Center (DC-5) zoning district. The height exemption area (See Page 24 of the attachment), established in the adopted Zoning Code, has been retained. The maximum density proposed in the project area is 125 dwelling units per acre, which is the same as the existing maximum density.

The City's Planning Commission is tentatively scheduled to hear this item at its August 24, 2026, meeting. Staff's recommendation will be for the Planning Commission to recommend the City Council certify the Addendum to the General Plan Final Program Environmental Impact Report (FPEIR) and approve the proposed Project.

Should you have any questions concerning the preceding information, I may be reached via email at RSoto@santa-ana.org or you may also contact the project planner, Principal Planner Siri Champion, at SChampion@santa-ana.org.

Sincerely,



Ricardo Soto, AICP
Planning Manager

Attachment

¹ California Public Utilities Code (PUC), Section 21676(b)

² Government code (GOV), Section 65860

SANTA ANA CITY COUNCIL

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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 - Name/Title Siri Champion, Principal Planner
Agency: Planning and Building Agency
Address: M-20, PO Box 1988, Santa Ana, CA 92702
Phone/email: 714-667-2751
3. Airport Planning Area(s):
☒ John Wayne Airport ☐ Fullerton Municipal Airport ☐ JFTB - Los Alamitos
4. Item being submitted for review (**submit each on a separate form**): Name of General Plan Element, Specific Plan or Planned Community: 2026 General Plan Land Use Map Cleanup
5. Scheduled date of Planning Commission Public Hearing: 8/24/2026
6. Tentative date of City Council/Board of Supervisors Public Hearing: 10/6/2026
7. Requested date of ALUC Review August 20, 2026.
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 height within the Obstruction Imaginary Surfaces*? ☒ No ☒ Yes
13. Please indicate current 35' and proposed 35' maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- | | |
|-------------------------------------|---|
| ☒ | Cover letter on City/County letterhead. |
| ☒ | Completed Submittal Form. |
| ☒ | Link to existing https://general-plan-santa-ana-ca.proudcity.com/ and proposed See attachment 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.
See attachment |
| ☒ | 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



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 - Name/Title Siri Champion, Principal Planner
Agency: Planning and Building Agency
Address: M-20, PO Box 1988, Santa Ana, CA 92702
Phone/email: 714-667-2751
3. Airport Planning Area(s):
☒ John Wayne Airport ☐ Fullerton Municipal Airport ☐ JFTB - Los Alamitos
4. Item being submitted for review (**submit each on a separate form**): Name of General Plan Element, Specific Plan or Planned Community: 2026 Comprehensive Zoning Code Update
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12. Does the item submitted propose a change of height within the Obstruction Imaginary Surfaces*? ☐ No ☒ Yes
13. Please indicate current no maximum and proposed no maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan • Specific Plan • Zoning Code

- ☒ Cover letter on City/County letterhead.
- ☒ Completed Submittal Form.
- ☒ Link to existing https://library.municode.com/ca/santa_ana/codes/code_of_ordinances?nodeId=PTIITHCO_CH4_1ZO and proposed <https://openhouse.konveio.com/sazc> 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).
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- ☒ 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.
See attachment
- ☒ 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.

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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*

Attachment

Supporting Documentation for the City of Santa Ana Zoning Code Update and General Plan Clean Up Project Referral to the Orange County Airport Land Use Commission July 31, 2026

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Overview

This attachment is organized into four sections:

Section I: Background provides context for the two parts of the project, including descriptions of each project component, a description and maps of the project location, a summary of the approval schedule, the approach to California Environmental Quality Act (CEQA) compliance, and a description of existing land uses.

Section II: Comprehensive Zoning Code Update addresses the Comprehensive Zoning Code Update, which involves repealing and replacing Chapter 41 (Zoning) of the Santa Ana Municipal Code (SAMC). The section describes and maps the following:

- Existing and proposed zoning districts,
- Proposed density, height, and floor area ratio,
- Noise contours relative to the proposed zoning map,
- Noise policies and implementation measures,
- JWA Safety Zones relative to the proposed zoning map,
- Relationship between the JWA obstruction imaginary surfaces and the proposed zoning map, and
- Height restrictions.

Section III: 2026 General Plan Land Use Map Cleanup addresses the 2026 General Plan land use map cleanup, which involves amendments to the Land Use map on five sites. The section describes and maps the following:

- Existing and proposed land use designations,
- Maximum land use density, intensity, and height,
- Noise contours relative to the proposed land use designation amendments,
- JWA Safety Zones relative to the proposed land use designation amendments, and
- JWA obstruction imaginary surfaces relative to the proposed land use designation map amendments.

Section IV: Supplemental Maps and Tables provides additional detail pertaining to the Zoning Code including the Zoning Map separated into quadrants with identification numbers for individual blocks and a table that lists each individual block along with the existing zoning and proposed zoning, density, height, and floor area ratio.

Section I. Background

The City of Santa Ana is undertaking a Comprehensive Zoning Code Update (or “Zoning Code Update”) and a General Plan Land Use Map cleanup. Both are presented here for consideration by the Airport Land Use Commission for Orange County.

Project Description Part I: Comprehensive, Citywide Zoning Code Update

The City of Santa Ana’s Zoning Code Update involves repealing and replacing Chapter 41 (Zoning) of the SAMC and adoption of a new Zoning Map, which will replace the existing map. The Comprehensive Zoning Code Update includes the following.

- Reorganizing Chapter 41 (Zoning) into nine articles
 - Article I (Purpose, Applicability, and Interpretation),
 - Article II (Districts, Uses, and Standards),
 - Article III (Standards for All Zoning Districts),
 - Article IV (Use Standards Citywide),
 - Article V (Housing-Related Regulations),
 - Article VI (Nonconformities),
 - Article VII (Permit Procedures),
 - Article VIII (Chapter Administration), and
 - Article IX (Definitions)
- Incorporating Chapter 27 (Planning) into Chapter 41 (Zoning) of the SAMC
- Creating a new Zoning Map made up of four residential zoning districts, three commercial zoning districts, four office zoning districts, two mixed use zoning districts, four industrial zoning districts, an institutional zoning district, an open space zoning district, specific development zoning districts, and specific plan zoning districts
- Creating new Supplemental Standards Districts (including Agriculture, Architectural Resources, Height, Adaptive Reuse Incentive Area, Public Realm Plan, Residential Industrial Interface, and South Main) applicable to certain parcels identified on the new Zoning Map
- Establishing allowed uses, development standards, and objective design standards in all zoning districts
- Establishing new or revising existing development and design standards citywide
- Creating operating standards for non-residential uses citywide

The Zoning Code Update will modernize land use regulations, streamline project approval processes, stimulate investment through new mixed use and industrial/flex zoning districts, and promote healthy living through walkable, transit-oriented corridors and buffering residential neighborhoods from industrial districts.

Project Description Part 2: 2026 General Plan Land Use Map Cleanup

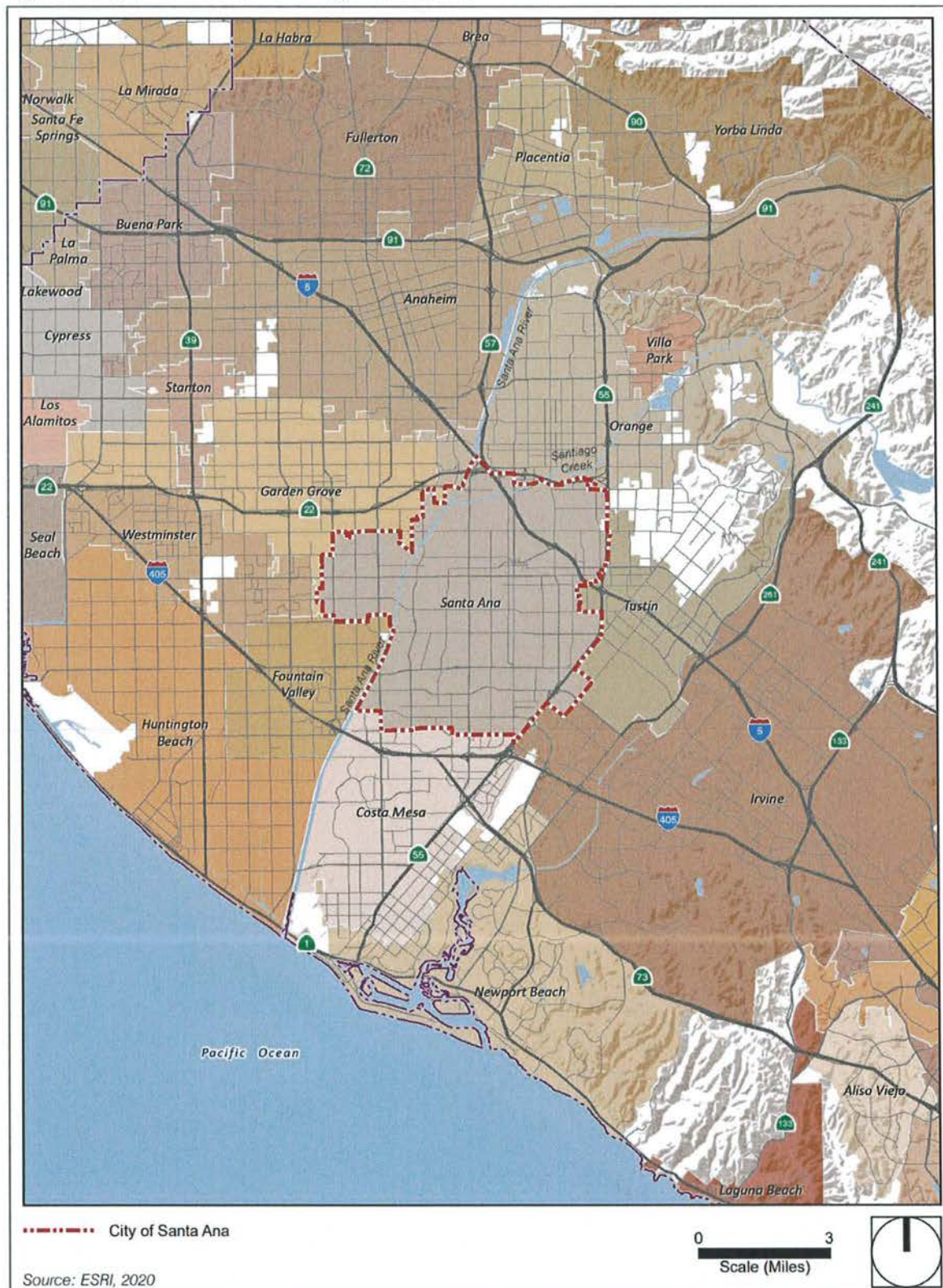
The project also includes amending the General Plan Land Use Map (Figure LU-1 of the General Plan Land Use Element) to apply consistent land use designations across properties or developments that have split land use designations. These limited changes were identified while drafting the proposed zoning map and are considered “cleanup” items, which will not significantly change the land use map previously adopted by City Council.

Project Location

The City of Santa Ana is in the west central portion of Orange County and bordered by the City of Orange to the north, unincorporated areas of Orange County to the northeast, the City of Tustin to the east, the Cities of Irvine

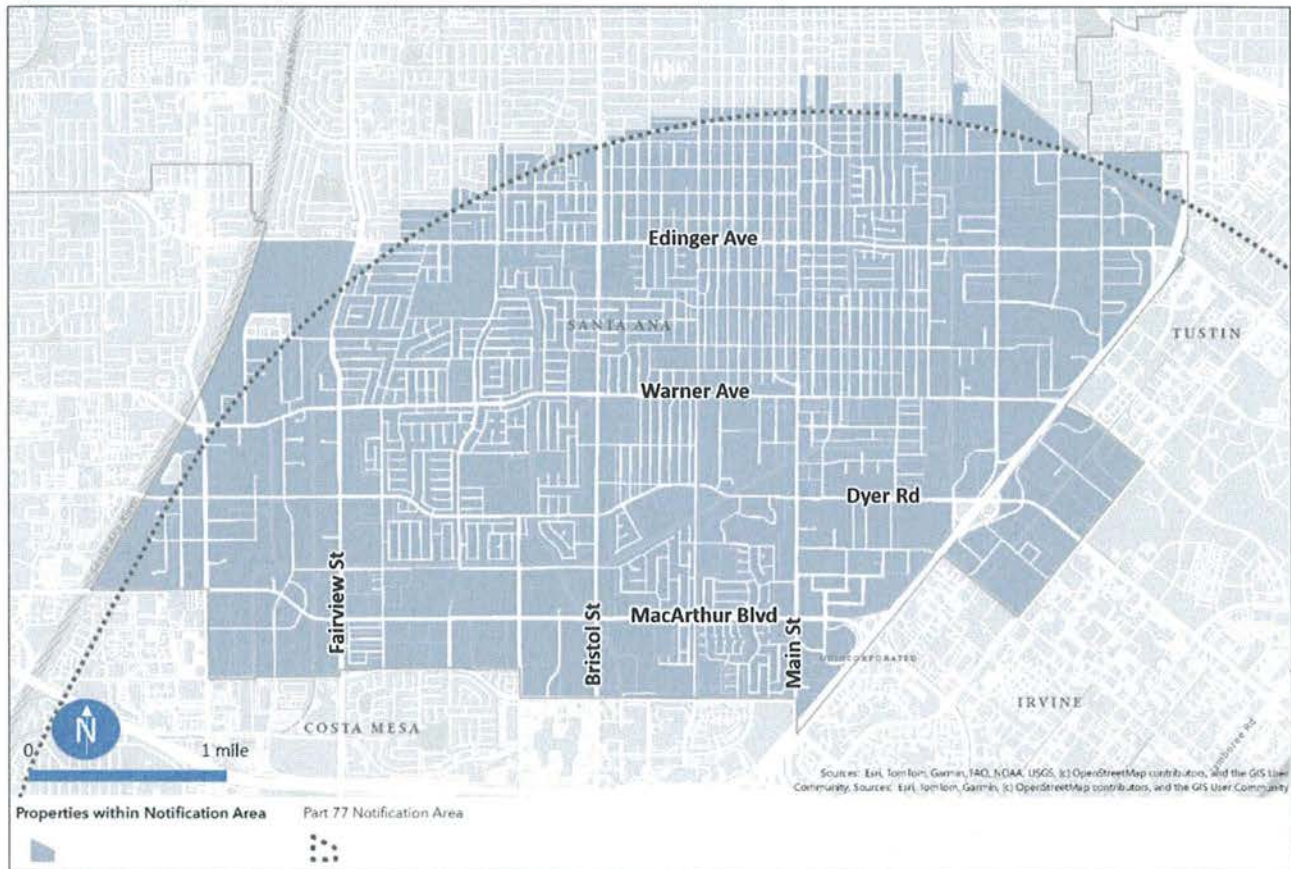
and Costa Mesa to the south, and the Cities of Fountain Valley and Garden Grove to the west. The Zoning Code Update will affect properties citywide. The City is centered at 33.7455° N, 117.8677° W.

Figure 1. City of Santa Ana in the Regional Context



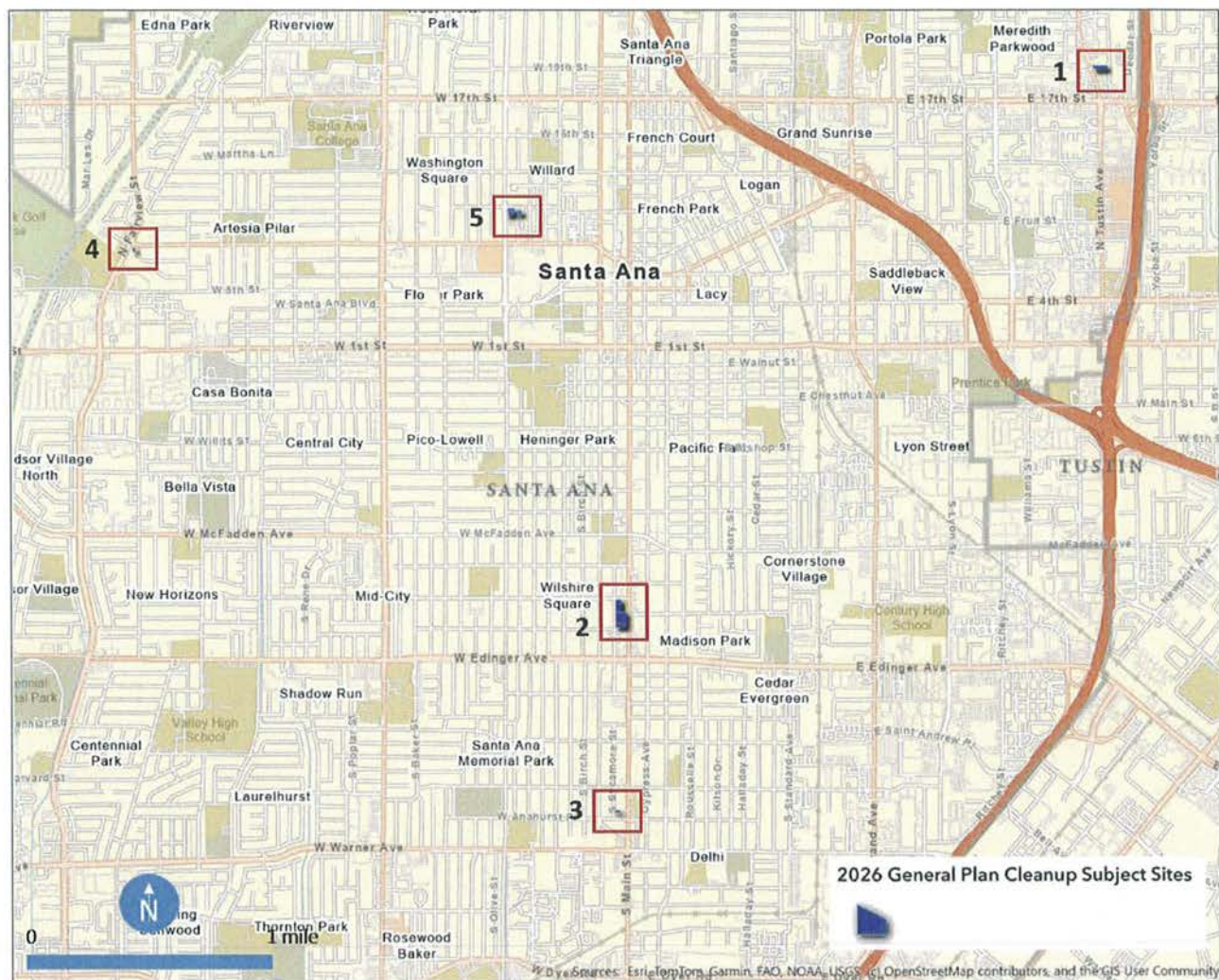
Within the John Wayne Airport Par 77 Notification Area, the Zoning Code Update affects properties in the southern half of the City as shown in Figure 2.

Figure 2. Zoning Code Update Properties within the John Wayne Airport Notification Area



The 2026 General Plan Land Use Map Cleanup affects five sites distributed throughout the City as illustrated in Figure 3.

Figure 3. Distribution of 2026 General Plan Land Use Map Cleanup Sites



Project Schedule

The Zoning Code Update process started in November 2023. Stakeholder engagement was conducted in three phases. The first phase took place throughout 2024. Phase 2 occurred in July 2025 and Phase 3 occurred in September 2025. The proposed Zoning Code Update and General Plan Cleanup is planned for presentation to the Planning Commission at a public hearing on August 24, 2026. The City Council public hearing is anticipated to take place in October 2026.

CEQA Compliance

In 2022, the City of Santa Ana certified a Final Environmental Impact Report (FEIR) for the comprehensive General Plan Update. Given that adoption of the Zoning Code Update is an implementation action of the General Plan and the Zoning Code Update will be consistent with the General Plan, the City is preparing an FEIR Addendum for the project. The Addendum is being prepared in accordance with CEQA to assess the potential environmental impacts of proposed updates to city land use regulations.

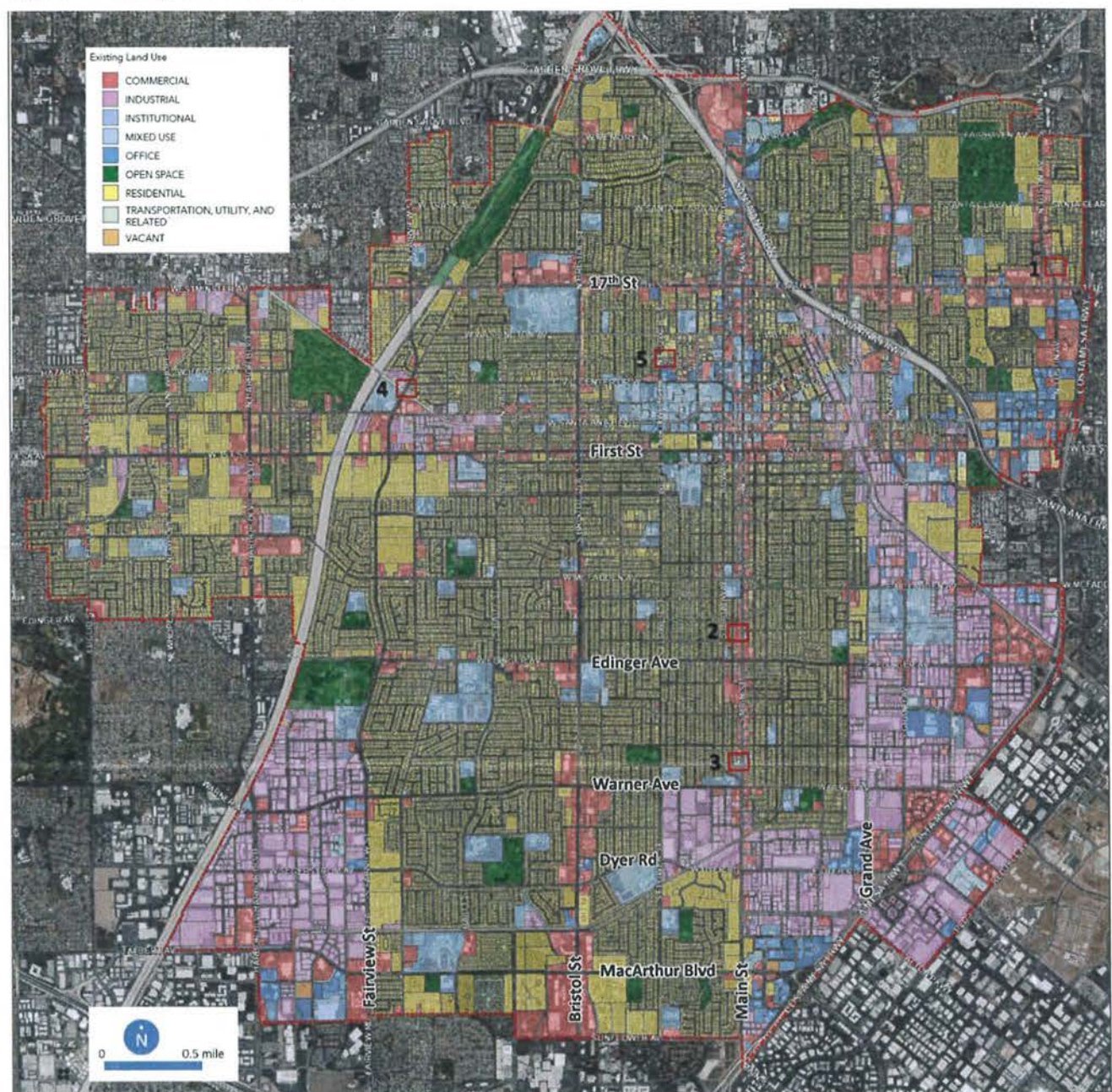
Pursuant to CEQA Guidelines Section 15164(a), the Addendum will evaluate all 18 environmental topic areas addressed in the 2022 FRPEIR. Preliminary analysis indicates that the proposed Project involves minor technical

changes that would not cause new significant environmental effects or increase the severity of previously identified impacts. Existing FRPEIR mitigation measures and General Plan policies remain feasible, no new mitigation measures are expected to be required, and no additional CEQA analysis is anticipated.

Existing Land Uses

Existing land uses citywide (Figure 4. Existing Land Use Citywide) and in surrounding areas are primarily single-family residential and multi-family residential. Industrial and commercial uses comprise a significant portion of the City and surrounding areas as well. Smaller portions of the City and surrounding areas include retail, office, institutional, open space, and mixed-use uses.

Figure 4. Existing Land Use Citywide



The existing land uses in and around the General Plan cleanup sites are as follows:

1. General Plan Cleanup site 1 is currently vacant and surrounded by single-family residential uses to the east and north and commercial to the west and south.
2. General Plan Cleanup site 2 is the location of a church and school and surrounded by commercial to the north, east, and south. The land to the west is developed with a single-family residential neighborhood.
3. General Plan Cleanup site 3 is a mixed-use residential and commercial development and surrounded by commercial to the north and south, a single-family residential neighborhood to the west, and a school to the east.
4. General Plan Cleanup site 4 is currently industrial and surrounded by industrial to the north and west, commercial to the south, and single-family residential to the east.
5. General Plan Cleanup site 5 is partially vacant and has two single family homes on two of the parcels. The site is surrounded by a residential neighborhood.

Section II. Comprehensive Zoning Code Update

Existing and Proposed Zoning

The intent of the Comprehensive Zoning Code Update is to establish a one-to-one relationship between the General Plan land use designations and the zoning districts where practicable and appropriate. The following changes are proposed.

- The agricultural zoning district will be removed.
- Five existing residential districts will be consolidated into four.
- Six commercial districts will be consolidated into three.
- One professional office zoning district will become four.
- Nine new mixed-use zoning districts will be added.
- Two industrial zoning districts will become four.
- The Government Center zoning district will be removed and an institutional district will be added.
- The Open Space zoning district will be retained.
- Seven new supplemental standards districts will be added.

Table 1 compares the existing zoning districts to the proposed zoning districts.

Table 1. Existing and Proposed Zoning Districts

Existing Zoning Districts	Proposed Zoning Districts
Agricultural	
General Agricultural (A1)	Agriculture (Horse Keeping) (A)
Residential	
Single-Family Residence (R1)	Low Density Residential (SFR)
Two-Family Residence (R2)	Low-Medium Density Residential (LMR)
Multiple-Family Residence (R3)	Medium Density Residential (MR)
Suburban Apartment (R4)	Corridor Residential (CR)
Residential Estate (RE)	
Commercial	
Community Commercial (C1)	Community Commercial (CCM)
General Commercial (C2)	Commercial Center (CNT)
Planned Shopping Center (C4)	Regional Commercial (RC)
Arterial Commercial (C5)	
Commercial Residential (CR)	
South Main Street Commercial District (CSM)	
Professional Office	
Professional	Neighborhood Office (NO)
	General Office (GO)
	Regional Office (RO)
	West Santa Ana Boulevard Office (BO)

Existing Zoning Districts	Proposed Zoning Districts
Mixed-Use	
–	Urban Neighborhood – Low (UN-20) Urban Neighborhood – Medium Low (UN-30) Urban Neighborhood – Medium (UN-40) Urban Neighborhood – Medium High (UN-50) District Center – Low (DC-1) District Center – Medium Low (DC-1.5) District Center – Medium (DC-2) District Center – Medium High (DC-3) District Center – High (DC-5)
Industrial	
Light Industrial (M1) Heavy Industrial (M2)	Industrial/Flex – Low (FLEX-1.5) Industrial/Flex – Medium (FLEX -3) Light Industrial (M1) Heavy Industrial (M2)
Other	
Government Center	Institutional (INS)
Open Space Land (O)	Open Space (O)
Supplemental Standards Districts	
–	Agriculture (Horse Keeping) (A)
–	Architectural Resources (AR)
–	Height (H)
–	Adaptive Reuse Incentive Area (ARIA)
–	Public Realm Plan (PRP)
–	Residential Industrial Interface (RII)
–	South Main (SM)

The existing zoning map appears in Figure 5 and the proposed zoning map appears in Figure 6. An interactive slider map, which illustrates existing and proposed zoning, may be found online at <https://openhouse.konveio.com/santa-ana-zoning-map-0>.

Figure 5. Existing Zoning Map

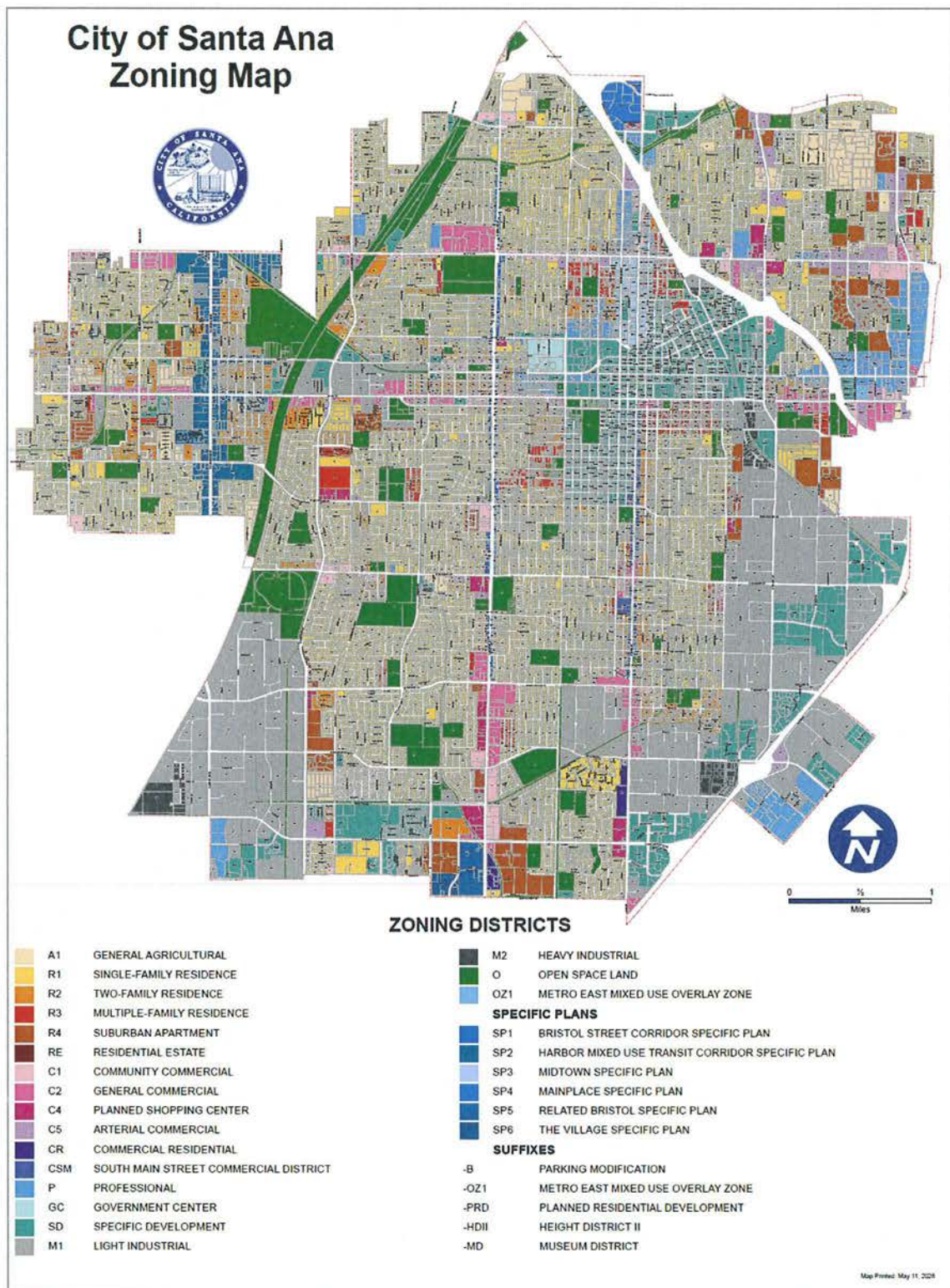
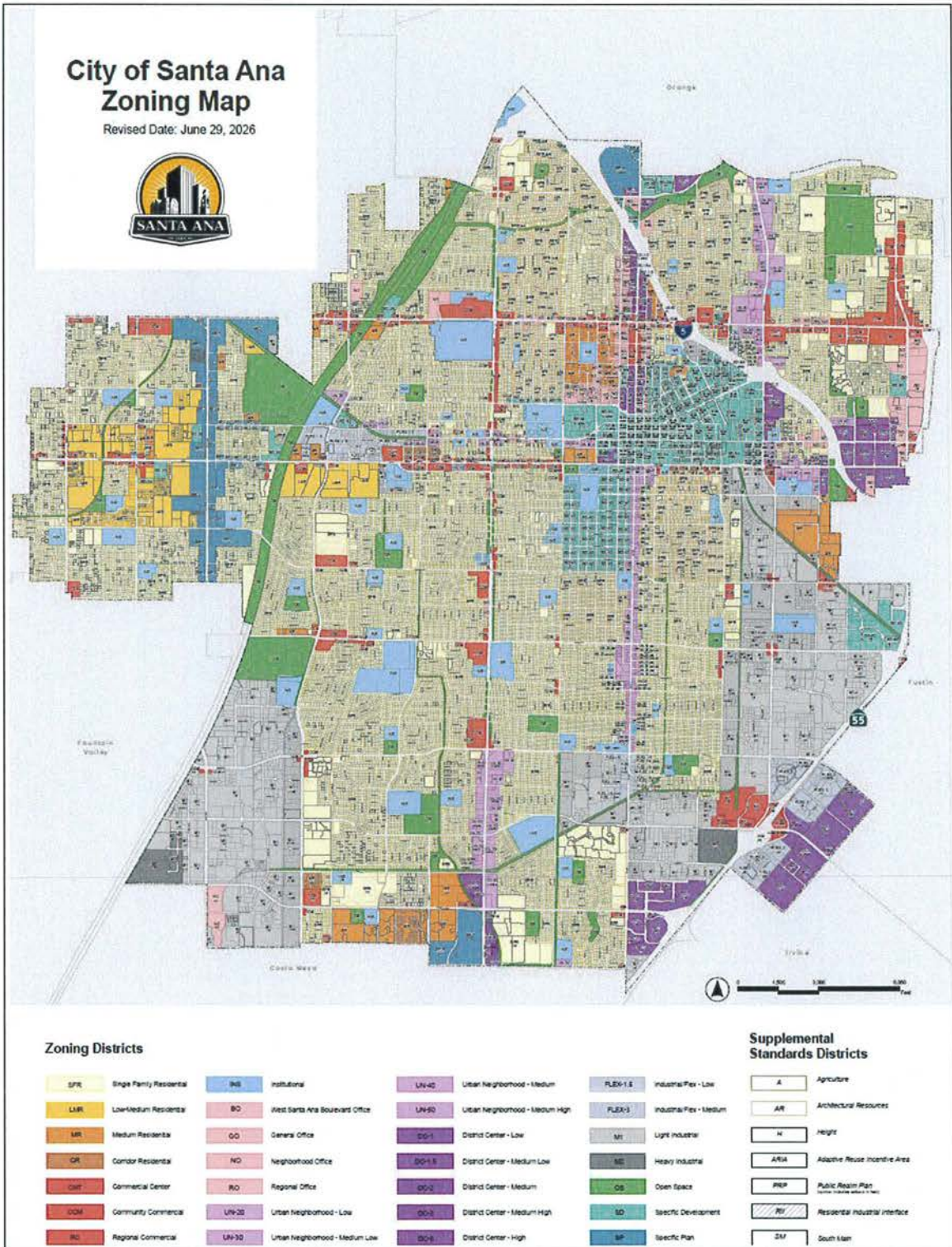


Figure 6. Proposed Zoning Map



Each zoning district appearing in the proposed zoning map is described in Table 2. It also includes maximum density, height, and floor area ratio by district.

Table 2. Zoning District Descriptions, Density, Height, and Floor Area Ratio

Zoning District	General Character	Maximum Density (du/acre)	Maximum Height (in feet)	Maximum Floor Area Ratio
Single-Family Residential (SFR)	Provides areas for single-family dwellings and accessory dwelling units. This district implements the LR-7 land use designation.	7	27	n/a
Low-Medium Density Residential (LMR)	Provides areas for single-family dwellings, two-family dwellings, and attached multi-family dwellings. This district implements the General Plan LMR-11 land use designation.	11	35	n/a
Medium Density Residential (MR)	Provides areas for single-family dwellings, two-family dwellings, and attached multi-family dwellings. This district implements the General Plan MR-15 land use designation.	15	35	n/a
Corridor Residential (CR)	Provides areas for attached multi-family dwellings. This district implements the General Plan CR-30 land use designation.	30	35	n/a
Community Commercial (CCM)	Provides areas for retail, service, business, professional office, recreational, cultural, entertainment, and educational uses. This district implements the GC land use designation.	n/a	35	0.5
Commercial Center (CNT)	Provides areas for retail, service, business, professional office, recreational, cultural, entertainment, and educational uses. This district implements the GC-1 land use designation.	n/a	35	1.0
Regional Commercial (RC)	Provides areas for retail, service, business, professional office, recreational, cultural, entertainment, and educational uses. This district implements the GC-1.5 land use designation.	n/a	35	1.5

Zoning District	General Character	Maximum Density (du/acre)	Maximum Height (in feet)	Maximum Floor Area Ratio
Institutional (INS)	Provides for government facilities, public service facilities, and public institutions. This district implements the General Plan INS land use designation.	n/a	No Maximum	No Maximum
Neighborhood Office (NO)	Provides for office and office-related uses. This district implements the General Plan PAO land use designation.	n/a	35	0.5
General Office (GO)	Provides for office and office-related uses. This district implements the General Plan PAO-1 land use designation.	n/a	35	1.0
Regional Office (RO)	Provides for office and office-related uses. This district implements the General Plan PAO-1.5 land use designation.	n/a	35	1.5
West Santa Ana Boulevard Office (BO)	Provides for office and office-related uses. This district implements the General Plan PAO-2 land use designation.	n/a	35	2.0
Urban Neighborhood (UN-20)	Provides for townhomes, moderate-density multi-family housing, accessory dwelling units, low-intensity commercial businesses, religious institutions, low-intensity community services, and public and private schools. This district implements the General Plan UN-20 land use designation.	20	35	1.0
Urban Neighborhood (UN-30)	Provides for townhomes, moderate-density multi-family housing, accessory dwelling units, low-intensity commercial businesses, religious institutions, low-intensity community services, and public and private schools. This district implements the General Plan UN-30 land use designation.	30	45	1.5

Zoning District	General Character	Maximum Density (du/acre)	Maximum Height (in feet)	Maximum Floor Area Ratio
Urban Neighborhood (UN-40)	Provides for townhomes, moderate-density multi-family housing, accessory dwelling units, low-intensity commercial businesses, religious institutions, low-intensity community services, and public and private schools. This district implements the General Plan UN-40 land use designation.	40	55	1.5
Urban Neighborhood (UN-50)	Provides for a mix of uses such as townhomes, moderate-density multi-family housing, accessory dwelling units, low-intensity commercial businesses, religious institutions, low-intensity community services, and public and private schools. This district implements the General Plan UN-50 land use designation.	50	65	1.5
District Center (DC-1)	Provides for a mix of uses such as moderate- to high-density multi-family housing, offices, commercial businesses, religious institutions, educational, recreation, and entertainment uses. This district implements the General Plan DC-1 land use designation.	90	65	1.0
District Center (DC-1.5)	Provides for a mix of uses such as moderate- to high-density multi-family housing, offices, commercial businesses, religious institutions, educational, recreation, and entertainment uses. This district implements the General Plan DC-1.5 land use designation.	90	105	1.5
District Center (DC-2)	Provides for a mix of uses such as moderate- to high-density multi-family housing, offices, commercial businesses, religious institutions, educational, recreation, and entertainment uses. This district implements the General Plan DC-2 land use designation.	90	105	2

Zoning District	General Character	Maximum Density (du/acre)	Maximum Height (in feet)	Maximum Floor Area Ratio
District Center (DC-3)	Provides for a mix of uses such as moderate- to high-density multi-family housing, offices, commercial businesses, religious institutions, educational, recreation, and entertainment uses. This district implements the General Plan DC-3 land use designation.	90	105	3
District Center (DC-5)	Provides for a mix of uses such as moderate- to high-density multi-family housing, offices, commercial businesses, religious institutions, educational, recreation, and entertainment uses. This district implements the General Plan DC-5 land use designation.	125	255	5
Industrial/Flex-Low (FLEX-1.5)	Provides for live-work, office-industrial flex spaces, small-scale manufacturing, research and development, corporate offices, and retail. This district implements the General Plan FLEX-1.5 land use designation.	n/a	45	1.5
Industrial/Flex-Medium (FLEX-3)	Provides for office-industrial flex spaces, small-scale manufacturing, research and development, corporate offices, and retail. This district implements the General Plan FLEX-3 land use designation.	n/a	150	3
Light Industrial (M1)	Provides for manufacturing, processing, assembling, packaging, treatment of components and products, research and development, vehicle repair, and self-storage. This district implements the General Plan IND land use designation.	n/a	35	0.45

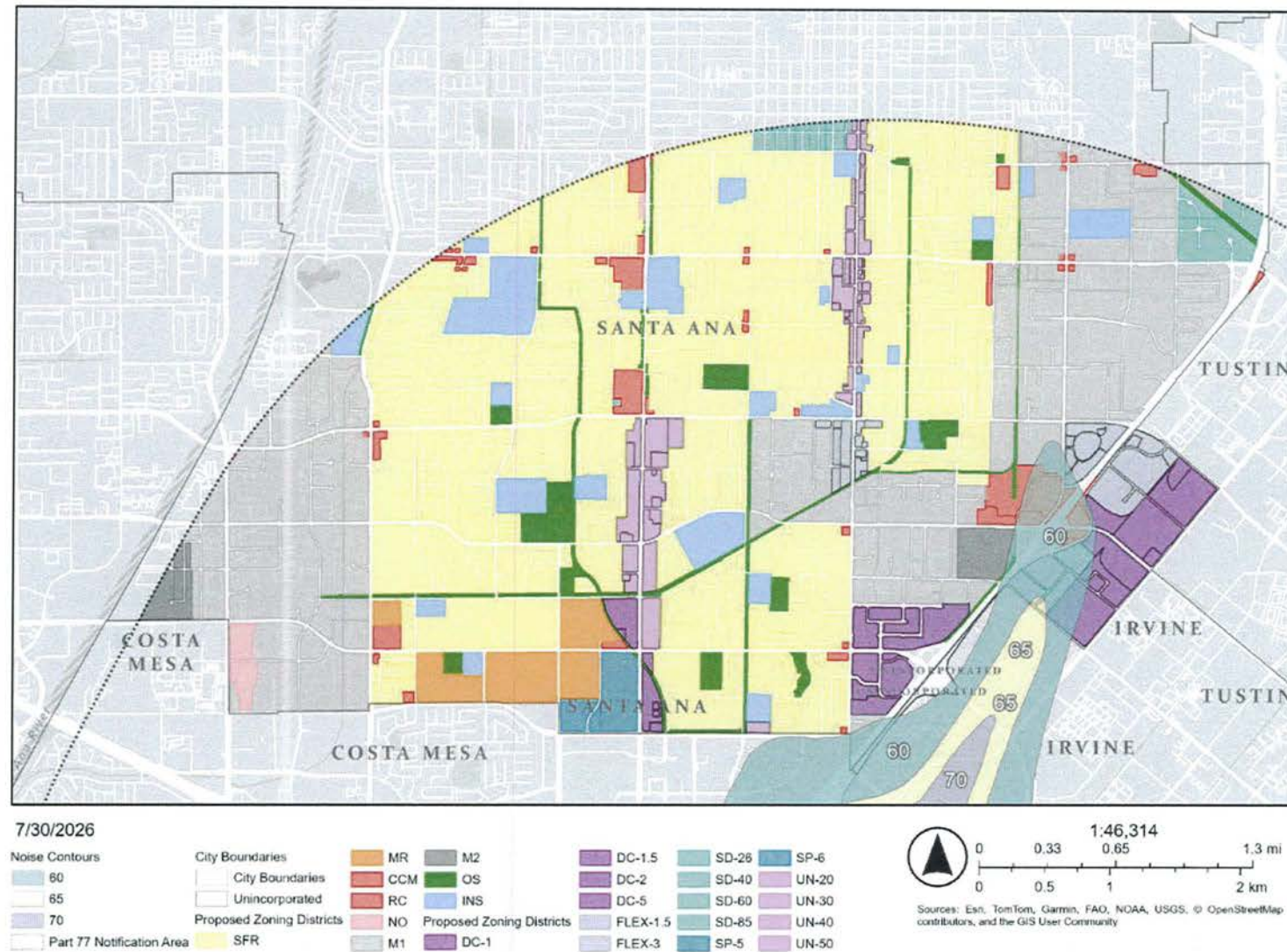
Zoning District	General Character	Maximum Density (du/acre)	Maximum Height (in feet)	Maximum Floor Area Ratio
Heavy Industrial (M2)	Provides for manufacturing, processing, assembling, packaging, treatment of components and products, research and development, vehicle repair, materials recycling, large equipment storage and repair, construction operations facilities, warehousing, and trucking and truck-related businesses. This district implements the General Plan IND land use designation.	n/a	35	0.45
Open Space (O)	Provides for parks, commercial open space, and public facilities, such as water channels and rail infrastructure. This district implements the General Plan OS land use designation.	n/a	No Maximum	No Maximum
Specific Plan (SP)	Varies	No Change	No Change	No Change
Specific Development (SD)	Varies	No Change	No Change	No Change

JWA Maps

Noise Contours Relative to the Zoning Code Update

Figure 7 shows the relationship between the airport noise contours, the Santa Ana city boundary, and the proposed zoning districts. The JWA 65 Community Noise Equivalent Level (CNEL) contour covers a small portion of the City in the southeast corner where the Industrial/Flex-3 zoning district is proposed. The proposed list of permitted uses in the Industrial/Flex-3 zoning district precludes residential development. Portions of the proposed District Center zoning district encroach into the JWA 60 CNEL contour. Within District Center, the draft list of permitted uses includes residential at a density of 125 dwelling units per acre. The City's General Plan Policy N-3.3 (Residential Mitigation) requires all residential land uses be sufficiently mitigated to ensure an interior noise standard of 45 dB(A) CNEL is not exceeded.

Figure 7. Proposed Zoning Districts with Noise Contours



The General Plan Noise Element includes noise policies and implementation measures, shown below and on the following pages, which are intended to protect sensitive land uses from airport related noise impacts.

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-3.3
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

POLICY N-3.2
FLIGHT PATHS

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

H Eq

NOISE STANDARDS

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

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

TABLE N-1. INTERIOR AND EXTERIOR NOISE STANDARDS

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

Notes:

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

IMPLEMENTATION

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

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

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

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

TABLE N-3. NOISE ELEMENT IMPLEMENTATION

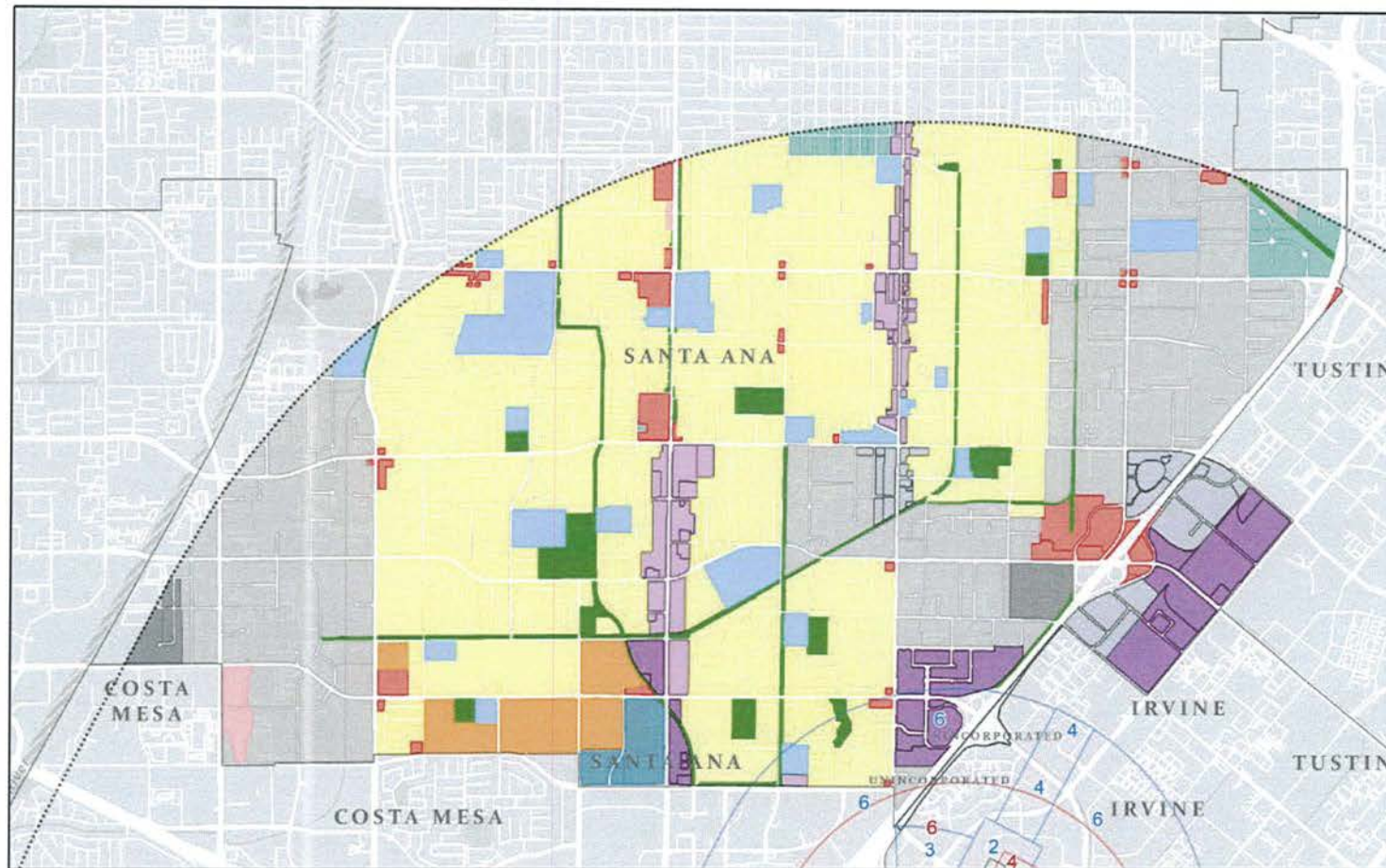
Ref #	Implementation Action	Agency / Time Frame
Goal N-1: Land Use Compatibility Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions.		
1.1	City equipment. As feasible and practical, new equipment purchased by the City will meet noise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

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

Safety Zones Relative to the Zoning Code Update

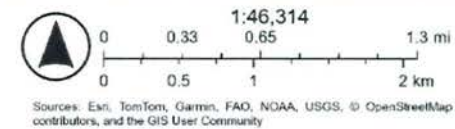
The City of Santa Ana's boundary overlaps with one of the JWA Safety Zones (Zone 6. Traffic Pattern Zone) as shown in Figure 8. The highest density zones proposed within the Traffic Pattern Zone areas include Urban Neighborhood 50, which would allow for 50 dwelling units per acre, and District Center zoning districts 1, 1.5, and 2.0, which allow for 90 dwelling units per acre. These uses are proposed to be permitted as a matter of right and, consistent with the California Airport Land Use Planning Handbook, are intended to infill areas of existing development. In addition, the proposed list of permitted uses regulates high-occupancy buildings such as hospitals, schools, and community assemblies by requiring Conditional Use Permits. During the entitlement process, the City may apply conditions of approval to minimize safety concerns. Examples include establishing building occupancy limits and requiring aviation easement dedications.

Figure 8. Proposed Zoning Districts with Safety Zones



7/30/2026

JWA Safety Zones: 2H/20L	Traffic Pattern Zone	MR	IRIS	FLEX-3	UN-20
Outer Approach / Departure Zone	Part 77 Notification Area	OCM Proposed Zoning Districts	SD-20	UN-30	
Traffic Pattern Zone	City Boundaries	RC	DC-1	SD-40	UN-40
JWA Safety Zones: 2L/20R	City Boundaries	NO	DC-1.5	SD-45	UN-50
Inner Approach / Departure Zone	Unincorporated	M1	DC-2	SD-45	
Inner Turning Zone	Proposed Zoning Districts	M2	DC-5	SP-5	
Outer Approach / Departure Zone	SFR	OS	FLEX-1.5	SP-6	

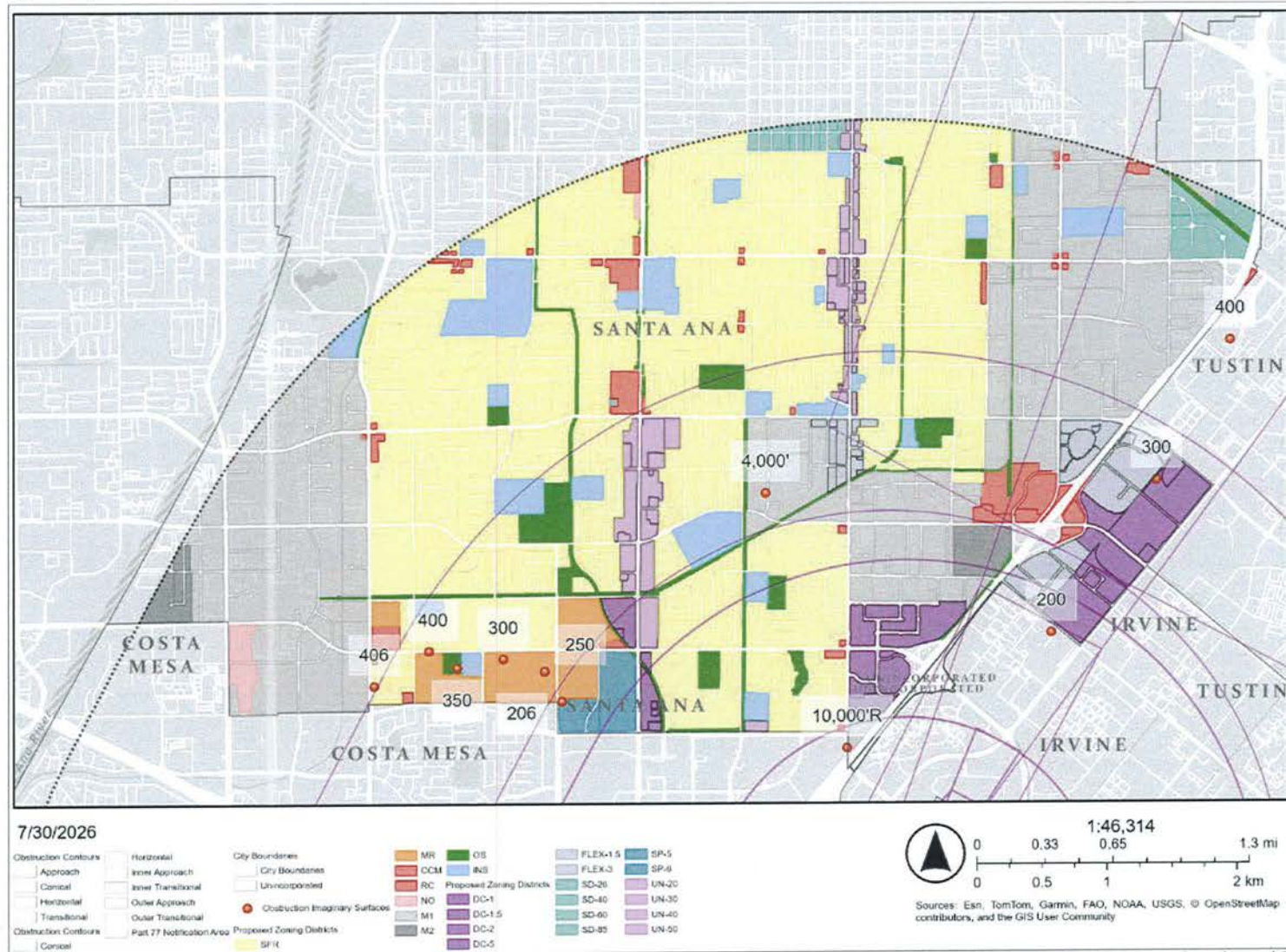


Obstruction Imaginary Surfaces Relative to the Zoning Code Update

Figure 9 illustrates the relationship between the proposed zoning map and the 14 CFR Part 77 obstruction imaginary surfaces across the project area. The majority of parcels are located within the Single Family Residential zoning district, with additional portions designated under the District Center, Light Manufacturing, Urban Neighborhood, Heavy Manufacturing, and Institutional zoning districts. Among these zoning districts, the District Center parcels, and select Single Family Residential and Light Manufacturing parcels, fall within the height exemption supplemental standards district (See Article III, Division 6 (Height Exemption)). Furthermore, the Open Space and Institutional zoning districts do not have a maximum height.

To align with the Orange County Airport Environs Land Use Plan (AELUP) standards and safeguard John Wayne Airport airspace, heights within designated airport compatibility zones are regulated pursuant to 14 CFR Part 77 imaginary surfaces, including horizontal and conical surfaces. While the Zoning Code Update provides ministerial height exemptions for qualifying parcels to exceed base zoning maximums, these local allowances are strictly subordinate to federal airspace protections. Consistent with policies in the General Plan Safety Element and Article III, Division 4 (Airport Land Use Compatibility) of the draft Zoning Code, any proposed development that exceeds a height of 200 feet above ground level shall file FAA Form 7460-1 (*Notice of Proposed Construction or Alteration*), comply with FAR Part 77 regulations, and submit a referral to the Airport Land Use Commission (ALUC). Ultimately, project proponents utilizing local height exemptions must secure a formal FAA *Determination of No Hazard to Air Navigation* prior to building permit issuance.

Figure 9. Proposed Zoning Districts with Obstruction Imaginary Surfaces



Section III. 2026 General Plan Land Use Map Cleanup

Existing and Proposed General Plan Land Use Designations

Table 3 lists and describes existing General Plan land use designations. No new General Plan land use designations are proposed as part of this project.

Table 3. Existing General Plan Land Use Designations

Land Use Designation	Description
Low Density Residential (LR-7)	The Low Density Residential designation applies to areas with low-rise residential neighborhoods characterized by single-family detached homes. This designation is intended to preserve and protect existing single-family neighborhoods, while allowing for new housing through accessory dwelling units.
Low-Medium Density Residential (LMR-11)	The Low-Medium Density Residential designation applies to residential areas suitable for multiple building types, including single-family detached homes, small-lot subdivisions, townhomes, duplexes, and mobile home parks.
Medium Density Residential (MR-15)	The Medium Density Residential designation applies to residential areas characterized by a mix of single-family and multifamily housing. Residential building types include apartments, townhomes, live-work units, and small-lot subdivisions, typically resulting in neighborhoods with a mix of low- and medium-rise buildings.
Corridor Residential (CR-30)	The Corridor Residential designation applies to residential areas suitable for medium-high density housing. Appropriate residential building types include attached townhomes and apartments. This designation is typically assigned to areas along corridors, within focus areas, or adjacent to areas designated as General Commercial, Urban Neighborhood, or District Center.
Institutional (INS)	The Institutional designation provides space for government facilities, public service facilities, and public institutions. The Institutional land use designation provides a wide variety of activities and services, such as administrative offices, post offices, police and fire stations, wastewater treatment plants, landfills, hospitals, libraries, schools, colleges and universities, military facilities, and public transit centers.
Open Space (OS)	The Open Space designation provides for recreational and green spaces, including parks, commercial open space, and public facilities such as water channels and rail infrastructure.

Land Use Designation	Description
Professional and Administrative Office (PAO)	The Professional and Administrative Office designation allows for a variety of office and office-related uses, including professional and administrative office parks and professional uses such as legal, engineering, health, and insurance services. Also allowed are office-related services that support adjacent offices, such as restaurants, copy centers, courier services, and travel agencies.
General Commercial (GC)	The General Commercial designation provides highly visible and accessible shopping opportunities along arterial corridors and supports the development and continued operation of recreational, cultural, entertainment, employment, and educational opportunities near established residential neighborhoods. This designation allows for retail and service establishments; recreational, cultural, and entertainment uses; business and professional offices; and vocational schools.
Industrial (IND)	The Industrial designation provides space for activities such as light and heavy manufacturing, warehousing, processing, and distribution as well as commercial uses ancillary to industrial activities. Industrial districts are significant sources of employment and municipal revenue, and they contribute to the economic health of the city and the region.
Industrial/Flex (FLEX)	The Industrial/Flex designation is intended to provide context-appropriate development in areas with existing industrial uses. When adjacent to existing residential neighborhoods, this designation can provide a buffer between homes and traditional industrial uses. When adjacent to urban-scale mixed-use development, this designation is freer to emphasize significant employment opportunities. Industrial/Flex allows for clean industrial uses that do not produce significant air pollutants, noise, or other nuisances typically associated with industrial uses, including office-industrial flex spaces, small-scale clean manufacturing, research and development and multilevel corporate offices, commercial retail, artist galleries, craft maker spaces, and live-work units. Adaptive reuse of buildings to accommodate live-work units is encouraged. Standalone residential is not permitted. Building form and height should reflect the existing context and, if inside a Focus Area, communicate the envisioned character for the area.

Land Use Designation	Description
Urban Neighborhood (UN)	The Urban Neighborhood designation allows for the development of semiurban villages that are well connected to schools, parks, and shopping centers. These areas are accessible by multiple modes of transportation, have lively and pedestrian-friendly streetscapes, and are designed to foster community interaction. This designation allows a mix of uses, including medium and medium-high density apartments, townhomes, garden- or motor-court homes, and neighborhood- serving commercial. Mixed-use projects are allowed in both horizontal configuration, with commercial and residential uses side by side, and vertical, with commercial uses on the ground floor and residential above.
One Broadway Plaza District Center (OBP)	One Broadway Plaza District Center is a unique land use designation that applies to one block along Broadway Avenue where a unique landmark project is planned. One Broadway Plaza is envisioned as a mixed-use tower with apartments and professional office that will be a focal point in the downtown area serving the Civic Center complex, Downtown, and Midtown urban areas.
District Center (DC)	The District Center land use designation provides for distinctly urban retail, residential mixed-use, and employment centers that are well connected to public transportation. It includes the city's primary activity centers and opportunities for new urban-scale development. This designation allows a mix of uses, including medium, medium-high, and urban density condominiums, apartments, and townhomes; professional offices; multilevel corporate offices; retail and commercial services; and cultural, education, recreation, and entertainment uses. Mixed-use projects are allowed in both horizontal configurations, with commercial and residential uses side by side, and vertical, with commercial uses on the ground floor and residential above.

The 2026 General Plan Land Use Map Cleanup applies to the sites listed in Table 4. In addition to identification information, the table includes the existing and proposed General Plan land use designations.

Table 4. Proposed General Plan Land Use Designations by Site

Site	Parcel Number/ Address	Existing Land Use Designation	Proposed Land Use Designation
1	396-302-03/ 1819 N Tustin Avenue	General Commercial/ Low Density Residential (LR-7)	General Commercial
2	013-164-14/ 1319 S Sycamore St	Low Density Residential (LR-7)	Urban Neighborhood (UN-20)
	013-164-16/ 1322 S Main St	Low Density Residential (LR-7)/ Urban Neighborhood (UN-20)	Urban Neighborhood (UN-20)
	013-164-17/ 1344 S Main St	Low Density Residential (LR-7)/ Urban Neighborhood (UN-20)	Urban Neighborhood (UN-20)
3	007-351-02/ 711 N Fairview St	Low Density Residential (LR-7)	Urban Neighborhood (UN-20)
4	015-084-12/ 2141 S Sycamore St	Low Density Residential (LR-7)	Urban Neighborhood (UN-20)
5	005-142-02/ 848 N Garnsey Street	Professional (P)	Open Space (O)
	005-142-03/ 852 N Garnsey Street	Professional (P)	Open Space (O)
	005-142-34/ 915 N Flower Street	Professional (P)	Open Space (O)
	005-142-35/ 921 N Flower Street	Professional (P)	Open Space (O)
	005-142-47/ 921 N. Flower Street	Professional (P)	Open Space (O)
	005-142-48/ 841 N Garnsey Street	Professional (P)	Open Space (O)
	005-142-49/ 842 N Garnsey Street	Professional (P)	Open Space (O)
	005-142-58/ 843 N Garnsey Street	Professional (P)	Open Space (O)

Figures 10 through 14 include maps of the existing and proposed land use designations for each site.

Figure 10. Existing and Proposed Land Use Designation - Site 1

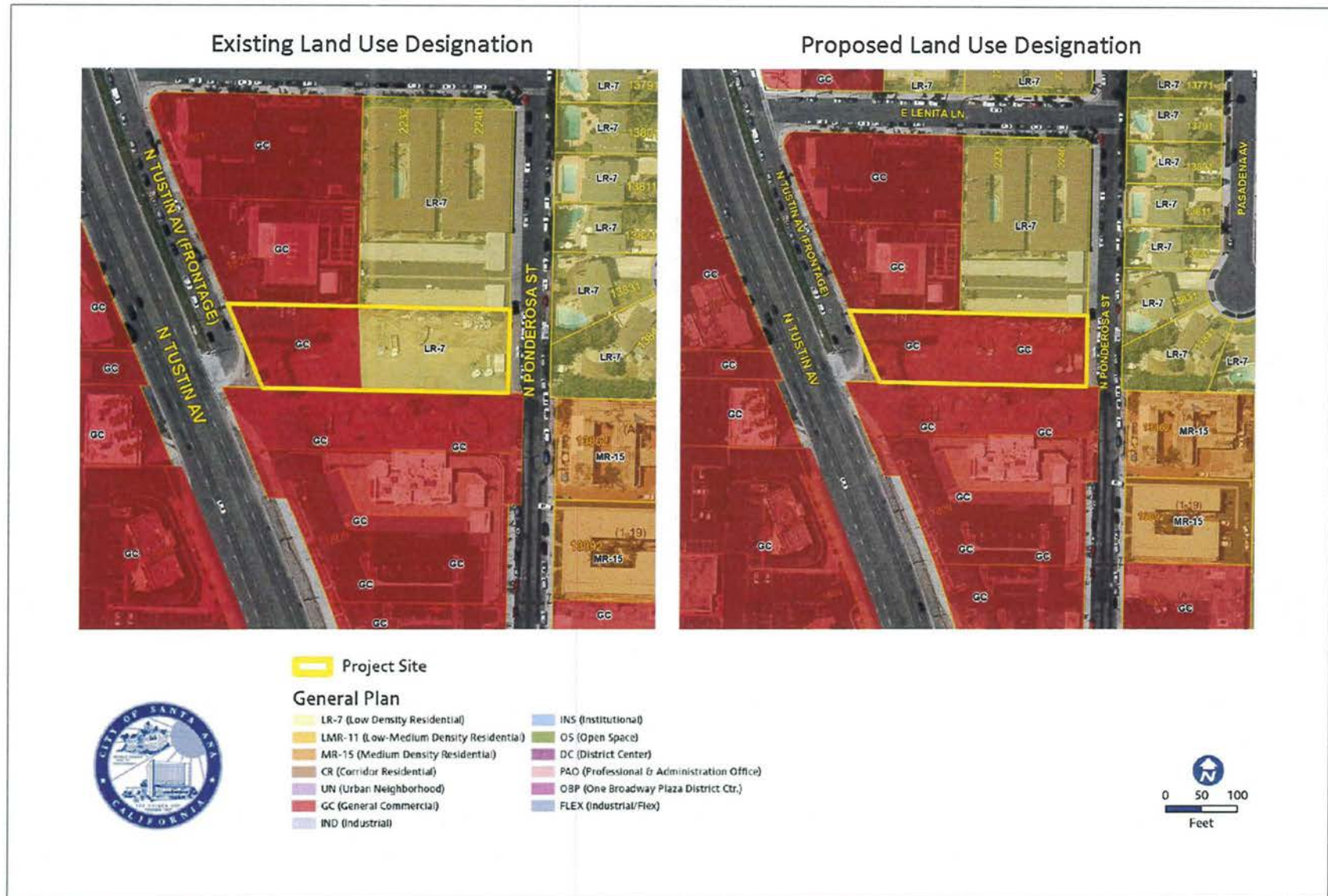


Figure 11. Existing and Proposed Land Use Designation - Site 2

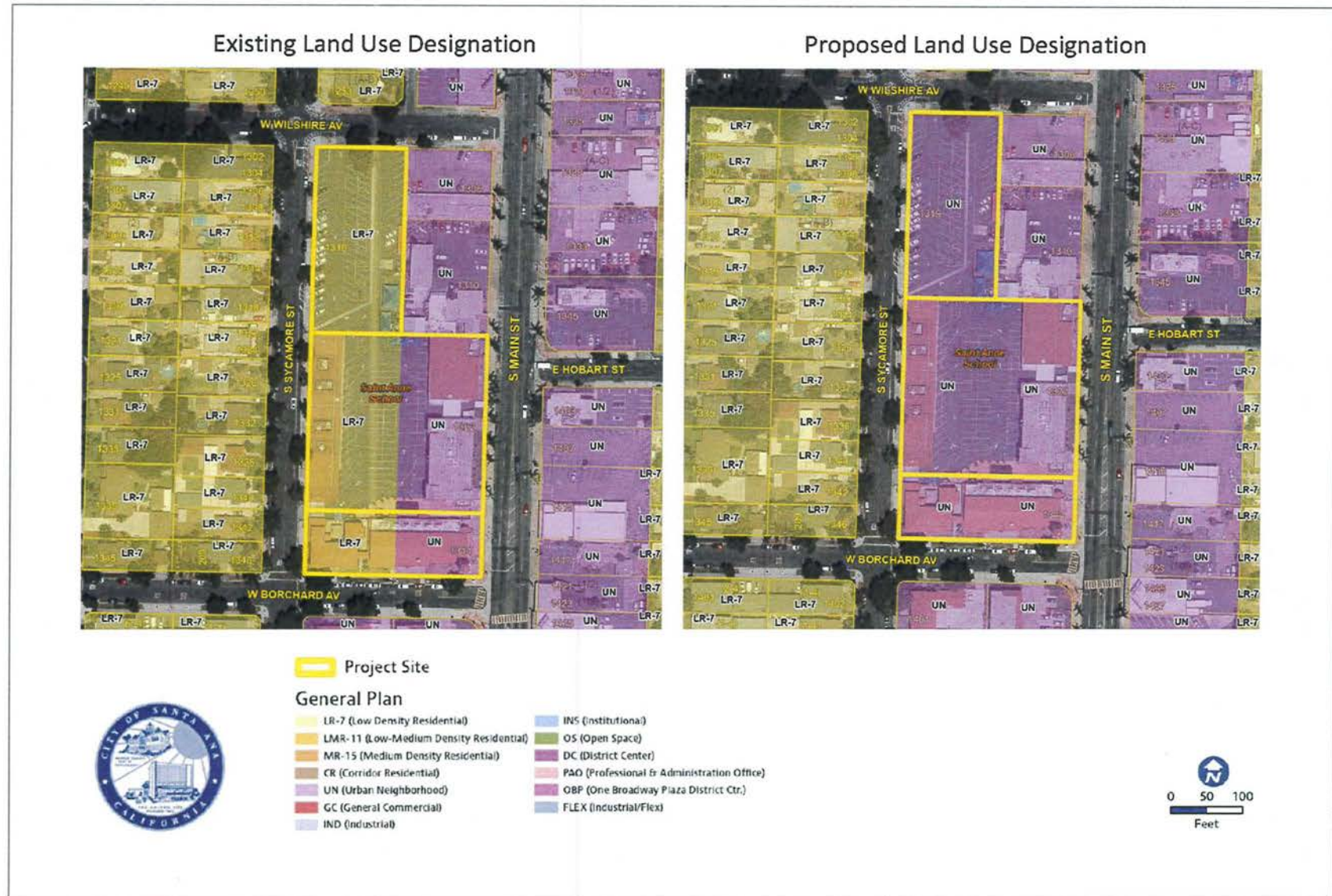


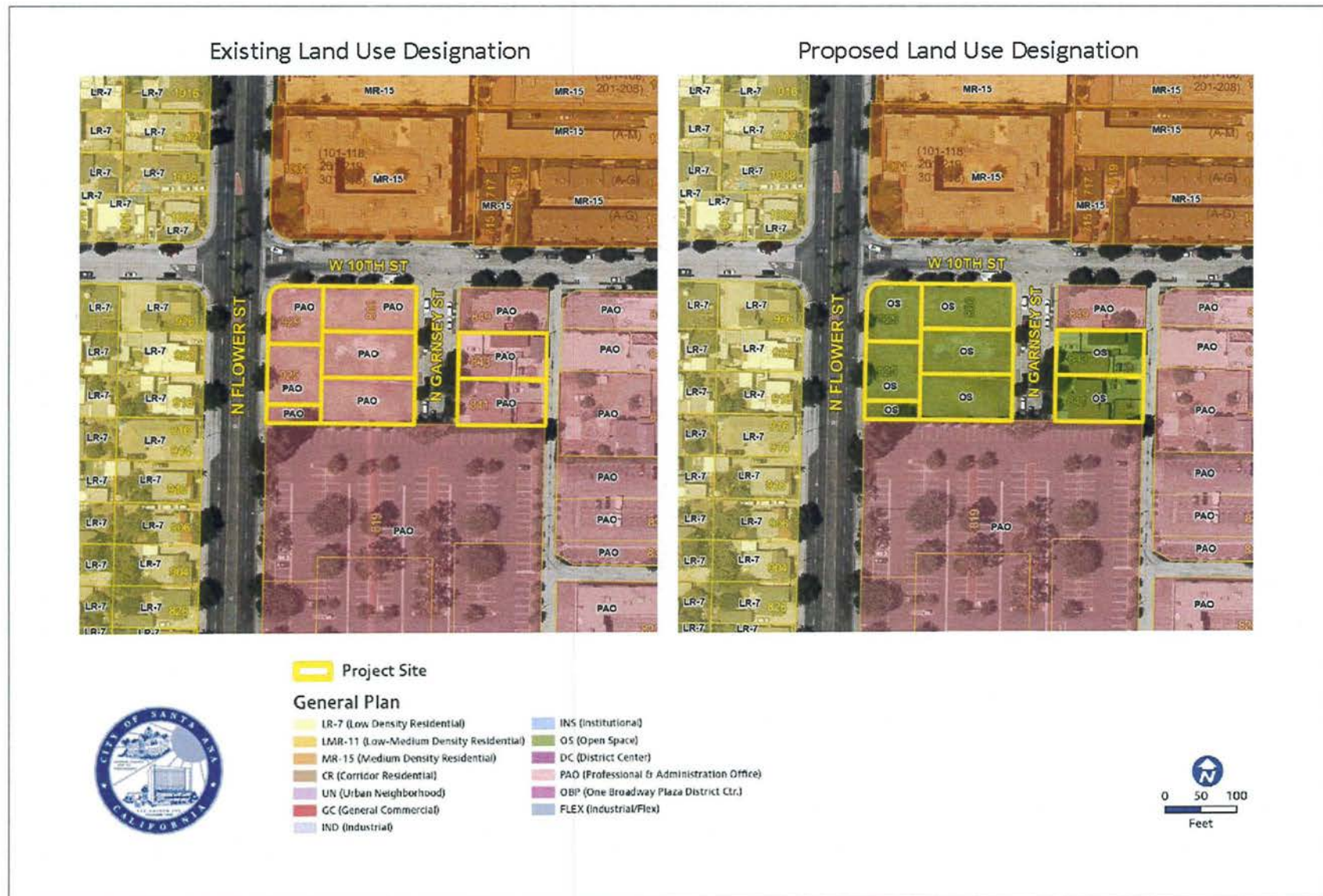
Figure 12. Existing and Proposed Land Use Designation - Site 3



Figure 13. Existing and Proposed Land Use Designation - Site 4



Figure 14. Existing and Proposed Land Use Designation - Site 5



Existing General Plan Land Use Element Density and Intensity Standards

The existing density and intensity standards appear in the General Plan Land Use Element in Table LU-3, which is included below as Table 5. No changes are proposed to the density and intensity standards as part of this project.

Table 5: Existing General Plan Land Use Element Density and Intensity Standards

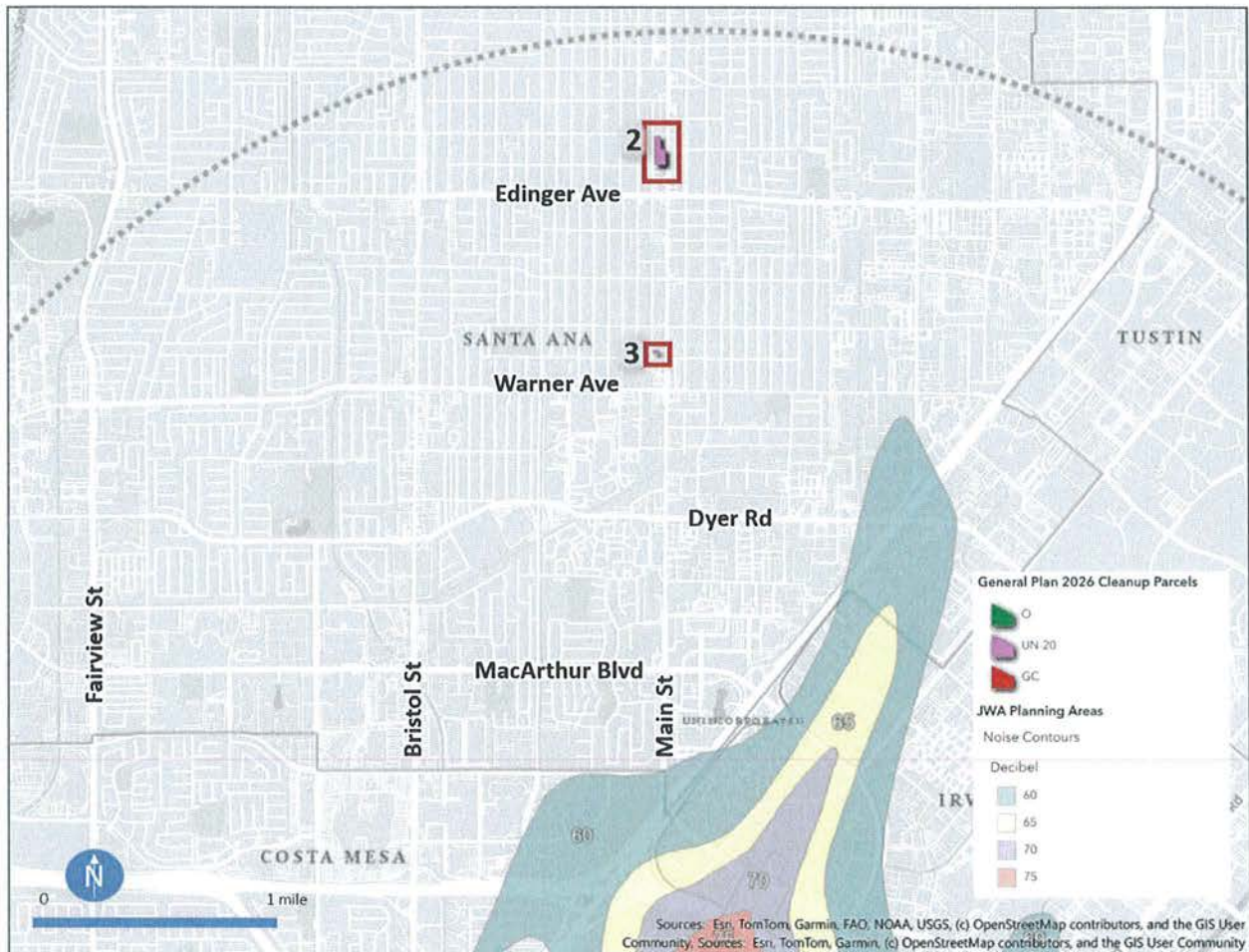
Land Use Designation	Maximum Density/ Intensity ¹	Typical Max. Height ²
 Low Density Residential (LR-7)	7 du/ac	2 stories ²
 Low-Medium Density Residential (LMR-11)	11 du/ac	3 stories ²
 Medium Density Residential (MR-15)	15 du/ac	3 stories ²
 Corridor Residential (CR-30)	30 du/ac	3 stories ²
 Institutional (INS)	n/a	n/a
 Open Space (OS)	n/a	n/a
 Professional and Administrative Office (PAO)	0.5 FAR	35 feet or 3 stories ²
 Professional and Administrative Office-Medium (PAO-1)	1.0 FAR	35 feet or 3 stories ^{2,3}
 Professional and Administrative Office-Medium High (PAO-1.5)	1.5 FAR	35 feet or 3 stories ²
 Professional and Administrative Office-High (PAO-2)	2.0 FAR	35 feet or 3 stories ^{2,3}
 General Commercial (GC)	0.5	35 feet ²
 General Commercial-Medium (GC-1)	1.0 FAR	35 feet ^{2,3}
 General Commercial-Medium High (GC-1.5)	1.5 FAR	35 feet ^{2,3}
 Industrial (IND)	0.45 FAR ⁴	35 feet ²
 Industrial/Flex- Low (FLEX-1.5)	1.5 FAR and/or 30 du/ac	3 stories ²
 Industrial/Flex- Medium (FLEX-3)	3.0 FAR	10 stories ²
 Urban Neighborhood-Low (UN-20)	1.0 FAR and/or 20 du/ac	3 stories ²
 Urban Neighborhood-Medium Low (UN-30)	1.5 FAR and/or 30 du/ac ⁴	4 stories ^{2,3}
 Urban Neighborhood-Medium (UN-40)	1.5 FAR and/or 40 du/ac ⁴	5 stories ²
 Urban Neighborhood-Medium High (UN-50)	1.5 FAR and/or 50 du/ac ⁴	6 stories ²
 One Broadway Plaza District Center (OBPDC)	2.9 FAR	37 stories ²
 District Center-Low (DC-1)	1.0 FAR and/or 90 du/ac	6 stories ²
 District Center-Medium Low (DC-1.5)	1.5 FAR and/or 90 du/ac	10 stories ²
 District Center-Medium (DC-2)	2.0 FAR and/or 90 du/ac	10 stories ^{2,3}
 District Center-Medium (DC-2.1)	2.1 FAR	20 stories
 District Center-Medium (DC-2.54)	2.54 FAR	5 stories
 District Center-Medium High (DC-3)	3.0 FAR and/or 90 du/ac	10 stories ²
 District Center-High (DC-5)	5.0 FAR and/or 125 du/ac ⁴	25 stories ^{2,3}

JWA Maps

Noise Contours Relative to the General Plan Cleanup

No parcels included as part of the proposed General Plan Cleanup fall within the JWA Planning Area noise contours.

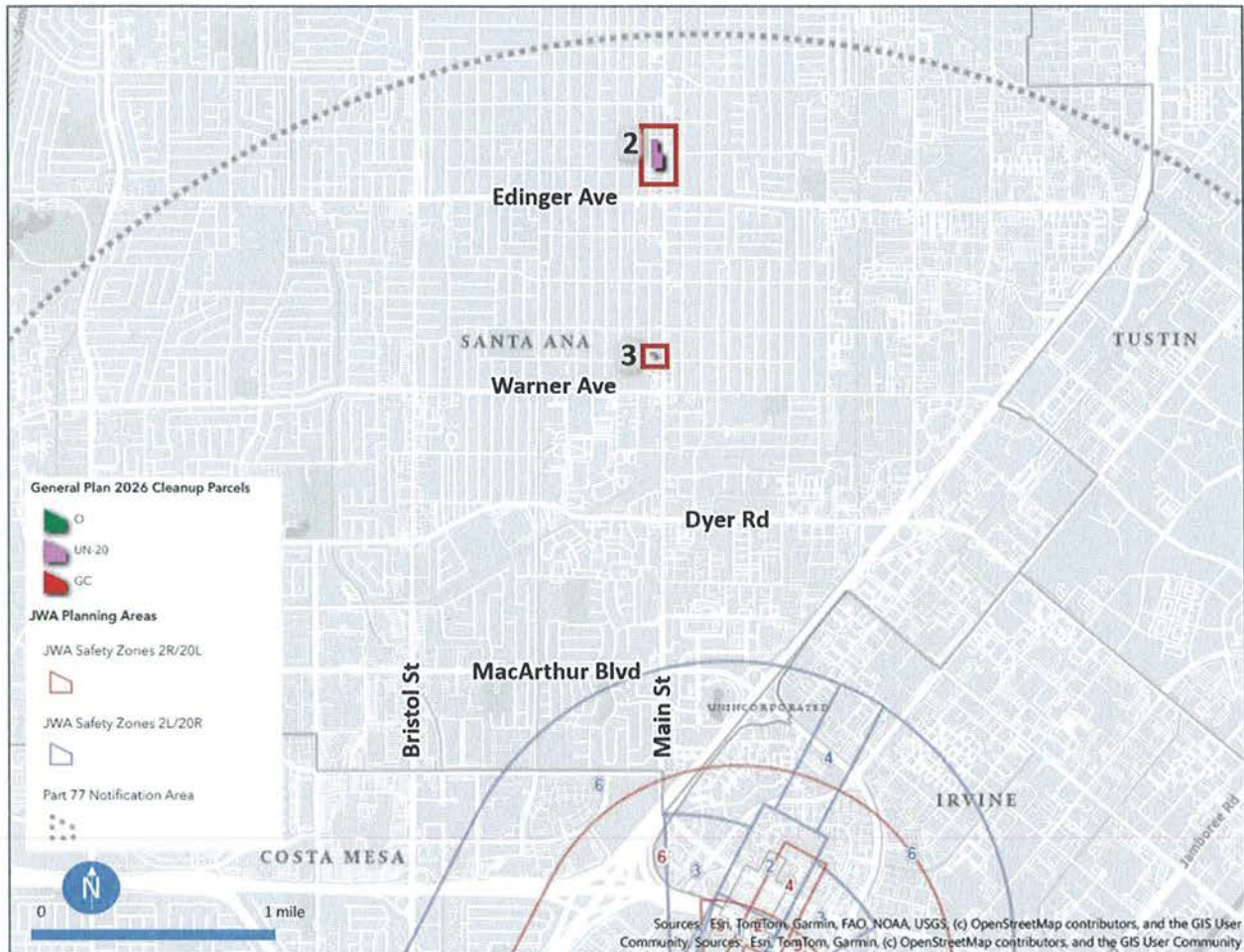
Figure 15. Proposed General Plan Land Use with Noise Contours



Safety Zones Relative to the General Plan Cleanup

No parcels included as part of the proposed General Plan Cleanup fall within the JWA Planning Areas Safety Zones.

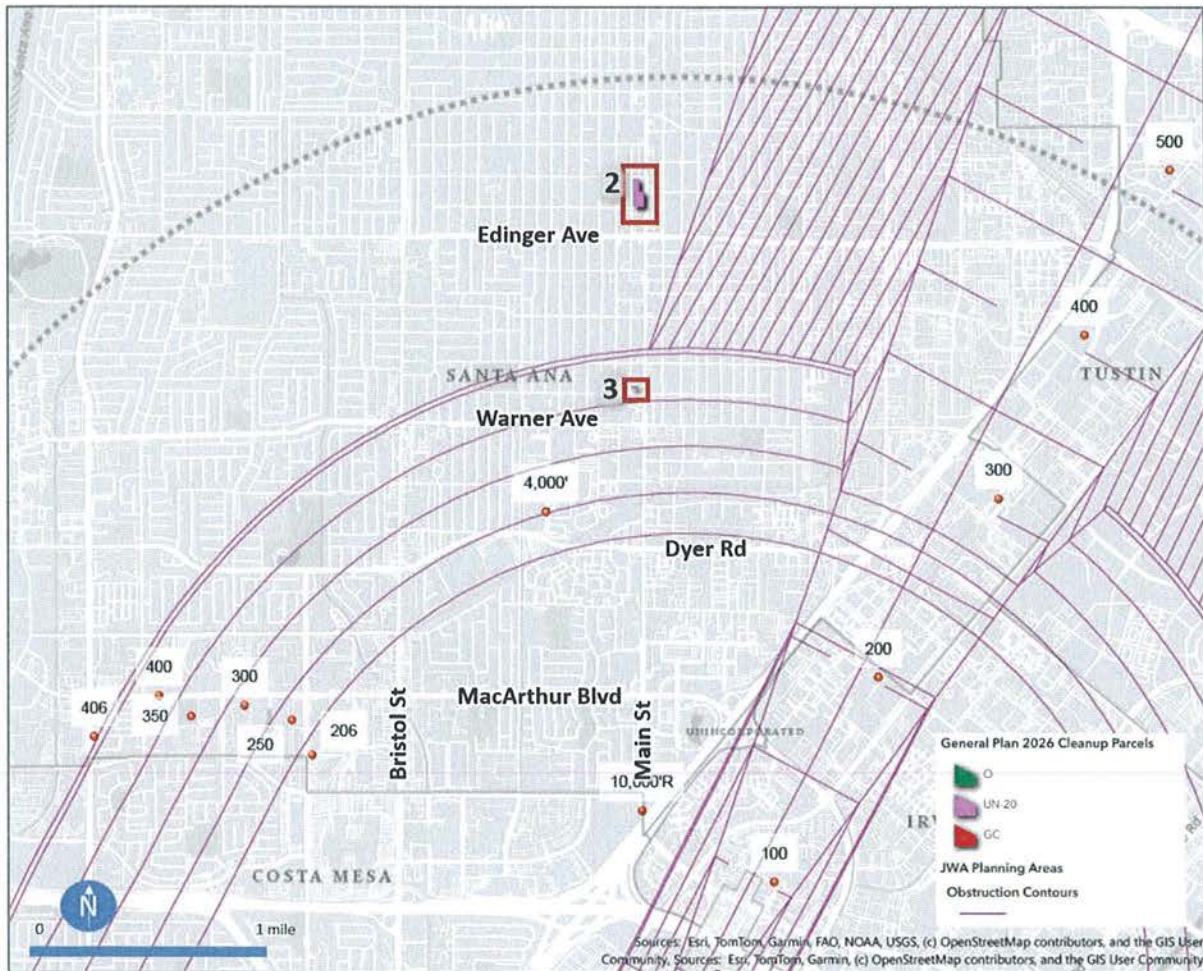
Figure 16. Proposed General Plan Land Use Designations with Safety Zones



Obstruction Imaginary Surfaces Relative to the General Plan Cleanup

Site 3 of the City's General Plan Cleanup falls within FAR Part 77 Obstruction Imaginary Surfaces for JWA. However, the maximum height permitted in the Urban Neighborhood (UN) - 20 General Plan designation is 35', which would not result in a penetration of the Obstruction Imaginary Surfaces.

Figure 17. Proposed General Plan Land Use Designations with Obstruction Imaginary Surfaces



Section IV. Supplemental Maps and Tables

The supplemental maps and tables in Section IV are intended to provide block level details relative to the Zoning Code Update. Those details include existing and proposed zoning as well as the proposed density, height, and Floor Area Ratio of the base zoning district. In addition to the maps below, an interactive slider map is available online at <https://openhouse.konveio.com/santa-ana-zoning-map-0>. The slider map illustrates existing and proposed zoning districts as well as the supplemental standards districts.

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



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August 7, 2026

Also sent via email to: JFitch@ocair.com &
ALUCinfo@ocair.com

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

SUBJECT: ADDITIONAL PROJECT INFORMATION – City of Santa Ana Comprehensive Zoning Code Update and General Plan Land Use Amendment

Dear Ms. Fitch,

Thank you for the opportunity to submit additional information for the City of Santa Ana's Comprehensive Zoning Code Update and General Plan Land Use Element land use map amendment ("Project") as we work together toward referring the Project for review by the Airport Land Use Commission (ALUC) of Orange County on August 20, 2026.

In response to your request for additional information delivered by email on August 5, 2026, and as clarified in subsequent conversations, please find such additional information herein and in the attachments.

First, to clarify, the General Plan Land Use Element land use map amendment exclusively consists of five sites as listed below and shown in the submittal packet dated July 31, 2026. No additional changes are proposed. The draft General Plan Land Use Plan (Figure LU-1) is included with this letter as Attachment 1.

General Plan Land Use Element Land Use Map Amendment Subject Properties

Site 1:

- 1819 N Tustin Avenue (Assessor Parcel No. 396-302-03)

Site 2:

- 1319 S Sycamore Street (Assessor Parcel No. 013-164-14)
- 1322 S Main Street (Assessor Parcel No. 013-164-16)
- 1344 S Main Street (Assessor Parcel No. 013-164-17)

Site 3:

- 711 N Fairview Street (Assessor Parcel No. 007-351-02)

Site 4:

- 2141 S Sycamore Street (Assessor Parcel No. 015-084-12)

SANTA ANA CITY COUNCIL

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Site 5:

- No Address Assigned (Assessor Parcel No. 005-142-34)
- No Address Assigned (Assessor Parcel No. 005-142-35)
- No Address Assigned (Assessor Parcel No. 005-142-47)
- No Address Assigned (Assessor Parcel No. 005-142-48)
- No Address Assigned (Assessor Parcel No. 005-142-49)
- No Address Assigned (Assessor Parcel No. 005-142-58)
- No Address Assigned (Assessor Parcel No. 005-142-02), and
- No Address Assigned (Assessor Parcel No. 005-142-03)

Per ALUC staff's request, please also find the following attachments:

1. Attachment 2, which includes two tables listing the proposed allowed uses by Safety Compatibility Zone; and
2. Attachment 3, which includes exhibits from the July 31, 2026 at a higher resolution to increase legibility.

Finally, in order to deliver the California Environmental Quality Act documentation requested at the earliest date possible and support the staff with preparations for the ALUC meeting on August 20, 2026, the City will deliver the addendum with a draft watermark by August 17 and, subsequently, will deliver a final draft prior to the ALUC meeting.

Should you have any questions concerning the preceding or attached information, I may be reached via email at RSoto@santa-ana.org or you may also contact the project planner, Principal Planner Siri Champion, at SChampion@santa-ana.org.

Sincerely,

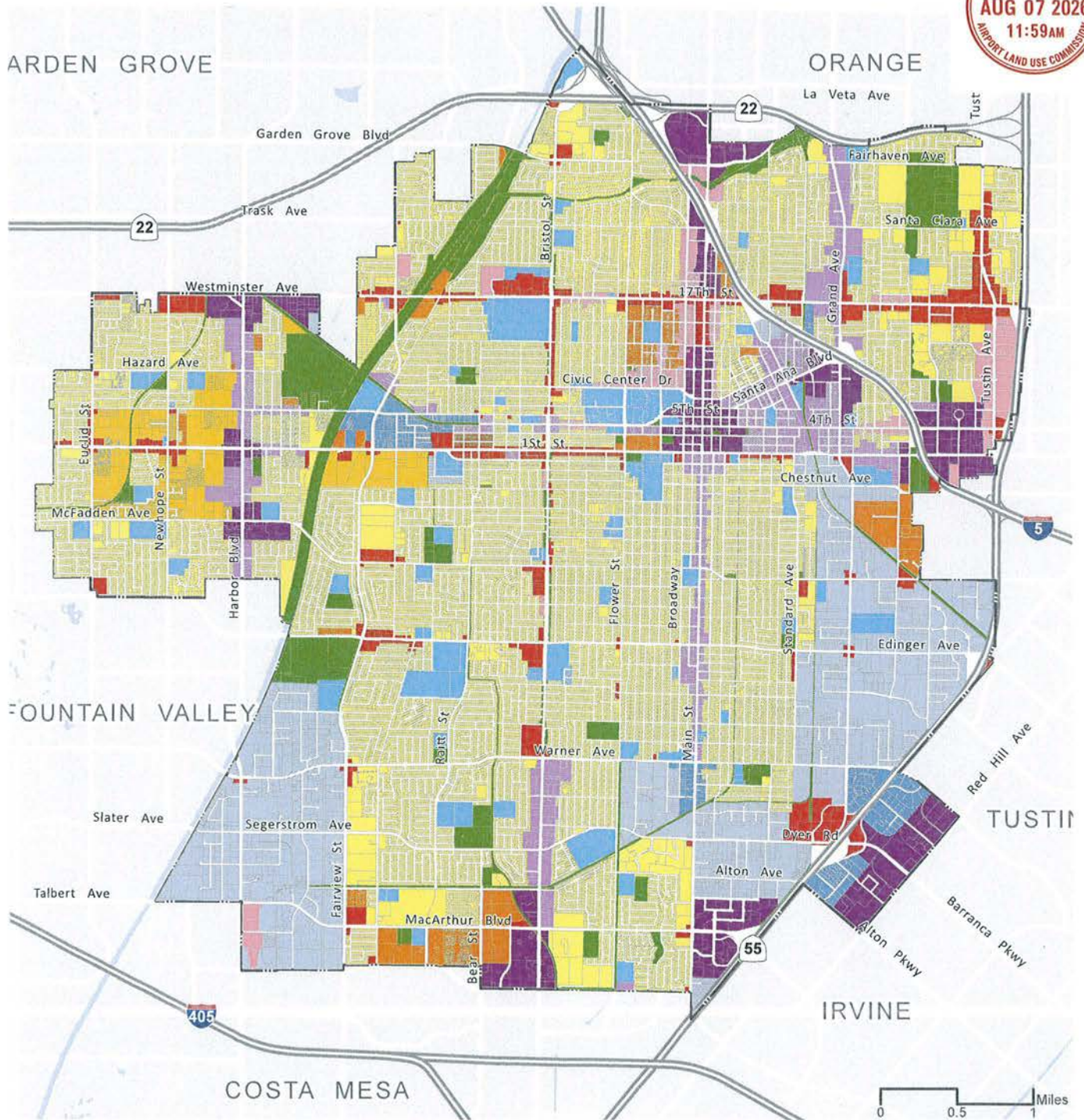


Ricardo Soto, AICP
Planning Manager

Attachments

1. Proposed General Plan Land Use Plan (Figure LU-1)
2. Proposed allowed uses by Safety Compatibility Zone
3. High resolution exhibits to replace the July 31, 2026 exhibits

Attachment 1. Proposed General Plan Land Use Element Figure LU-1



0 0.5 1 Miles
Date Published: 8/6/2026
Data Source: City of Santa Ana 2021, SAGIS
*Revised by GPA 2026-02 (Pending)

General Plan Land Use

- LR-7, Low Density Residential
- LMR-11, Low-Medium Density Residential
- MR-15, Medium Density Residential
- CR-30, Corridor Residential

- INS, Institutional
- OS, Open Space
- PAO, Professional and Administrative Office
- GC, General Commercial
- IND, Industrial

- FLEX, Industrial/Flex
- UN, Urban Neighborhood
- OBPDC, One Broadway Plaza District Center
- DC, District Center

Proposed General Plan Land Use

Attachment 2. Allowable Uses by Zoning District in Safety Compatibility Zones

Permit Type Definitions	
P – Use Allowed	A – Permitted as an Ancillary Use
CUP – Conditional Use Permit Required	LUC – Land Use Certificate
MCUP – Minor Conditional Use Permit Required	

Table 1. Allowable Uses by Zoning District in Safety Compatibility Zone 6 for Runway 2L & 20R

Proposed Zone	General Character	Proposed Allowable Uses	Permit Required
Low Density Residential (SFR)	Provides areas for single-family dwellings and accessory dwelling units. This district implements the LR-7 land use designation.	Community Garden	CUP
		Accessory Dwelling Unit	A
		Dwelling, Single-Family Residential	P
		Group Home Facility (six or fewer occupants)	P
		Group Home Facility (seven or more occupants)	CUP
		Junior Accessory Dwelling Unit	A
		Residential Accessory Structure	A
		Supportive Housing	P
		Transitional Housing	P
		Neighborhood and Community Service Center	CUP
		Place of Worship, Religious Facility	CUP
		School, Private Preschool and/or K-12	CUP
		Child Care Center	P
		Child Day Care Home	A
		Adult Day Care Center, Large	CUP
		Adult Day Care Center, Small	P
		Residential Care Facility (6 or fewer occupants)	P
		Bed and Breakfast Inn	Restrictions Apply
		Home Occupation or Cottage Food Operation	A
		Remediation Facility	LUC
		Temporary Trailer	LUC
		Utility Facility	CUP
Open Space (OS)	Provides for parks, commercial open space, and public facilities, such as water channels and rail infrastructure. This district implements the General Plan OS land use designation.	Community Garden	MCUP
		Plant Nursery	CUP
		Urban Farm	MCUP
		Cemetery	CUP
		Commercial Recreation, Indoor	P
		Commercial Recreation, Outdoor	P
		Community Assembly	CUP
		Interpretive Center	MCUP

Proposed Zone	General Character	Proposed Allowable Uses	Permit Required
		Library/Museum/Art Gallery	P
		Park or Public Plaza	P
		Place of Worship, Religious Facility	CUP
		Alcoholic Beverage Sales, On-Sale	A with CUP
		Eating Establishment	P
		Outdoor Dining	A/LUC
		Helicopter, Heliport, and Helistop Facility	CUP
		Rail Facility	CUP
		Remediation Facility	LUC
		Temporary Trailer	LUC
		Utility Facility	CUP
		Wireless Communications Facility	Restrictions Apply
Institutional (INS)	Provides for government facilities, public service facilities, and public institutions. This district implements the General Plan INS land use designation.	Community Garden	MCUP
		Cemetery	CUP
		Community Assembly	CUP
		Library/Museum/Art Gallery	P
		Park or Public Plaza	P
		Place of Worship, Religious Facility	CUP
		School, College or University	CUP
		School, Private Preschool and/or K-12	CUP
		Theatre/Auditorium	CUP
		Adult Day Care Center, Large	MCUP
		Child Care Center	MCUP
		Health Facility	CUP
		Government Office	P
		Alcoholic Beverage Sales, On-Sale	A with CUP
		Eating Establishment	P
		Outdoor Dining	A with LUC
		Retail Establishment, Small	A
		Helicopter, Heliport, and Helistop Facility	CUP
		Parking Facility, Stand-Alone	MCUP
		Public Safety Facility	P
		Rail Facility	P
		Remediation Facility	LUC
		Temporary Trailer	LUC
		Transit Station and Terminal	P
		Utility Facility	CUP
		Wireless Communications Facility	Restrictions Apply

Proposed Zone	General Character	Proposed Allowable Uses	Permit Required
Community Commercial (CCM)	Provides areas for retail, service, business, professional office, recreational, cultural, entertainment, and educational uses. This district implements the GC land use designation.	Commercial Recreation, Indoor	MCUP
		Commercial Recreation, Outdoor	CUP
		Community Assembly	CUP
		Event Facility	CUP
		Fitness Facility	P
		Library/Museum/Art Gallery	CUP
		Place of Workshop, Religious Facility	CUP
		School, Private Preschool and/or K-12	CUP
		School/Studio, Specialized Training	P
		Theater/Auditorium	CUP
		Adult Day Care Facility, Large	MCUP
		Child Care Center	MCUP
		Counseling Service Establishment	A/CUP
		Food Distribution Center	CUP
		Hospital	CUP
		Residential Care Facility	CUP
		Business and Professional Office	P
		Government Office	P
		Medical/Dental Office	P
		Veterinary Hospital	P
		Veterinary Office	P
		Wholesale Sales Office	P
		Adult Entertainment Business	Restrictions Apply
		Alcoholic Beverage Sales, Off-Sale	CUP
		Alcoholic Beverage Sales, Off-Sale – Ancillary	A with LUC
		Alcoholic Beverage Sales, On-Sale	A/CUP
		Ancillary Massage Services	A/LUC
		Animal Grooming	P
		Art or Photography Studio	P
		Bank and Financial Services	P
		Bail Bond Establishment	CUP
		Bed and Breakfast Inn	Restrictions Apply
		Business Support Services, General	P
		Business Support Services, Restricted	MCUP
		Check Cashing Establishment	CUP
		Drive-Through Facility	CUP
		Eating Establishment	P
		Grocery Store	P

Proposed Zone	General Character	Proposed Allowable Uses	Permit Required
		Hotel/Motel	CUP
		Laundromat	P
		Live Entertainment	A
		Maintenance and Repair Service, Small Equipment	P
		Massage Establishment	CUP
		Mobile Food Truck on Private Property	A with LUC
		Outdoor Business Activity, Permanent	A
		Outdoor Dining	A with LUC
		Personal Services	P
		Pharmacy	P
		Plant Nursery	P
		Retail Establishment, Large	MCUP
		Retail Establishment, Small	P
		Smoke Shop	CUP
		Tattoo and/or Body Art Establishment	P
		Vending Machine, Outdoor Facility	A with LUC
		Recycling Collection Facility, Small	LUC
		Helicopter, Heliport, and Helistop Facility	A with CUP
		Remediation Facility	LUC
		Temporary Trailer	LUC
		Wireless Communications Facility	Restrictions Apply
		Electric Vehicle Charging Facility	A/MCUP
		Vehicle Fueling Station	CUP
		Vehicle Repair and Maintenance Establishment, Minor	MCUP
Urban Neighborhood (UN-50)	Provides for a mix of uses such as townhomes, moderate-density multi-family housing, accessory dwelling units, low-intensity commercial businesses, religious institutions, low-intensity community services, and public and private schools. This district implements the General Plan UN-50 land use designation.	Accessory Dwelling Unit	A
		Dwelling, Multifamily Residential	P
		Dwelling, Single-Family Residential	P
		Dwelling, Two-Family Residential	P
		Junior Accessory Dwelling Unit	A
		Live/Work Unit	MCUP
		Residential Accessory Structure	A
		Single-Room Occupancy	CUP
		Supportive Housing	P
		Transitional Housing	P
		Commercial Recreation, Indoor	CUP
		Community Assembly	CUP
		Fitness Facility	P
		Library/Museum/Art Gallery	CUP

Proposed Zone	General Character	Proposed Allowable Uses	Permit Required
		School, College or University	MCUP
		School, Private Preschool and/or K-12	CUP
		Private Preschool and/or K-12	P
		School/Studio, Specialized Training	CUP
		Theater and Auditorium	CUP
		Vocational/Trade School	MCUP
		Adult Day Care Facility, Large	MCUP
		Child Care Center	MCUP
		Child Day Care Home	A
		Counseling Service Establishment	A
		Group Home Facility	CUP
		Low-Barrier Navigation Center	P
		Residential Care Facility (6 or fewer occupants)	P
		Residential Care Facility (7 or more occupants)	CUP
		Bank and Financial Services	P
		Business and Professional Office	P
		Medical/Dental Office	P
		Wholesale Sales Office	P
		Alcoholic Beverage Sales, Off-Sale	CUP
		Alcoholic Beverage Sales, Off-Sale - Ancillary	A with LUC
		Alcoholic Beverage Sales, On-Sale	A with LUC
		Ancillary Massage Services	A with LUC
		Animal Day Care	MCUP
		Animal Grooming	P
		Bed and Breakfast Inn	Restrictions Apply
		Business Support Services, General	P
		Convenience Store	P
		Beverage Sales, Off-Sale	P
		Eating Establishment	P
		Grocery Store	P
		Home Occupation or Cottage Food Operation	A
		Hotel/Motel	CUP
		Laundromat	P
		Live Entertainment	A
		Mobile Food Truck on Private Property	A with LUC
		Personal Services	P
		Retail Establishment, Small	P
		Tasting Room, Alcoholic Beverages	CUP
		Brewery, Distillery, or Winery	CUP

Proposed Zone	General Character	Proposed Allowable Uses	Permit Required
		Broadcasting, Movie, Photography, Musical, or Video Recording Studio	MCUP
		Manufacturing and Production, Artisan and Crafts	MCUP
		Helicopter, Heliport, and Helistop Facility	CUP
		Parking Facility, Stand-Alone	MCUP
		Remediation Facility	LUC
		Temporary Trailer	LUC
		Utility Facility	CUP
		Wireless Communications Facility	Restrictions Apply
		Vehicle Rental Facility	MCUP
District Center (DC-1) District Center (DC-1.5) District Center (DC-2)	Provides for a mix of uses such as moderate- to high-density multi-family housing, offices, commercial businesses, religious institutions, educational, recreation, and entertainment uses. This district implements the General Plan DC-1, DC-1.5, and DC-2 land use designations.	Accessory Dwelling Unit	A
		Dwelling, Multifamily Residential	P
		Junior Accessory Dwelling Unit	A
		Live/Work Unit	MCUP
		Residential Accessory Structure	A
		Supportive Housing	P
		Transitional Housing	P
		Commercial Recreation, Indoor	CUP
		Community Assembly	CUP
		Emergency Shelter	CUP
		Fitness Facility	P
		Library/Museum/Art Gallery	CUP
		School, College or University	CUP
		School, Private Preschool and/or K-12	CUP
		School/Studio, Specialized Training	P
		Theater and Auditorium	CUP
		Vocational/Trade School	MCUP
		Adult Day Care Facility, Large	MCUP
		Child Care Center	MCUP
		Child Day Care Home	A
		Counseling Service Establishment	A
		Group Home Facility	CUP
		Hospital	CUP
		Low-Barrier Navigation Center	CUP
		Residential Care Facility	CUP
		Bank and Financial Services	P
		Business and Professional Office	P
		Medical/Dental Office	P
		Wholesale Sales Office	P

Proposed Zone	General Character	Proposed Allowable Uses	Permit Required
		Adult Entertainment Business	Restrictions Apply
		Alcoholic Beverage Sales, Off-Sale	CUP
		Alcoholic Beverage Sales, Off-Sale - Ancillary	A with LUC
		Ancillary Massage Services	A with LUC
		Animal Day Care	MCUP
		Animal Grooming	P
		Bed and Breakfast Inn	Restrictions Apply
		Business Support Services, General	P
		Convenience Store	P
		Eating Establishment	P
		Grocery Store	P
		Home Occupation or Cottage Food Operation	A
		Hotel/Motel	CUP
		Laundromat	P
		Live Entertainment	A
		Mobile Food Truck on Private Property	A with LUC
		Personal Services	P
		Retail Establishment, Small	P
		Tasting Room, Alcoholic Beverages	CUP
		Brewery, Distillery, or Winery	CUP
		Broadcasting, Movie, Photography, Musical, or Video Recording Studio	P
		Manufacturing and Production, Artisan and Crafts	MCUP
		Helicopter, Heliport, and Helistop Facility	CUP
		Parking Facility, Stand-Alone	MCUP
		Remediation Facility	LUC
		Temporary Trailer	LUC
		Utility Facility	CUP
		Wireless Communications Facility	Restrictions Apply
		Vehicle Rental Facility	MCUP

Table 2. Allowable Uses by Zoning District in Safety Compatibility Zone 6 for Runway 2R & 20L

Proposed Zoning District	General Character	Proposed Allowable Uses	Permit Required
Light Industrial (M1)	Provides for manufacturing, processing, assembling, packaging, treatment of components and products, research and development, vehicle repair, and self-storage. This district implements the General Plan IND land use designation.	Caretaker's Quarters	A
		Club/Lodge/Private Meeting Hall	CUP
		Commercial Recreation, Indoor	MCUP
		Commercial Recreation, Outdoor	CUP
		Event Facility	A
		Theater/Auditorium	CUP
		Vocational/Trade School	P
		Vocational/Trade School, Heavy Equipment	MCUP
		Adult Day Care Facility, Large	CUP
		Business and Professional Office	A
		Adult Entertainment Business	Restrictions Apply
		Alcoholic Beverage Sales, Off-Sale	A with CUP
		Alcoholic Beverage Sales, Off-Sale - Ancillary	A with LUC
		Alcoholic Beverage Sales, On-Sale	A with MCUP
		Animal Boarding	CUP
		Animal Day Care	P
		Animal Grooming	P
		Business Support Services, General	P
		Business Support Services, Restricted	P
		Donor Center, Commercial	CUP
		Drive-Through Facility	MCUP
		Eating Establishment	P
		Equipment Sales and Rental, Light	P
		Equipment Sales and Rental, Heavy	CUP
		Industrial Medical Clinic	P
		Maintenance and Repair Service, Small Equipment	P
		Mobile Food Truck on Private Property	A with LUC
		Outdoor Business Activity, Permanent	A
		Outdoor Dining	A with LUC
		Personal Services	A with MCUP
		Retail Establishment, Large	CUP
		Retail Establishment, Small	A with CUP
		Tasting Room, Alcoholic Beverages	MCUP
		Brewery, Distillery, or Winery	CUP
		Broadcasting, Movie, Photography, Musical, or Video Recording Studio	P
		Bulk Products Sales Establishment	P
		Contractor's Yard	P

Proposed Zoning District	General Character	Proposed Allowable Uses	Permit Required
		Data Center	CUP
		Laundry and Dry-Cleaning Plant	P
		Lumberyard	P
		Machine Shop	P
		Manufacturing and Production, Artisan and Crafts	P
		Manufacturing and Production, General	P
		Printing and Publishing Facility	P
		Recycling Collection Facility, Small	LUC
		Recycling Collection Facility, Large	CUP
		Recycling, Processing Facility, Light	MCUP
		Recycling, Processing Facility, Heavy	CUP
		Research Laboratory	P
		Sale of Industrial Products, Supplies, and Equipment used for Final Product Manufacture	P
		Storage, Hazardous Materials	CUP
		Storage, Warehouse	P
		Storage Facility, Personal	CUP
		Storage Facility, RVs	CUP
		Wholesale Nursery and Plant Storage	P
		Wholesale Sales Office	P
		BESS (Battery Energy Storage System) Facility	MCUP
		Freight, Bus, and Truck Terminal	CUP
		Helicopter, Heliport, and Helistop Facility	A with CUP
		Impound Yard	P/CUP
		Parking Facility, Stand-Alone	MCUP
		Passenger Transportation Service	P
		Rail Facility	P
		Remediation Facility	LUC
		Temporary Trailer	A with LUC
		Utility Facility	CUP
		Wireless Communications Facility	Restrictions Apply
		Vehicle Fleet Parking/Corporate Yard	P
		Vehicle Fueling Station	P
		Vehicle Rental Facility	P
		Vehicle Sales Facility	P
		Vehicle Repair and Maintenance Establishment, Minor	P
		Vehicle Repair and Maintenance Establishment, Major	P
		Vehicle Wash Facility	CUP

Division 3 Districts Established and Zoning Map

Sec. 41-34 Establishment of Districts.

- (A) In order to regulate and restrict the location of residences, professions, businesses, trades, and industries, and to regulate and restrict the location, height, and size of buildings and structures hereafter erected, enlarged or altered, and to regulate and determine the area, depth, and width of yards, setback areas, and other open spaces, the following classes of zoning districts, or districts, are hereby established, as set forth in Table 41-34A (Zoning Districts and Supplemental Standards Districts). These districts shall be indicated on the official City of Santa Ana Zoning Map, adopted by ordinance.
- (B) There shall also be established Supplemental Standards Districts, which are additive to the base district and are indicated on the Official City of Santa Ana Zoning Map as a suffix to the base district, as set forth in Table 41-34A (Zoning Districts and Supplemental Standards Districts). The regulations of the Supplemental Standards District shall supplement those of the base district.

**Table 41-34A
Zoning Districts and Supplemental Standards Districts**

Zoning District	Zoning Map Symbol
Residential	
Single-Family Residential	SFR
Low-Medium Residential	LMR
Medium Residential	MR
Corridor Residential	CR
Commercial	
Community Commercial	CCM
Commercial Center	CNT
Regional Commercial	RC
Professional and Administrative Office	
Neighborhood Office	NO
General Office	GO
Regional Office	RO
West Santa Ana Boulevard Office	BO
Urban Neighborhood	
Urban Neighborhood - Low	UN-20
Urban Neighborhood - Medium Low	UN-30
Urban Neighborhood - Medium	UN-40
Urban Neighborhood - Medium High	UN-50
District Center	
District Center - Low	DC-1
District Center - Medium Low	DC-1.5
District Center - Medium	DC-2
District Center - Medium High	DC-3
District Center - High	DC-5
Industrial	
Industrial/Flex- Low	FLEX 1.5

**Table 41-34A
Zoning Districts and Supplemental Standards Districts**

Zoning Districts and Supplemental Standards Districts	
Zoning District	Zoning Map Symbol
Industrial/Flex- Medium	FLEX 3
Light Industrial	M1
Heavy Industrial	M2
Institutional	
Institutional	INS
Open Space	
Open Space	OS
Specific Development	
Specific Development	SD-X, with X indicating the sequential number of the SD assigned
Specific Plan	
Specific Plan	SP-X, with X indicating the sequential number of the SD assigned
Supplemental Standards Districts	
Agriculture (Horse Keeping)	(A)
Architectural Resources	(AR)
Height	(H)
Adaptive Reuse Incentive Area	(ARIA)
Public Realm Plan	(PRP)
Residential Industrial Interface	(RII)
South Main	(SM)

Sec. 41-35 Districts Boundary Changes.

Changes to the boundaries of any district shall be made by ordinance amending the official Zoning Map, which when adopted shall be published by reference in the manner prescribed by law and shall become a part of this Zoning Code.

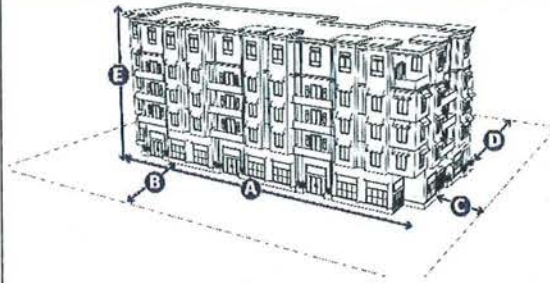
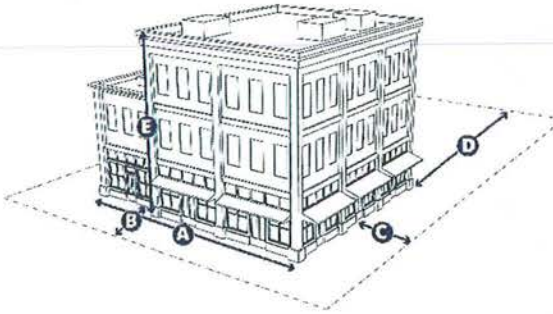
Sec. 41-36 Uncertainty of Boundaries.

(A) Where uncertainty exists as to the boundaries of any district shown on the official Zoning Map, the following rules shall apply:

- (1) Where such boundaries are indicated as approximately following street and alley lines or lot lines, such lines shall be construed to be such boundaries.
- (2) Where a district boundary divides a lot, the location of such boundary, unless the same is indicated by dimensions, shall be determined by use of the scale appearing on the official Zoning Map.
- (3) Where a public street or alley is officially vacated or abandoned, the regulations applicable to the abutting property shall apply to such vacated or abandoned street or alley.

(B) The boundaries of such districts as are shown upon the official Zoning Map adopted by this Zoning Code are hereby adopted and approved, and the regulations of this Chapter governing the use of land

Table 41-153A
Development Standards – Urban Neighborhood Districts



Development Feature (minimum unless otherwise indicated)	UN-20	UN-30	UN-40	UN-50	Additional Regulations
A Side, Interior – SFR and LMR adjacent	5	5	5	5	Sec. 41-154 (Transition Standards Adjacent to SFR and LMR Districts)
D Rear	5	5	5	5	
D Rear – SFR and LMR adjacent	20	20	20	20	Sec. 41-154 (Transition Standards Adjacent to SFR and LMR Districts)
Height (maximum) - measured in feet					
B Height ⁶	35	45	55	65	Subject to 14 Code of Federal Regulation (CFR) Part 77 notification requirements.
B Height – SFR and LMR adjacent	Sec. 41-154 (Transition Standards Adjacent to SFR and LMR Districts)				
Maximum Number of Stories	3	4	5	6	
Open Space – Publicly Accessible in All Developments					
Publicly accessible plaza or courtyard	5% of lot area	5% of lot area	5% of lot area	5% of lot area	Sec. 41-155 (Open Space Requirements)
Open Space – Private and Common – Residential and Residential Mixed-Use Developments					
Private open space – per unit	90 sf	90 sf	90 sf	90 sf	Sec. 41-155 (Open Space Requirements)
Common open space – total for entire development	10% of lot area	10% of lot area	10% of lot area	10% of lot area	Sec. 41-155 (Open Space Requirements)
Additional Regulations					
Residential Ancillary Structures	Sec. 41-305 (Accessory Structures in Residential Zoning Districts)				
Density Bonus and Affordable Housing	Division 3 (Density Bonuses for Affordable Housing) of Article V. (Housing- Related Regulations) of this Chapter				
Fences, Walls, Hedges, and Screens	Division 5 (Fences, Walls, and Hedges) of Article III. (Standards for All Zoning Districts) of this Chapter				

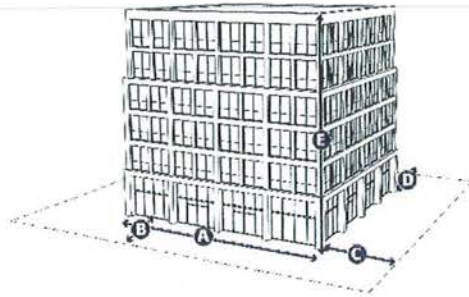
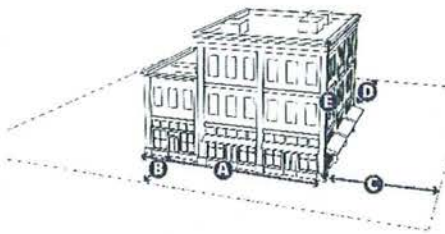
Sec. 41-209 Development Standards.

- (A) **Generally.** Table 41-209A (Development Standards – Institutional District) establishes the development standards for all properties in the Institutional district. These development standards, and the standards included in Sec. 41-212 (Design Guidelines and Standards), shall be required for all development applications.
- (B) **Intensity and FAR.** The intensity standards in Table 41-209A (Development Standards – Institutional District) correspond to those established in the General Plan. As set forth in the General Plan, the floor area ratio (FAR) standards exclude square footage used exclusively for structured parking.
- (C) **Maximum Height.** Unless specifically stated otherwise, there is no maximum height for development in any Institutional district; however, pursuant to Division 4 (Airport Land Use Compatibility) of Article III. (Standards for All Zoning Districts) of this Chapter, proposals for any type of construction or alteration within the Airport Influence Area of John Wayne Airport (SNA) or more than 200 feet above ground level at the project site shall follow 14 Code of Federal Regulation (CFR) Part 77 notification requirements.

**Table 41-209A
Development Standards – Institutional District**

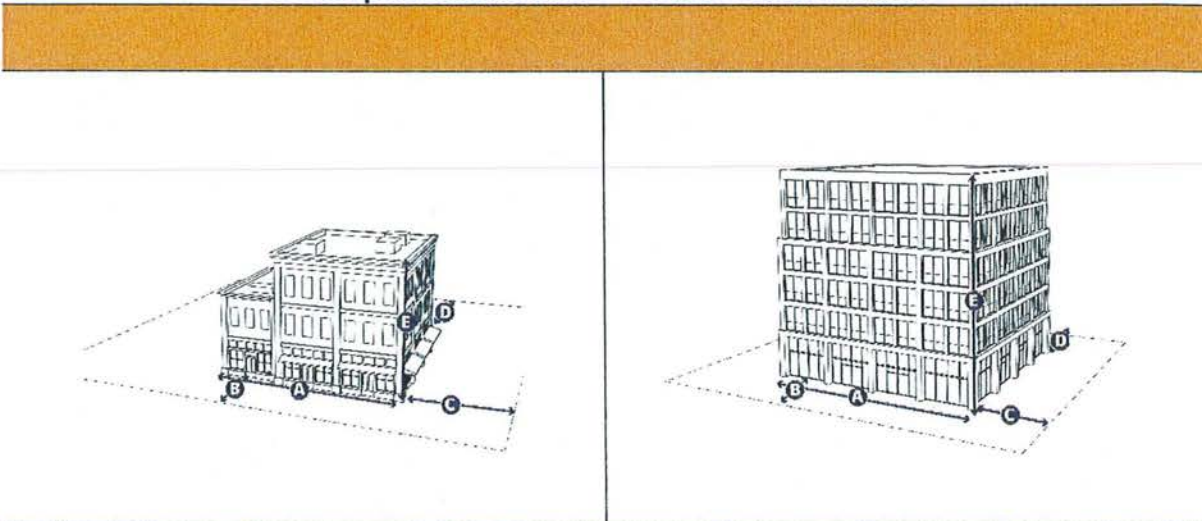
Development Feature (minimum unless otherwise indicated)	INS	Additional Regulations
Intensity		
Maximum Floor Area Ratio	0.50	Sec. 41-210 (Additional Development Standards)
Setbacks - measured in feet		
ⓑ Front setback	0	
Side, Corner	0	Sec. 41-355 (Sight Triangle)
ⓒ Side, Interior	0	
ⓓ Rear	0	
Rear or Side (adjacent to a lot in a residential or mixed-use district)	20	
Height (maximum) Measured in feet		
ⓖ Height	n/a	Subject to 14 Code of Federal Regulation (CFR) Part 77 notification requirements.
Maximum Number of Stories	n/a	Sec. 41-210 (Additional Development Standards)
Additional Regulations		
Fences, Walls, Hedges, and Screens	Division 5 (Fences, Walls, and Hedges) of Article III. (Standards for All Zoning Districts) of this Chapter	
Landscaping Standards	Division 12 (Water-Efficient Landscaping and Landscaping Standards) of Article III. (Standards for All Zoning Districts) of this Chapter	
Off-Street Parking Regulations and Design Standards	Division 7 (Off-Street Parking and Loading) of Article III. (Standards for All Zoning Districts) of this Chapter	
Performance Standards	Division 8 (Performance Standards) of Article III. (Standards for All Zoning Districts) of this Chapter	

Table 41-171A
Development Standards – District Center Districts



Development Feature (minimum unless otherwise indicated)	DC-1	DC-1.5	DC-2	DC-3	DC-5	Additional Regulations
Residential and Mixed-Use Buildings	10	10	15	15	15	SFR and LMR Districts)
Side, Interior – SFR and LMR adjacent	20	20	20	20	20	Sec. 41-172 (Transition Standards Adjacent to SFR and LMR Districts)
Rear	15	1	15	1	15	
Rear – SFR and LMR adjacent	20	20	20	20	20	
Height (maximum) Measured in feet						
Height	65	105	105	105	255	Subject to 14 Code of Federal Regulation (CFR) Part 77 notification requirements.
Height – SFR and LMR adjacent	Sec. 41-172 (Transition Standards Adjacent to SFR and LMR Districts).					
Maximum Number of Stories	6	10	10	10	25	Sec. 41-174 (Additional Development Standards)
Open Space – Publicly Accessible in All Developments						

**Table 41-171A
Development Standards – District Center Districts**



Development Feature (minimum unless otherwise indicated)	DC-1	DC-1.5	DC-2	DC-3	DC-5	Additional Regulations
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2. The FAR maximum is exclusive of any associated parking structure.
3. PRP means Public Realm Plan.
4. For any property affected by a Public Realm Plan, any corner side yard shall have the same setbacks as required for the front setback for that Public Realm Plan.
5. A forecourt may be included beyond the maximum setback.
6. Any garage for an individual dwelling unit facing a street shall be set back a minimum distance of 20 feet from the property line for purposes of allowing for parking on the driveway. If a setback of less than 20 feet is provided, parking on the driveway shall not be permitted.

Sec. 41-172 Transition Standards Adjacent to SFR and LMR Districts.

- (A) For any property directly abutting a property in the SFR or LMR district, the building height shall transition as indicated in this Section. The purpose of requiring staggered setbacks is to provide a degree of privacy and to minimize adverse shade and shadow effects on adjacent lower-density residential uses.
- (B) For any portion of a building greater than 35 feet in height, those portions higher than 35 feet shall be set back an additional minimum distance of six feet from the abutting SFR or LMR district property line for any building component between 35 and 55 feet high, and an additional minimum distance of 12 feet for any building component taller than 55 feet. Awnings, eaves, gutters, and similar architectural features may not project into the additional setback areas.

land use permit required, per Sec. 41-1720 (Uses Not Classified). Uses that are listed in other zoning districts that are not listed in Table 41-188A (Allowed Uses by District and Permit Requirements – Industrial Districts) shall not be permitted.

Table 41-188A
Allowed Uses by District and Permit Requirements – Industrial Districts

P - Use Allowed			A – Permitted as an Ancillary Use		
CUP - Conditional Use Permit Required			LUC - Land Use Certificate		
MCUP - Minor Conditional Use Permit Required			— Use Not Allowed		
Land Uses	FLEX 1.5 FLEX 3	M1	M1 (RII)	M2	Notes and Specific Use Regulations
Agricultural					
Urban Farm	CUP	—		—	Sec. 41-771 (Urban Farms)
Residential					
Caretaker's Quarters	A	A		A	Sec. 41-620 (Caretaker's Quarters)
Live/Work Unit	MCUP	—		—	Sec. 41-695 (Live/Work Units) FLEX 3: Live/Work Unit is not allowed.
Assembly, Education, and Recreation					
Club/Lodge/Private Meeting Hall	CUP	CUP		—	
Commercial Recreation, Indoor	MCUP	MCUP		—	Sec. 41-635 (Commercial Recreation Facilities, Indoor and Outdoor)
Commercial Recreation, Outdoor	CUP	CUP		—	Sec. 41-635 (Commercial Recreation Facilities, Indoor and Outdoor)
Community Assembly	CUP	—	CUP	—	Sec. 41-640 (Community Assembly)
Event Facility	A	A		—	Limited to ancillary use to an Eating Establishment Sec. 41-660 (Event Facilities)
Fitness Facility	P	—	P	—	
Library/Museum/Art Gallery	CUP	—	CUP	—	
Place of Worship, Religious Facility	CUP	—	CUP	—	
School, College or University	MCUP	—		—	
School, Private Preschool and/or K-12	MCUP	—		—	Sec. 41-731 (Schools, Private Preschool and/or K-12)

Table 41-188A
Allowed Uses by District and Permit Requirements – Industrial Districts

P - Use Allowed			A – Permitted as an Ancillary Use		
CUP - Conditional Use Permit Required			LUC - Land Use Certificate		
MCUP - Minor Conditional Use Permit Required			— Use Not Allowed		
Land Uses	FLEX 1.5 FLEX 3	M1	M1 (RII)	M2	Notes and Specific Use Regulations
Alcoholic Beverage Sales, Off-Sale	A with CUP	A with CUP		A with CUP	Sec. 41-605 (Alcoholic Beverage Sales)
Alcoholic Beverage Sales, Off-Sale - Ancillary	A with LUC	A with LUC		A with LUC	Sec. 41-605 (Alcoholic Beverage Sales) Limited to retail florist business establishment.
Alcoholic Beverage Sales, On-Sale	A with MCUP	A with MCUP		A with CUP	Only in association with an Eating Establishment Sec. 41-605 (Alcoholic Beverage Sales)
Ancillary Massage Services	A with LUC	—	A with LUC	—	Sec. 41-310 (Ancillary Uses) Sec. 41-823 (Massage Establishments)
Animal Boarding	—	CUP		CUP	
Animal Grooming	P	P		P	No overnight boarding allowed. Operations must be entirely indoors.
Animal Day Care	P/MCUP	P		P	FLEX 1.5 or FLEX 3: MCUP if outdoor facilities are provided.
Business Support Services, General	P	P		P	
Business Support Services, Restricted	P	P		P	
Donor Center, Commercial	—	CUP		CUP	
Drive-Through Facility	MCUP	MCUP		MCUP	Sec. 41-650 (Drive-Through Facilities)
Eating Establishment	P	P		P	FLEX 1.5 or FLEX 3: Uses that operate between 12:00 A.M. and 5:00 A.M. and are within 150 feet of a district allowing residential use require CUP.
Equipment Sales and Rental, Light	P	P		P	FLEX 1.5 or FLEX 3: No outdoor storage allowed.

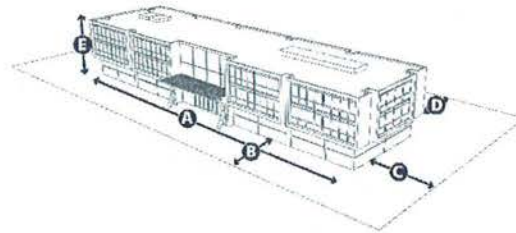
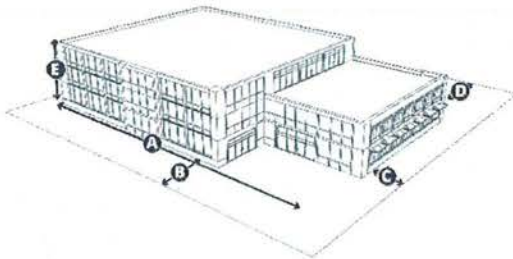
Table 41-188A
Allowed Uses by District and Permit Requirements – Industrial Districts

P - Use Allowed			A – Permitted as an Ancillary Use		
CUP - Conditional Use Permit Required			LUC - Land Use Certificate		
MCUP - Minor Conditional Use Permit Required			— Use Not Allowed		
Land Uses	FLEX 1.5 FLEX 3	M1	M1 (RII)	M2	Notes and Specific Use Regulations
					CUP required for Alcoholic Beverage Sales, Off-Sale in M1 and M2 districts. Sec. 41-189 (Additional Land Use Regulations)
Retail Establishment, Small	P	A with CUP	P	A with CUP	CUP required for Alcoholic Beverage Sales, Off-Sale in FLEX and M1 (RII). Limited to 50,000 sf in gross floor area. Sec. 41-189 (Additional Land Use Regulations)
Tasting Room, Alcoholic Beverages	MCUP	MCUP		MCUP	Shall have a bona fide kitchen with food sales.
Industrial, Manufacturing, and Processing					
Brewery, Distillery, or Winery	CUP	CUP		CUP	
Broadcasting, Movie, Photography, Musical, or Video Recording Studio	P	P		P	
Bulk Products Sales Establishment	P	P		P	Does not include lumber yards, which are regulated separately.
Contractor's Yard	P	P		P	
Data Center	—	CUP		CUP	No conditional use permit shall be granted unless a written finding is made that the parcel on which the use is proposed is not within 500 feet of an arterial street (as defined in the city's circulation element) or freeway, or within 1,000 feet of a freeway intersection.
Junk and Vehicle Salvage Yard	—	—		CUP	Sec. 41-685 (Junk and Vehicle Salvage Yards)

Table 41-188A
Allowed Uses by District and Permit Requirements – Industrial Districts

P - Use Allowed			A – Permitted as an Ancillary Use		
CUP - Conditional Use Permit Required			LUC - Land Use Certificate		
MCUP - Minor Conditional Use Permit Required			— Use Not Allowed		
Land Uses	FLEX 1.5 FLEX 3	M1	M1 (RII)	M2	Notes and Specific Use Regulations
Research Laboratory	P	P		P	In FLEX 1.5 or FLEX 3: Limited to facilities that do not generate hazardous waste materials.
Sale off Industrial Products, Supplies, and Equipment Used for Final Product Manufacture	—	P		P	
Storage, Hazardous Materials	—	CUP		CUP	
Storage, Warehouse	P	P		P	
Storage Facility, Personal	—	CUP		CUP	Sec. 41-746 (Storage Facilities, Personal)
Storage Facility, Recreational Vehicles	—	CUP		CUP	
Wholesale Nursery and Plant Storage	P	P		P	
Wholesale Sales Office	P	P		P	
Transportation and Utilities					
BESS (Battery Energy Storage System) Facility	—	MCUP		MCUP	
Freight, Bus, and Truck Terminal	CUP	CUP		CUP	
Helicopter, Heliport, and Helistop Facility	A with CUP	A with CUP		A with CUP	Sec. 41-670 (Helicopters, Heliports, and Helistop Facilities)
Impound Yard	—	P/CUP		P/CUP	Impound yards with dispatching operations require a CUP.
Parking Facility, Stand-Alone	MCUP	MCUP		MCUP	Sec. 41-716 (Parking Facility, Stand-Alone)
Passenger Transportation Service	P	P		P	
Rail Facility	P	P		—	
Remediation Facility	LUC	LUC		LUC	Sec. 41-726 (Remediation Facilities)

Table 41-190A
Development Standards – Industrial Districts



Development Feature (minimum unless otherwise indicated)	FLEX 1.5	FLEX 3	M1	M2	Additional Regulations
Lot Area – Area and frontage required for each NEWLY CREATED lot					
Lot Area (minimum sf)	10,000	12,000	12,000	12,000	
A Street Frontage (minimum lineal feet)	80	100	100	100	
Intensity					
Maximum Floor Area Ratio	1.5	3.0	0.45	0.45	
Setbacks - measured in feet (minimum)					
B Front setback –					
– Arterial Streets	15	15	15	15	
– Non-Arterial Streets	10	10	10	10	
Side, Corner					
– Arterial Streets	15	15	15	15	
– Non-Arterial Streets	10	10	10	10	
C Side, Interior	10	10	0	0	M1 and M2: 10' setback required along lot lines, except where M1 or M2 abuts each other.
Side, Abutting “R” District or Residential Use in UN or DC District	20	20	20	20	
D Rear	10	10	10	10	
Rear, Abutting “R” District or Residential Use in UN or DC District	20	20	35	45	
Height (maximum) - measured in feet					
E Height	45	150	35	35	FLEX 1.5 and FLEX 3: No portion of the building shall exceed 35 feet in height within 20 feet of the lot line abutting a Residential district or residential use.

(B) FAA Notification.

- (1) For structures, including any temporary structures, that penetrate the 100:1 sloping JWA Notification Surface shall file Federal Aviation Administration (FAA) Form 7460- 1 (Notice of Proposed Construction or Alteration) and shall receive an FAA Determination of No Hazard to Air Navigation pursuant to 14 Code of Federal Regulation (CFR) Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.
- (2) Structures Over 200 Feet. Proposed projects that include structures, including temporary structures, more than two hundred (200) feet above ground level (AGL) at its site shall file FAA Form 7460-1 and receive an FAA Determination of No Hazard to Air Navigation.
- (3) 14 CFR Part 77 Civil Airport Imaginary Surfaces. Buildings and structures, including temporary structures, shall not be approved where they would penetrate applicable 14 CFR Part 77.19 Civil Airport Imaginary Surfaces as applied to JWA without filing FAA Form 7460-1 and the FAA issuing a Determination of No Hazard to Air Navigation.

Sec. 41-392– 41-409 Reserved.

- (6) **Location.** The trucks, rental equipment, and other display materials shall be located outside of the minimum yard area or setback.
- (7) **Maintenance.** Outdoor display areas shall be maintained in a manner that safeguards persons working or residing in the vicinity.

Sec. 41-656 – 659 Reserved.

Sec. 41-660 Event Facilities.

- (A) **Purpose.** The purpose of regulating event facilities is to provide locational, developmental, and operational standards for such facilities within restaurants and eating establishments.
- (B) **Applicability.** The following standards in this Section apply to event facilities as defined in Sec. 41-1905 (“E” Land Use Definitions and Terms).
- (C) **Operational and Location Standards.**

- (1) Whenever an event or use involves entertainment with or without alcohol, the event facility shall provide a uniformed State-licensed security guard, as approved by the Chief of Police, at the minimum rate of one guard/100 attendees, with a minimum of one security guard, or other security measures as approved by the Chief of Police. The guards shall be present until all attendees have left the premises.
- (2) All event facilities shall provide exterior lighting in compliance with Police Department requirements.
- (3) Operations shall be limited to 6:00 A.M. to 12:00 A.M. (midnight), unless a Conditional Use Permit is granted by the Planning Commission, pursuant to Division 7 (Conditional Use Permits) of Article VII. (Permit Procedures) of this Chapter.

Sec. 41-661 – 669 Reserved.

Sec. 41-670 Helicopters, Heliports, and Helistop Facilities.

- (A) **Purpose and Applicability.**

- (1) **Purpose.** The purpose of this Section is to establish site planning and/or operational standards for helicopters, heliport, and helistop facilities.
- (2) **Applicability.**
 - (a) The following standards in this Section apply to helicopters, heliport, and helistop facilities as defined in Sec. 41-1908 (“H” Land Use Definitions and Terms).
 - (b) Applicants for City approval of a heliport or helistop shall provide evidence that the proposed heliport or helistop complies fully with State of California permit procedures and with any and all conditions of approval imposed by the Federal Aviation

Administration, and pertinent heliport land use conditions recommended by the Airport Land Use Commission for Orange County, and by the Caltrans Division of Aeronautics.

(B) Development Standards.

- (1) Helicopters, heliport, and helistop facilities shall only be allowed as an ancillary use on the subject property subject to the approval of a Land Use Certificate pursuant to the provisions of Division 3 (Land Use Certificates) of Article VII. (Permit Procedures) of this Chapter.

Sec. 41-671 – 674 Reserved.

Sec. 41-675 Home Occupations and Cottage Food Operations.

(A) Purpose and Applicability.

- (1) **Purpose.** The purpose of this Section is to establish regulations for home occupation uses within and accessory to residential dwellings. The intent of these standards is to allow certain home-based businesses while preserving the residential character of a neighborhood and/or dwellings.
- (2) **Applicability.** The following standards in this Section apply to home occupation uses as defined in Sec. 41-1908 (“H” Land Use Definitions and Terms).

(B) Cottage Food Operations. All cottage food operations within the City are allowed pursuant to California Health and Safety Code § 113758. Permitting, guidelines and regulations are provided and regulated by the Orange County Environmental Health Division.

(C) Accessory Use of Dwellings for Home Occupations. A home occupation is permitted ancillary to a residential use, provided that the home occupation use is conducted in compliance with the regulations set forth in Subsection (D) below, that a permit has been obtained and remains in effect in accordance with Subsections (E) through (G) below, and that any Business License required by SAMC Chapter 21 (Licenses) has been obtained.

(D) Site location, operational, and development standards. No person shall conduct any home occupation in violation of any of the following regulations:

- (1) If the home occupation is administrative in nature or is solely computer-based then unlimited home occupations that fit that description are allowed under one Home Occupation Permit. If the business occupies a room in the dwelling for a non-computer-based activity, then the amount of home occupations is limited to two under a single Home Occupation Permit.
- (2) There shall be no signs or other devices identifying or advertising the home occupation.
- (3) Sales are restricted to e-commerce and remote fulfillment only; no physical point-of-sale transactions or customer access shall be permitted on-site. There shall be no work, storage, or display outside of any fully enclosed structure.

**Table 41-209A
Development Standards – Institutional District**

Development Feature (minimum unless otherwise indicated)	INS	Additional Regulations
Sign Standards	Division 10 (Signs) of Article III. (Standards for All Zoning Districts) of this Chapter	
Trash Enclosures	Sec. 41-360 (Solid Waste and Recycling Materials Storage)	

Sec. 41-210 Additional Development Standards.

The following additional development and operational standards shall apply as specifically indicated in this Section.

- (A) **West 5th Street.** Institutional district lots with frontage along West 5th Street between the Santa Ana River and North Bristol Street shall be limited to a maximum height of two stories or 30 feet and shall not exceed an FAR of 2.0.
- (B) **South Broadway.** Institutional district lots with frontage along South Broadway between East McFadden Avenue and Warner Avenue shall be limited to a maximum height of two stories or 30 feet and shall not exceed an FAR of 2.0.
- (C) **South Main Street.** Institutional district lots with frontage along South Main Street shall be limited to a maximum height of two stories or 30 feet and shall not exceed an FAR of 2.0.
- (D) **Warner Avenue.** Institutional district lots with frontage along Warner Avenue between Ross Street and Orange Avenue shall be limited to a maximum height of two stories and 30 feet or shall not exceed an FAR of 2.0.
- (E) **West Santa Ana Boulevard.** Institutional district lots with frontage along West Santa Ana Boulevard are limited to a maximum height of two stories or 30 feet and shall not exceed an FAR of 2.0.

Sec. 41-211 Landscaping.

(A) Generally.

- (1) All required setback areas shall be fully landscaped with live plant materials except at approved driveways. Up to 10 percent of that area may consist of hardscape materials integrated with the plants and shall comply with Division 12 (Water-Efficient Landscaping and Landscaping Standards) of Article III. (Standards for All Zoning Districts) of this Chapter.
- (2) A landscaped area shall be provided around and abutting each building, except where a building abuts the property line. The landscaped area shall be not less than five feet in width. The required setback area landscaping abutting the building may be considered as part of this landscape requirement.

and the standards included in Sec. 41-227 (Design Guidelines and Standards), shall be required for all development applications.

- (B) **Intensity and FAR.** The intensity standards in Table 41-226A (Development Standards – Open Space District) correspond to those established in the General Plan.

**Table 41-226A
Development Standards – Open Space District**

Development Standards – Open Space District		
Development Feature (minimum unless otherwise indicated)	OS	Additional Regulations
Density/Intensity		
Maximum Floor Area Ratio	0.20	
Setbacks - measured in feet		
Front setback	0	
Side, Corner	0	Sec. 41-355 (Sight Triangle)
Side, Interior	0	
Rear	0	
Rear or Side (adjacent to a Lot in a residential or mixed-use district)	25	
Height (maximum) Measured in feet		
Height	35	Subject to 14 Code of Federal Regulation (CFR) Part 77 notification requirements.
Maximum Number of Stories	n/a	
Additional Regulations		
Fences, Walls, Hedges, and Screens	Division 5 (Fences, Walls, and Hedges) of Article III. (Standards for All Zoning Districts) of this Chapter	
Landscaping Standards	Division 12 (Water-Efficient Landscaping and Landscaping Standards) of Article III. (Standards for All Zoning Districts) of this Chapter	
Off-Street Parking Regulations and Design Standards	Division 7 (Off-Street Parking and Loading) of Article III. (Standards for All Zoning Districts) of this Chapter	
Performance Standards	Division 8 (Performance Standards) of Article III. (Standards for All Zoning Districts) of this Chapter	
Sign Standards	Division 10 (Signs) of Article III. (Standards for All Zoning Districts) of this Chapter	
Trash Enclosures	Sec. 41-360 (Solid Waste and Recycling Materials Storage)	

Sec. 41-227 Design Guidelines and Standards.

All site planning, building treatments, landscaping, and parking facilities on a new development site shall have unified and integrated design that implements the provisions of the Santa Ana Citywide Design Guidelines. At a minimum, the following shall apply to all new development and substantial remodels of existing development.

Division 11 Supplemental Standards Districts

Sec. 41-276 Purpose and Intent.

- (A) **Purpose.** Supplemental Standards Districts are zoning districts that can be applied to any underlying district to impose additional or alternate requirements to those of the underlying district. Supplemental Standards Districts are established to protect public health, safety, and general welfare and are adopted to address specific physical conditions and/or policies contained in the Santa Ana General Plan regarding, for example, historic preservation, urban design, environmental justice, and pedestrian accommodation. Each Supplemental Standards District is indicated on the Zoning Map in parentheses as a suffix to the underlying district.
- (B) **Intent of Supplemental Standards Districts.** The intent of each Supplemental Standards District is as follows:
- (1) **Agriculture (Horse Keeping) (A).** The Agricultural Supplemental Standards District is established to allow for and regulate the keeping of horses within specific single-family neighborhoods in Santa Ana where horse keeping historically has occurred as an ancillary use. The Agricultural Supplemental Standards District may only be applied in conjunction with the SFR district.
 - (2) **Architectural Resources (AR).** The Architectural Resources Supplemental Standards District is established to preserve the scale and development character of neighborhoods in the City's Historically Sensitive Areas, as identified and adopted by City Council resolution. The provisions established in Subsection (M) (Design Standards in Historically Sensitive Areas) of Sec. 41-104 (Design Standards – Single-family and Two-family Dwellings) shall be applied to properties designated (AR).
 - (3) **Height (H).** The Height Supplemental Standards District is established to allow for building heights to exceed the limits established in the underlying district for the purpose of providing design flexibility, as set forth in Division 6 (Height Exemption) of Article III. (Standards for All Zoning Districts) of this Chapter.
 - (4) **Adaptive Reuse Incentive Area (ARIA).** The Adaptive Reuse Incentive Area Supplemental Standards District is established to provide alternative building and fire standards for the conversion of eligible buildings, or portions thereof, from nonresidential uses to dwelling units, guest rooms, or joint living and work quarters, as set forth in Division 3 (Adaptive Reuse) of Article III. (Standards for All Zoning Districts) of this Chapter.
 - (5) **Public Realm Plan (PRP).** The Public Realm Plan Supplemental Standards District is established to provide alternative building setback standards in specified areas of the City where those alternative setbacks will provide additional area for expansion of pedestrian amenities onto private properties, including but not limited to sidewalk area, street furniture, and landscape

physical development shall execute a Property Maintenance Agreement with the City of Santa Ana, which shall be recorded against the property by the City and be in a form reasonably satisfactory to the City Attorney. The terms of the Property Maintenance Agreement shall be established by the Director or designee and may include provisions related to ongoing maintenance, repair and upkeep of the property and all improvements located thereupon (including, but not limited to, the timely maintenance, repair, and upkeep of damaged, vandalized and /or weathered buildings, structures, and/or improvements; parking striping; irrigation fixtures and landscaping, and related landscape improvements).

Sec. 41-331– 41-334 Reserved.

Sec. 41-335 Queuing for Gated Developments.

Gated developments shall provide a minimum 60 feet of queuing space for vehicles at the primary entrance to the development unless otherwise approved by the Director of Public Works or designee.

Sec. 41-336– 41-339 Reserved.

Sec. 41-340 Rules of Measurement.

(A) **Purpose.** This Section describes the required methods of measuring height, setbacks, and site area.

(B) **Applicability.** The following rules of measurements apply to all established districts in Article II. (Districts, Uses, and Standards), unless otherwise noted.

(C) **Measuring Height.**

- (1) The height of a structure shall be measured from the lowest adjacent grade of the structure to the top of the structure.
- (2) Rooftop elevator housing, stairwells, radio and television antennas, gables, spires, scenery lofts, cupolas, water tanks, and silos shall not be considered as part of the roof surface in the measurement of structure height.
- (3) The height of signs and wireless communication facilities shall be measured as set forth in Division 10 (Signs) of this Article, and Sec. 41-828 (Wireless Communications Facilities), respectfully.

Sec. 41-341– 41-344 Reserved.

Sec. 41-345 Setback Lines and Future Rights-of-Way.

No person shall erect, move in, or structurally alter any structure within the planned ultimate width of the public right-of-way pursuant to SAMC Chapter 33, Sec. 33-49 (Same – Dedications); however, nothing herein is intended to prohibit the demolition of a structure or the construction or erection of a hedge, retaining wall, or fence, provided said hedge, retaining wall, or fence meets the requirements of the

Division 4 Airport Land Use Compatibility

Sec. 41-390 Purpose and Applicability.

(A) **Purpose.** This Division is intended to protect the public health, safety, and welfare of people in the air and on the ground by ensuring that development within the Airport Influence Area (AIA) of John Wayne Airport (JWA) and within the larger City is compatible with airport operations by:

- (1) Requiring compliance with California Public Utilities Code (PUC) Section 21670 et seq. as it may be amended;
- (2) Minimizing the number of people exposed to excessive noise and safety hazards;
- (3) Ensuring compliance with 14 Code of Federal Regulations (CFR) Part 77 (also known as Federal Aviation Regulations (FAR) Part 77 standards to prevent the creation of obstructions to air navigation;
- (4) Protecting the operational integrity of the airport from incompatible land uses; and
- (5) Avoiding the introduction of hazards to safe air navigation by aircraft, which for the purposes of this Section are defined as any contrivance invented, used, or designed to navigate, or fly in, the air, including but not limited to airplanes, helicopters, gliders, balloons, airships, and vertical takeoff and landing (VTOL/eVTOL) aircraft, as well as unmanned aircraft (e.g., small, unmanned aircraft regulated under 14 CFR Part 107).

For the purposes of this Section, the AIA is the geographic area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may affect land uses or necessitate restrictions on those uses. Term is synonymous with “Airport Planning Area,” “Planning Area,” and “Planning Area Boundary” used or defined in the AELUP. The AIA is delineated by the JWA AELUP and reflected in the City’s mapping.

(B) **Applicability.** The provisions of this Division apply to certain types of new uses and new development projects detailed in the subsections below and located within the AIA established by the Orange County Airport Land Use Commission (ALUC) for JWA, as depicted on the ALUC-adopted Airport Environs Land Use Plan (AELUP) maps, as amended.

Sec. 41-391 Process and Requirements.

Prior to the approval of an application subject to airport land use compatibility, the following procedures must be satisfied:

(A) **ALUC Consistency Review.** Pursuant to PUC 21676(b), before the City takes action on an application for the amendment of the General plan, specific plan, or the adoption of a zoning ordinance amendment, or building regulation within the AIA, the proposed action must be submitted to the ALUC for consistency determination.

Division 6 Height Exemption

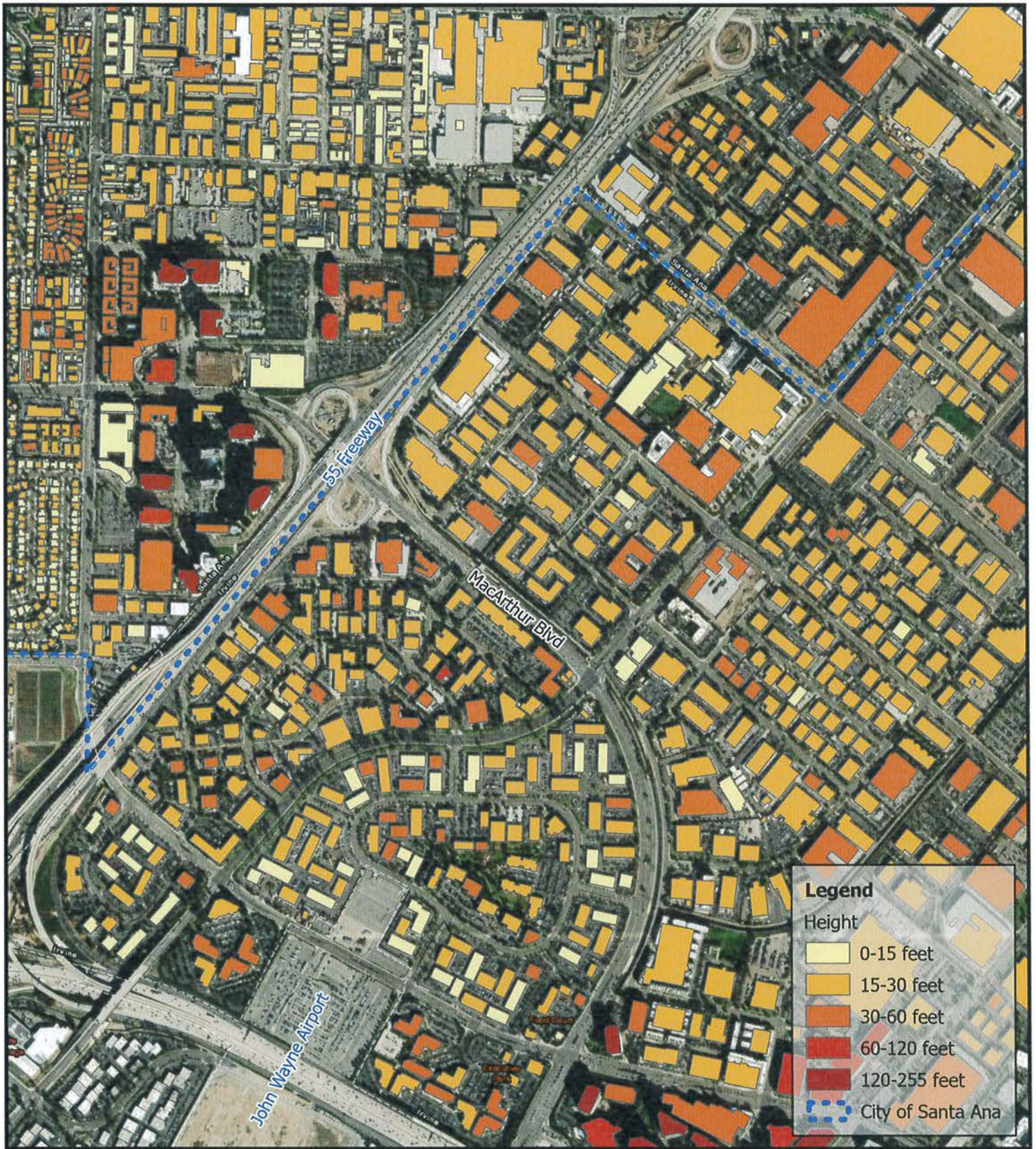
Sec. 41-430 Purpose and Applicability.

- (A) **Purpose.** This Division describes the specified areas within the City where height limits are waived for the purpose of providing more development flexibility.
- (B) **Applicability.** The following exemptions relating to height apply to all established districts in Article II (Districts, Uses, and Standards), unless otherwise noted. This Division does not apply to Wireless Communication Facilities as regulated by Sec. 41-828 (Wireless Communications Facilities).

Sec. 41-431 Height Exemption Areas.

There are hereby established within the City certain areas designated and delineated as "height exemption areas" delineated with an (H) suffix on the Zoning Map. Notwithstanding anything to the contrary in this Division any other provision of this Chapter, there shall be no limitation on the height of any structure constructed within an (H) district; nor shall any yard or building setback requirement which is based upon the height of a structure apply to any building constructed within an (H) district.

Sec. 41-332– 41-347 Reserved.



Existing Building Heights

JWA Runway 20R Approach