EXHIBIT 2

golden city beyond

Mobility Element

Santa Ana General Plan

FINAL, APRIL 2022

POLICY FRAMEWORK

GOAL M-1: Comprehensive Circulation

A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.

POLICY M-1.1
SAFETY

Achieve zero fatalities from traffic collisions through education, enforcement, and infrastructure design.

H Eq Ed

POLICY M-1.2
BALANCED MULTIMODAL NETWORK

Provide a balanced and equitable multimodal circulation network that reflects current and changing needs.

H Eq (EJ) S

POLICY M-1.3
TRAFFIC MANAGEMENT SYSTEMS

Utilize technology to efficiently move people and vehicles and manage motor vehicle speeds.

S

POLICY M-1.4
MOTOR VEHICLE LEVEL OF SERVICE

Maintain at least a vehicle level of service "D" for intersections of arterial streets, except in areas planned for high intensity development or traffic safety projects.

H S

POLICY M-1.5
MULTIMODAL LEVEL OF SERVICE

Ensure that new development and City projects maintain or improve the current level of service for all modes of transportation.

H Eq S

POLICY M-1.6
COMPLETE STREETS

Transform travelways to accommodate all users through street design and amenities, such as sidewalks, trees, landscaping, street furniture, and bus shelters.

H Eq S

POLICY M-1.7
PROACTIVE MITIGATION

Proactively mitigate existing and new potential air quality, noise, congestion, safety, and other impacts from the transportation network on residents and business, especially in environmental justice communities.

H Eq (EJ) S

POLICY M-1.8
ENVIRONMENTAL SUSTAINABILITY

Consider air and water quality, noise reduction, neighborhood character, and street-level aesthetics when making improvements to travelways.

H Eq S

POLICY M-1.9
REGIONAL CONSISTENCY

Ensure the street network is consistent with standards set in the OCTA Master Plan of Arterial Highways and the Congestion Management Program.

S

POLICY M-1.10
INTERGOVERNMENTAL COORDINATION

Collaborate with federal, state, SCAG, OCTA, rail authorities, and other agencies to fund and improve the regional transportation system.

S

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<< GOAL M-1: COMPREHENSIVE CIRCULATION

POLICY M-1.11
EMERGING SERVICES

Promote the development of innovative and safe travel and delivery services through partnerships with business and industry leaders.

H Eq S

▲ **Complete Streets Improvements along Harbor Boulevard**

After the Harbor Corridor Specific Plan was adopted in 2014, the City began implementing improvements (painting, striping, and spacing for a Class 4 Cycle Track) and applying streetscape requirements to new development (wide sidewalks with street trees and lighting) to make Harbor Boulevard a more complete street and accommodate vehicles, transit users, bicyclists, and pedestrians in a safe, efficient, and attractive manner.

GOAL M-2: Regional Mobility

An integrated system of travelways that connects the city to the region, employment centers, and key destinations, making Santa Ana the leader in regional transportation.

POLICY M-2.1
INTERSTATE FREEWAYS

Support Caltrans and OCTA efforts to improve freeway safety, while addressing impacts to neighborhoods.

H Eq S

POLICY M-2.2
TRANSIT SERVICES

Support OCTA, Caltrans, and other regional and local transportation providers to enhance existing transit services to provide residents, workers and visitors with safe, affordable, accessible, convenient, reliable, and attractive transit services.

H Eq S

POLICY M-2.3
REGIONAL TRANSPORTATION CENTER

Continue to promote and develop the Santa Ana Regional Transportation Center (SARTC) as a major transportation hub linking Amtrak, Metrolink, the OC Streetcar, other regional systems, and first and last mile connections.

H S

POLICY M-2.4
COMMUTER RAIL

Support the expansion of commuter rail services and Santa Ana's role as a destination along the Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor.

H S

POLICY M-2.5
OC STREETCAR

Support development and expansion of the OC Streetcar project, connecting neighborhoods, employment centers, and Downtown Santa Ana to activity centers in Orange County.

H S

POLICY M-2.6
HIGH FREQUENCY TRANSIT CORRIDORS

Work with OCTA to support the improvement of transit opportunity corridors to facilitate high frequency transit (e.g., bus rapid transit and other modes) along designated corridors in Santa Ana.

H S

POLICY M-2.7
REGIONAL MOBILITY ACCESS

Enhance access to regional transit, including first and last mile connections, to encourage the use of public transit.

H Eq S

POLICY M-2.8
GRADE SEPARATIONS

Encourage the installation and improvement of grade separations at rail crossings that minimize impacts to adjacent properties and nonmotorized users.

H Eq S

POLICY M-2.9
GOODS MOVEMENT

Maintain a network of truck routes limited to arterial streets to allow for goods movement and protect residential neighborhoods from adverse impacts.

H Eq S

GOAL M-3: Active Transportation

A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles.

POLICY M-3.1
NONMOTORIZED TRAVELWAY NETWORK

Expand and maintain a citywide network of nonmotorized travelways within both the public and private realms that create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers.

H Eq S

POLICY M-3.2
NONMOTORIZED TRAVELWAY AMENITIES

Enhance nonmotorized travelways with amenities such as landscaping, shade trees, lighting, benches, crosswalks, rest stops, bicycle parking, and support facilities that promote a pleasant and safe experience.

H Eq S

POLICY M-3.3
SAFE ROUTES TO SCHOOLS AND PARKS

Lead the development and implementation of safe routes to schools and parks by partnering with the school districts, residents, property owners, and community stakeholders.

H Eq EJ S

POLICY M-3.4
REGIONAL COORDINATION

Coordinate development of the City's active transportation and transit network with adjacent jurisdictions, OCTA, and other appropriate agencies.

H Eq S

POLICY M-3.5
EDUCATION AND ENCOURAGEMENT

Encourage active transportation choices through education, special events, and programs.

H Eq S Ed

POLICY M-3.6
TRANSIT CONNECTIVITY

Enhance first and last mile connectivity to transit facilities through safe, accessible, and convenient linkages.

H Eq S

POLICY M-3.7
COMPLETE STREETS DESIGN

Enhance streets to facilitate safe walking, bicycling, and other nonmotorized forms of transportation through community participatory design.

H Eq S

POLICY M-3.8
SANTA ANA RIVER AND GOLDEN LOOP

Proactively pursue the improvement and restoration of the Santa Ana River natural habitat and the completion of the Golden Loop to serve as a multiuse recreational amenity.

H S

POLICY M-3.9
NEIGHBORHOOD TRAFFIC

Develop innovative strategies to calm neighborhood traffic, increase safety, and eliminate collisions, while also maintaining access for emergency response.

H

GOAL M-4: Transportation, Land Use, and Design

Coordinated transportation planning efforts with land use and design strategies that encourage sustainable development and achieve broader community goals.

POLICY M-4.1
INTENSE DEVELOPMENT AREAS

Program multimodal transportation and public realm improvements that support new development in areas along transit corridors and areas planned for high intensity development.

H S

POLICY M-4.2
PROJECT REVIEW

Encourage active transportation, transit use, and connectivity through physical improvements and public realm amenities identified during the City's Development Review process.

H Eq S

POLICY M-4.3
TRANSPORTATION MANAGEMENT

Coordinate with OCTA, employers, and developers to utilize TDM (transportation demand management) strategies and education to reduce vehicle trips and parking demands.

H S

POLICY M-4.4
FAIR SHARE IMPACTS

Ensure that all development projects pay their fair share of the system improvements necessary to accommodate the transportation needs of their projects.

Eq S

POLICY M-4.5
LAND USE DEVELOPMENT DESIGN

Ensure that building placement and design features create a desirable and active streetscape, by prioritizing pedestrian access directly from the street and placing parking lots to the rear of a development site.

H S

POLICY M-4.6
ROADWAY CAPACITY ALTERNATIVES

Promote reductions in automobile trips and vehicle miles traveled by encouraging transit use and nonmotorized transportation as alternatives to augmenting roadway capacity.

H S

POLICY M-4.7
PARKING

Explore and implement a flexible menu of parking options and other strategies to efficiently coordinate the response to parking demands.

S

POLICY M-4.8
NOISE MITIGATION

Encourage physical and operational improvements to reduce noise levels around major roads, freeways, and rail corridors, in particular around sensitive land uses.

H Eq

POLICY M-4.9
AIR POLLUTION MITIGATION

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

H Eq EJ S

GOAL M-5: Sustainable Transportation Design

A transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.

POLICY M-5.1
ENHANCED STREET DESIGN

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

H S

POLICY M-5.2
RAIL CORRIDORS

Coordinate with rail service providers to improve and maintain the aesthetics of rail corridors, reduce noise levels, and mitigate traffic conflicts and other environmental hazards.

H Eq S

POLICY M-5.3
TRAVEL VIEWS

Promote the undergrounding of utilities and the reduction of visual clutter along travelways.

S

POLICY M-5.4
GREEN STREETS

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

S

POLICY M-5.5
STREET DESIGN

Design and retrofit streets based on their combined land use context and road function to achieve safety objectives.

H Eq S

POLICY M-5.6
CLEAN FUELS AND VEHICLES

Encourage the use of alternative fuel vehicles and mobility technologies through the installation of supporting infrastructure.

S

POLICY M-5.7
INFRASTRUCTURE CONDITION

Enhance travelway safety by maintaining streets, alleys, bridges, sidewalks, lighting, and other transportation infrastructure in excellent condition.

S Eq EJ

POLICY M-5.8
TRAFFIC SAFETY

Prioritize the safety of all travelway users when designing transportation improvement and rehabilitation projects.

H S

EXHIBIT 2

Conservation Element

Santa Ana General Plan

FINAL, APRIL 2022

POLICY FRAMEWORK

GOAL CN-1: Air Quality and Climate

Protect air resources, improve regional and local air quality, and minimize the impacts of climate change.

POLICY CN-1.1
REGIONAL PLANNING EFFORTS

Coordinate air quality planning efforts with local and regional agencies to meet or exceed State and Federal ambient air quality standards in order to educate the community on and protect all residents from the health effects of air pollution.

H Eq

POLICY CN-1.2
CLIMATE ACTION PLAN

Consistency with emission reduction goals highlighted in the Climate Action Plan shall be considered in all major decisions on land use and investments in public infrastructure.

H S Eq EJ

POLICY CN-1.3
EDUCATION

Promote efforts to educate businesses and the general public about air quality standards, reducing the urban heat island effect, health effects from poor air quality and extreme heat, and best practices they can make to improve air quality and reduce greenhouse gas emissions.

H Ed Eq EJ

POLICY CN-1.4
DEVELOPMENT STANDARDS

Support new development that meets or exceeds standards for energy-efficient building design and site planning.

S

POLICY CN-1.5
SENSITIVE RECEPTOR DECISIONS

Study the impacts of stationary and non-stationary emission sources on existing and proposed sensitive uses and opportunities to minimize health and safety risks. Develop and adopt new regulations avoiding the siting of facilities that potentially emit increased pollution near sensitive receptors within environmental justice area boundaries.

H Eq EJ

POLICY CN-1.6
NEW AND INFILL RESIDENTIAL DEVELOPMENT

Promote development that is mixed use, pedestrian friendly, transit oriented, and clustered around activity centers.

S

POLICY CN-1.7
HOUSING AND EMPLOYMENT OPPORTUNITIES

Improve the city's jobs/housing balance ratio by supporting development that provides housing and employment opportunities to enable people to live and work in Santa Ana.

Eq

POLICY CN-1.8
PROMOTE ALTERNATIVE TRANSPORTATION

Promote use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.

S Ed Eq EJ

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POLICY CN-1.9
PUBLIC INVESTMENT ALTERNATIVE TRANSPORTATION INFRASTRUCTURE

Continue to invest in infrastructure projects that support public transportation and alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.

S Eq EJ

POLICY CN-1.10
TRANSPORTATION MANAGEMENT

Continue to support and invest in improvements to the City's Transportation Management System, including projects or programs that improve traffic flow and reduce traffic congestion.

S

POLICY CN-1.11
PUBLIC INVESTMENT IN LOW- OR ZERO EMISSION VEHICLES

Continue to invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and to transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.

S

POLICY CN-1.12
SUSTAINABLE INFRASTRUCTURE

Encourage the use of low or zero emission vehicles, bicycles, nonmotorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.

S

POLICY CN-1.13
CITY CONTRACT PRACTICES

Support businesses and contractors that use reduced-emissions equipment for city construction projects and contracts for services, as well as businesses that practice sustainable operations.

S

POLICY CN-1.14
TRANSPORTATION DEMAND MANAGEMENT

Require and incentivize projects to incorporate transportation demand management techniques.

H S Ed

POLICY CN-1.15
COMMUNITY EMISSIONS REDUCTION

Collaborate with the South Coast Air Quality Management District and local stakeholders in advance of designation as a priority community for air monitoring and reduction, and implement measures and strategies identified in other air monitoring and emissions reduction plans that are applicable to and feasible for Santa Ana.

H Eq EJ S

POLICY CN-1.16
INDIRECT SOURCE RULES

Support the development of regional legislation such as the drayage truck rule, advanced clean truck route, and heavy-duty low NOx rule by the South Coast Air Quality Management District.

H Eq EJ S

POLICY CN-1.17
INDOOR RECREATION

Encourage new development to provide indoor recreation space when located in areas with high levels of localized air pollution or if site is adjacent to freeways or heavy industrial uses.

H Eq

POLICY CN-1.18
PUBLIC INVESTMENT IN PARKS

Coordinate with park renovation and new development to address air quality and climate impacts by reducing the heat island affect by providing green infrastructure and shade, and reducing air pollution by providing vegetation that removes pollutants and air particles.

H Eq S

GOAL CN-2: Natural Resources

Preserve and enhance Santa Ana's natural and environmental resources while maintaining a balance between recreation, habitat restoration, and scenic resources.

POLICY CN-2.1
NATIVE WILDLIFE HABITAT PROTECTION

Protect and enhance natural vegetation in parks and open spaces for wildlife habitat, erosion control, and to serve as noise and scenic buffers.

S

POLICY CN-2.2
BIODIVERSITY PRESERVATION

Collaborate with State and County agencies to promote biodiversity and protect sensitive biological resources.

S

POLICY CN-2.3
RESOURCE MANAGEMENT

Efficiently manage soil and mineral resource operations to eliminate significant nuisances, hazards, or adverse environmental effects on neighboring land uses.

H S

POLICY CN-2.4
SCENIC PRESERVATION

Ensure that development, open space and travelways surrounding key destinations, historic sites, recreational areas, and open space protects visual corridors, community aesthetics, and scenic preservation.

H S

▲ **Santa Ana River**

Nearly four linear miles of trails run along the Santa Ana River through the city's western area. The City's vision for the river includes preserving and restoring natural habitat, acquiring land for improvements, protecting water quality, and promoting the Santa Ana River Trail as a nonmotorized transportation route to serve the region. This photo shows bikers and walkers on the bridge connecting the Santa Ana River Trail, Edna Park, and 17th Street Triangle Park.

GOAL CN-3: Energy Resources

Reduce consumption of and reliance on nonrenewable energy, and support the development and use of renewable energy sources.

POLICY CN-3.1
INTERAGENCY COORDINATION

Consult with regional agencies and utility companies to pursue energy efficiency goals and expand renewable energy strategies.

S Ed

POLICY CN-3.2
EDUCATION PROGRAMS

Support education programs to provide information on energy conservation and alternatives to nonrenewable energy sources.

S Ed

POLICY CN-3.3
DEVELOPMENT PATTERNS

Promote energy-efficient development patterns by clustering mixed use developments and compatible uses adjacent to public transportation.

H S

POLICY CN-3.4
SITE DESIGN

Encourage site planning and subdivision design that incorporates the use of renewable energy systems.

S

POLICY CN-3.5
LANDSCAPING

Promote and encourage the planting of native and diverse tree species to improve air quality, reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation with special focus in environmental justice areas.

EJ Eq S

POLICY CN-3.6
LIFE CYCLE COSTS

Encourage construction and building development practices that use renewable resources and life cycle costing in construction and operating decisions.

S

POLICY CN-3.7
ENERGY CONSERVATION DESIGN AND CONSTRUCTION

Incorporate energy conservation features in the design of new construction and rehabilitation projects.

S

POLICY CN-3.8
ENERGY-EFFICIENT PUBLIC FACILITIES

Promote and encourage efficient use of energy and the conservation of available resources in the design, construction, maintenance, and operation of public facilities, infrastructure, and equipment.

S

POLICY CN-3.9
ENERGY GENERATION IN PUBLIC FACILITIES

Encourage and support the generation, transmission, use, and storage of locally distributed renewable energy in order to promote energy independence, efficiency, and sustainability.

S

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<< CN-3 ENERGY RESOURCES

POLICY CN-3.10
ENERGY CONSERVATION IN PUBLIC PROJECTS

Work with businesses and contractors that use energy-efficient practices in the provision of services and equipment for City construction projects.

S

POLICY CN-3.11
ENERGY-EFFICIENT TRANSPORTATION INFRASTRUCTURE

Continue to support public and private infrastructure for public transportation such as bus routes, rail lines, and the OC Streetcar.

S

▲ **Fleet Vehicles**

The City of Santa Ana uses alternative-fueled vehicles to conserve natural resources and lower emissions. The propane-fueled Ford F-550 truck shown here will reduce carbon dioxide emissions by about 55,000 pounds over its lifetime. While minimizing smog-producing hydrocarbons and virtually eliminating particulate matter, the vehicle will lessen noise levels by about 50 percent compared to its diesel counterparts.

Photo courtesy of Roush Clean Tech

GOAL CN-4: Water Resources

Conserve and replenish existing and future water resources.

POLICY CN-4.1
WATER USE

Encourage and educate residents, business owners, and operators of public facilities to use water wisely and efficiently.

S Ed

POLICY CN-4.2
LANDSCAPING

Encourage public and private property owners to plant native or drought-tolerant vegetation.

S Ed

POLICY CN-4.3
RECYCLED WATER SYSTEMS

Continue to coordinate with the Orange County Water District, Orange County Sanitation District, and developers for opportunities to expand use of reclaimed water systems.

S

POLICY CN-4.4
IRRIGATION SYSTEMS

Promote irrigation and rainwater capture systems that conserve water to support a sustainable community.

S Ed

POLICY CN-4.5
WATER SUPPLY

Continue to collaborate with Orange County Water District and Metropolitan Water District to ensure reliable, adequate, and high quality sources of water supply at a reasonable cost.

S

POLICY CN-4.6
WATER QUALITY

Work with public and private property owners to reduce storm water runoff and to protect the water quality percolating into the aquifer and into any established waterway.

S

Santa Ana Water Tower

Built in 1928, the historic water tower stands 153 feet tall and is still used today to maintain water pressure for residents. The tower is considered a Landmark structure on the Santa Ana Register of Historical Properties (#253).

Photo by Chet Frohlich

EXHIBIT 2

CITY OF SANTA ANA

SPECIFIC DEVELOPMENT NO.84

TRANSIT ZONING CODE

7 JUNE 2010

Prepared by:
Moule & Polyzoides Architects and Urbanists
for
City of Santa Ana

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This Code is organized as identified below:

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Street Network Concepts

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Street Network Concepts

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Division 2.

Sec. 41-2006. Zones Established

(a) Purpose. This section establishes the zones applied to property within the plan area by the Regulating Plan. The Regulating Plan divides the plan area into separate zones that are based on a transect of intensity within the plan area that ranges from the most urban types of development and land use to the least urban types, with most zones providing for a significant mixture of land uses within them.

This approach differs from conventional zoning maps that typically divide cities into zones that rigidly segregate residential, commercial, industrial, and institutional uses into separate areas, and thereby require residents to drive for nearly all daily activities. The use of zones based on development intensity (instead of land use zones) as the spatial basis for regulating development, directly reflects the functions of, and interrelationships between, each part of the plan area. The zones also effectively implement the City's urban design objectives for each part of the plan area, to establish and maintain attractive distinctions between each zone. This is why some parcels are zoned with more than one zone. In such cases, the zoning is divided along a clear boundary such as the middle of a block.

The zones of this Regulating Plan allocate architectural types, frontage types, and land uses within the plan area, as well as providing detailed standards for building placement, height and profile. The diagram to the right identifies the 9 zones applied within the plan area as they relate to existing rights-of-way and parcels.

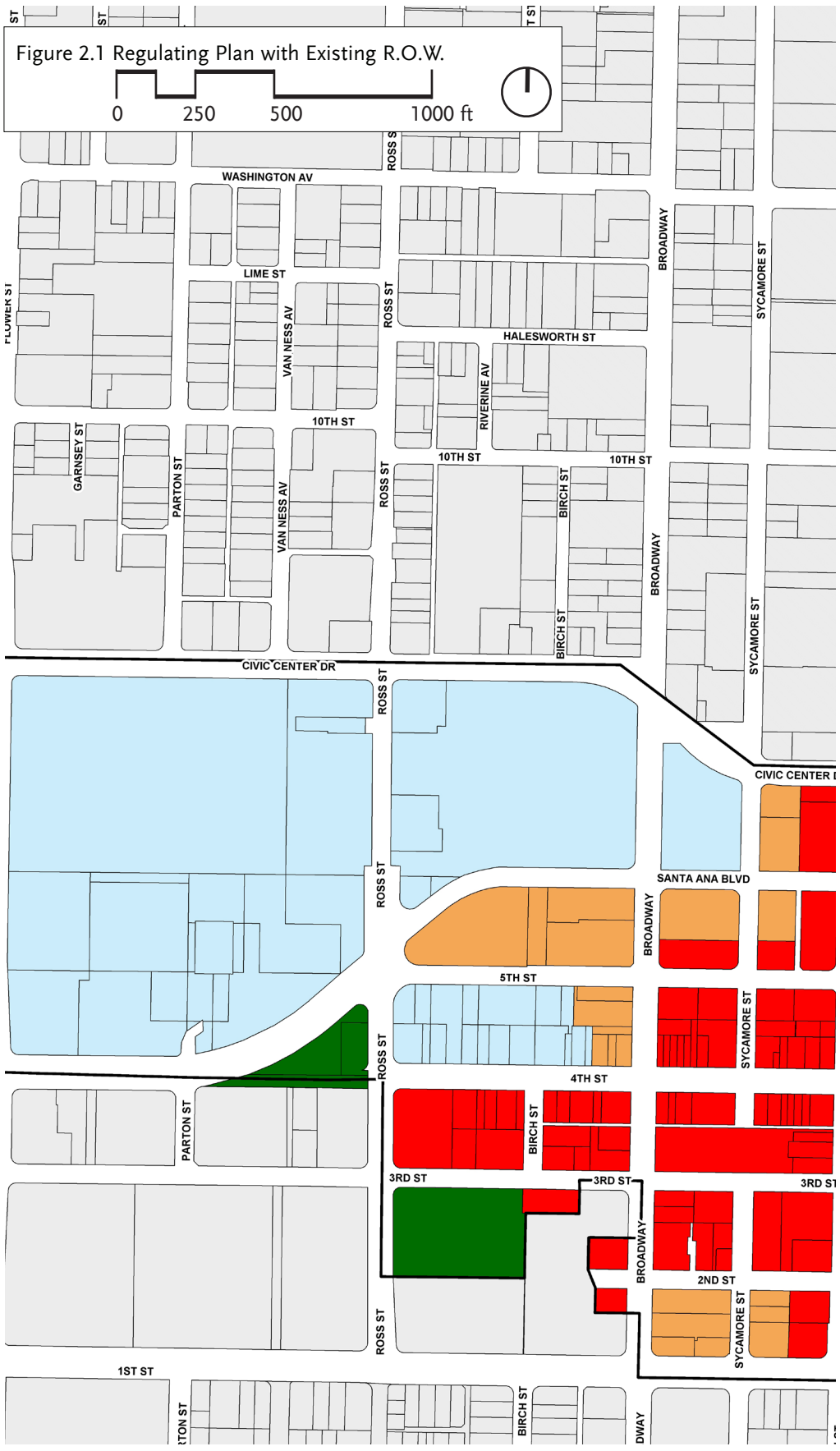


Figure 2.1 Regulating Plan with Existing R.O.W.

(b) Zones established. The following zones are applicable to this specific plan, and applied to property within the boundary as shown on the Regulating Plan.

(1) Transit Village (TV) Zone.
The Transit Village zone is intended to provide standards for compact transit-supportive mixed-use/residential development. This zone is characterized by a wide range of building intensity, including mixed-use tower-on-podium buildings, flex blocks, liners, stacked flats, and courtyard housing. The zone accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices and flats above in the mixed-use building types, at high intensities and densities. The landscape palette is urban, with shading and accent street trees in parkway strips along Santa Ana Boulevard, and in sidewalk tree wells where on-street parking is provided. Parking is accommodated on-street, in structures with liner buildings, and underground.

(2) Government Center (GC) Zone.
This area accommodates a wide variety of civic uses, including Federal, State, and local government offices and services, libraries, museums, community centers, and other civic assembly facilities. Building types vary according to their public purpose, are programmed by the various government agencies for their specific sites, and therefore are not coded by the Transit Zoning code (SD-84A and SD 84B). The landscape style is urban, emphasizing shading street trees in sidewalk tree wells, and in landscaped public plazas.

(3) Downtown (DT) Zone.
This zone is applied to the historical shopping district of Santa Ana, a vital, pedestrian-oriented area that is defined by multi-story urban building types (flex blocks, live-work, stacked dwellings, and courtyard housing in the Downtown edges) accommodating a mixture of retail, office, light service, and residential uses. The standards of this zone are intended to reinforce the form and character represented by pre-World War II buildings and recognized as a National Historic District, through restoration, rehabilitation, and context-sensitive infill. The standards also facilitate the replacement or improvement of post-war development that eliminated the pedestrian orientation of various downtown blocks (for example, parking structures with no features of pedestrian interest along their entire lengths). The landscape style is urban, emphasizing shading and accent street trees in sidewalk tree wells. Parking is accommodated on-street and may also be in structures with liner buildings, underground, and within block centers in surface lots not visible from streets.

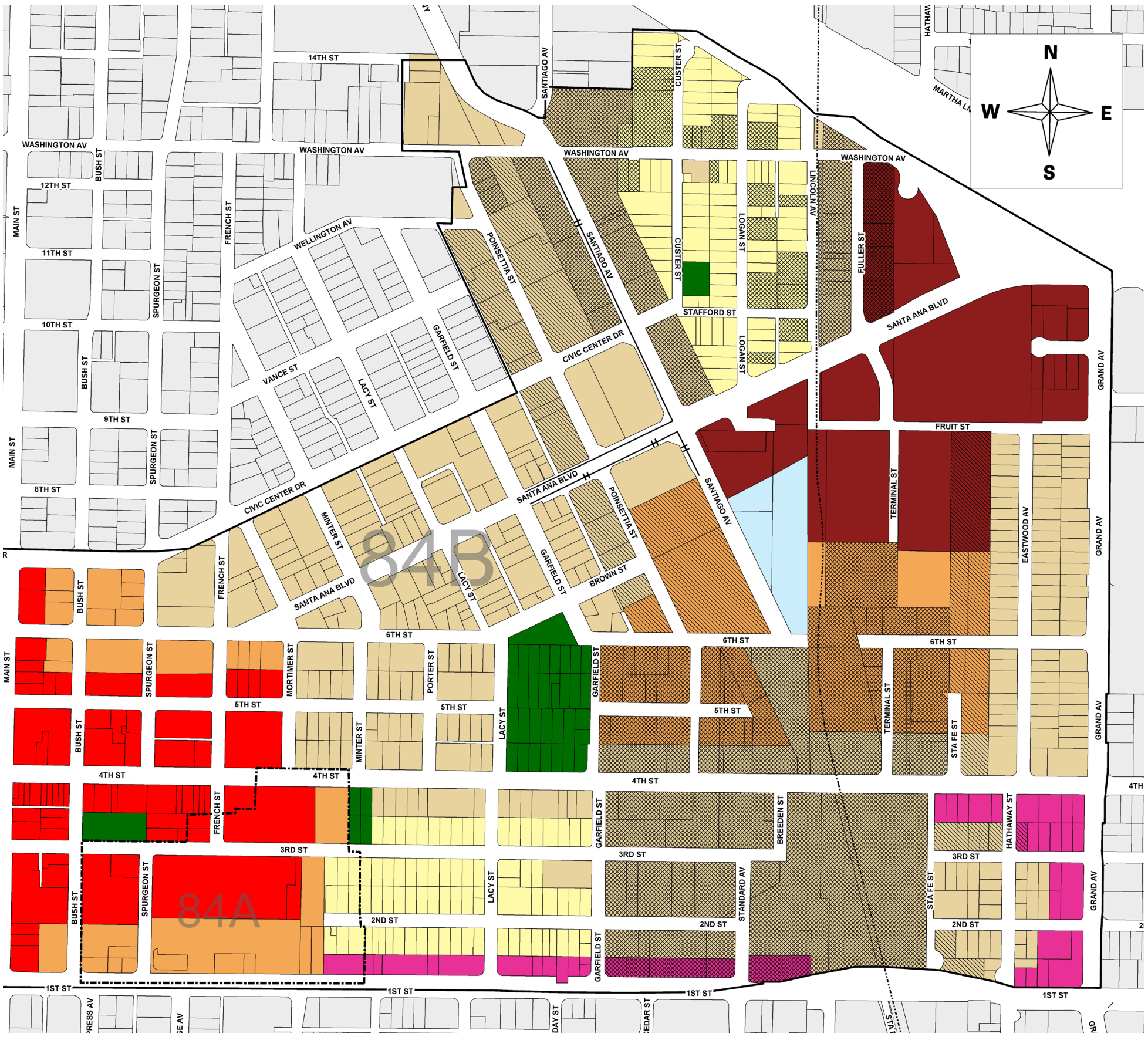
(4) Urban Center (UC) Zone.
This zone is applied to the area surrounding the Downtown, which serves as a transitional area to the surrounding lower intensity neighborhoods and to other areas where mixed-use and multi-unit residential buildings create a pedestrian-oriented urban fabric. The zone provides for a variety of non-residential uses and a mix of housing types at medium intensities and densities. Besides accommodating community serving businesses, this zone may also serve the daily convenience shopping and service needs of nearby residents. Building types include mixed-use Flex Blocks, stacked flats, live-work, rowhouses, and courtyard housing. The landscape is urban, emphasizing shading street trees in sidewalk tree wells. Parking is accommodated on-street and may also be in structures with liner buildings and underground in areas adjacent to the DT zone, and in surface lots away from street frontages.

(5) Corridor (CDR) Zone.
This zone is applied to properties fronting existing commercial corridors and provides standards to improve pedestrian-orientation in a transit-supportive, mixed use area. Mixed-use flex block and live-work building types are at or near the sidewalk, and accommodate street level retail, service, and office uses, with office and residential above. The landscape style is urban, emphasizing shading street trees in sidewalk tree wells. Parking is accommodated on-street, and in screened surface lots between buildings, or away from streets, with no more than half the site frontage occupied by parking.

(6) Urban Neighborhood 2 (UN-2) Zone.
This zone is applied to primarily residential areas intended to accommodate a variety of housing types, with some opportunities for live-work, neighborhood-serving retail, and cafes. Appropriate building types include single dwellings, duplexes, triplexes and quadplexes, courtyard housing, rowhouses, and live-work. In some areas, the more intense, hybrid court building type is allowed where additional intensity is warranted while maintaining compatibility with neighboring properties (see Regulating Plan). The landscape is appropriate to a neighborhood, with shading street trees in parkway strips, and shallow-depth landscaped front yards separating buildings from sidewalks. Parking is on-street, and in garages located away from street frontages.

(7) Urban Neighborhood 1 (UN-1) Zone.
This zone is applied to existing primarily residential areas and is intended to strengthen and stabilize the low intensity nature of these neighborhoods.

Regulating Plan and Zones Established, cont'd



Appropriate building types include single dwellings, duplexes, triplexes, and quadplexes, and live-work. The landscape is appropriate to a neighborhood, with shading street trees in parkway strips and landscaped front yards separating buildings from sidewalks. Parking is on-street, and in garages located away from street frontages.

(8) Industial Overlay (I-OZ) Zone.

The I-OZ is applied to areas currently zoned M1 or M2, and occupied with an industrial use, to allow the types of land use activity and development permitted by existing M1 and M2 zoning to continue until such time that the owner chooses to apply the new zones identified in Figure 2.1. In order to determine if the M1 or M2 land use activity and development apply to a particular parcel, the I-OZ is further identified as I-OZ-M1 or I-OZ-M2. Until the property owner applies to modify the zoning district, property in the I-OZ shall be regulated by the provisions of the M1 and M2 zones (SAMC 41, Article III, Divisions 18 and 19), as applicable.

(9) Open Space (O) Zone.

This zone identifies areas reserved for community parks and other open spaces. Allowable structures in this zone are limited to those necessary to support the specific purposes of the particular open space area (e.g., sport-court enclosures and multi-purpose buildings in active parks, and trails within passive parks).

Key

- Transit Village (TV)
- Government Center (GC) [1]
- Downtown (DT)
- Urban Center (UC)
- Corridor (CDR)
- Urban Neighborhood 2 (UN-2)
  - H Location where Hybrid Court type is allowed
- Urban Neighborhood 1 (UN-1)
- Open Space (O)[1]
- Specific development Boundary
- Industrial Overlay Zone (I-OZ)
  - I-OZ-M1
  - I-OZ-M2

[1] Identified, but not regulated by this Code, Refer to City requirements as identified in SAMC Chapter 41.

Sec. 41-2007. Uses Permitted.

(a) Allowable Land Use Types. A parcel or building within the Specific Development area shall be occupied by only the land uses allowed by the table entitled Use Standards (hereinafter Use Standards Table) within the zone applied to the site by the Regulating Plan.

(b) Garage sales are allowed in compliance with Section 41-193.

(c) Temporary outdoor activities are allowed in compliance with Section 41-195.5.

(d) Youth amusement rides are permitted in compliance with Section 41-366 for C1 districts.

(e) Drive-through facilities shall not be permitted.

Sec. 41-2008. Operational Standards.

(a) All property shall be maintained in a safe, sanitary and attractive condition including, but not limited to, structures, landscaping, parking areas, walkways, and trash enclosures.

(b) All business activities shall be conducted and located within an enclosed building, except as allowed by Section 41-195 of the SAMC and except that the following business activities may be conducted outside of an enclosed building:

(1) Newsstands
(2) Flower Stands

(c) There shall be no manufacturing, processing, compounding, assembling or treatment of any material or product, other than that which is clearly incidental to a particular retail and service general enterprise, and where such goods are sold on the premises.

(d) There shall be no work inside of a structure that generates noise that exceeds 60 dB CNEL measured at the exterior wall of the unit.

(e) Storage of goods and supplies shall be limited to those sold at retail on the premises or utilized in the course of business.

(f) Public utility structures, including electric distribution and transmission substations shall be screened by a solid wall at least eight (8) feet high, except as restricted by Sections 36-45, 36-46, and 36-47.

(g) Any activity permitted shall be conducted in such a manner as not to have a detrimental effect on permitted adjacent uses by reason of refuse matter, noise, light, or vibration.

(h) Small scale industry uses shall require a solid wall or fence not less than eight (8) feet in height along any rear or side lot line.

(i) All business activities, including, but not limited to, compounding, processing, packaging or assembly of articles of merchandise and treatment of products shall be conducted within a completely enclosed building. No ancillary vehicle maintenance or repair shall be allowed on site.

(j) Loading areas shall not be visible from streets. Loading areas not facing a street shall be setback at least thirty-five (35) feet from the property line.

Table 2A - Use Standards

Refer to Key to Zone Symbols table on following page for zone description and use notations

Land Use Type	Permit Required by Zone					
	TV	DT	UC	CDR	UN-2	UN-1
RESIDENTIAL						
Live-Work Use / Joint living-working quarters	P (2)	P (2)	P (2)	P (2)	CUP	CUP
Care Homes	CUP	CUP	CUP	CUP	CUP	CUP
Single Dwelling	---	---	---	---	P	P
Multi-Family Dwellings	P (1)	P (1)	P (1)	P (1)	P	P
RECREATION, EDUCATION AND ASSEMBLY						
Community assembly	P(1)	P (1)	P (1)	P	CUP	CUP
Health/fitness facility	P	P	P	P	CUP	---
Library, museum	P	P	P	P	P	CUP
Schools	P (1)	P (1)	P (1)	P	CUP	CUP
Studio	P	P	P	P	CUP	CUP
Theater, cinema or performing arts	P	P	P	P	---	---
Commercial Recreation (Indoor)	CUP	CUP	CUP	---	---	---
RETAIL						
General retail, except with any of the following features	P	P	P	P	P(2)	---
• Floor area over 20,000 per tenant	CUP	CUP	P	---	CUP	---
Eating establishments	P	P	P	P	P(2)	---
Auto or motor vehicle service	---	---	P	P	---	---
SERVICE GENERAL						
Banquet facility/catering-sub. to 41.199.1(a) through (d)	CUP	CUP	CUP	CUP(1)	---	---
Child day care - more than 8 and up to 14 children	P (3)	P (3)	P	P	LUC(2)	LUC
Child day care center	P (3)	P (3)	P	P	CUP	CUP
Adult day care center-subject to 41.199.2 of the SAMC	P (3)	P (3)	P	P	P	---
Hotel, excl. transient residential hotel and long term stay	P	P	P	P	---	---
Mortuaries, funeral homes	---	---	CUP	P	---	---
Personal services	P	P	P	P	P(2)	P (2)
Personal services - restricted	---	---	CUP	CUP	CUP	---

Table 2A - Use Standards

Land Use Type	Permit Required by Zone					
	TV	DT	UC	CDR	UN-2	UN-1
SERVICES-BUSINESS-FINANCIAL-PROFESSIONAL						
Bank, financial services	P	P	P	P	---	---
Business support service	P	P	P	P	P(2)	P (2)
Clinic, urgent care	---	---	CUP	P	---	---
Doctor, dentist, chiropractor, etc, office	P(1)	P(1)	P(1)	P	---	---
Extended care	P	P	P	P	CUP	---
Professional / administrative/service office	P(1)	P(1)	P(1)	P	P(2)	P (2)
SMALL SCALE INDUSTRY						
Artisan/craft product manufacturing	CUP	CUP	CUP	---	CUP	---
Furniture and fixture manufacturing, cabinet shop	P (3)	---	P (3)	---	---	---
Laboratory - medical - analytical	---	P (1)	P(1)	P	---	---
Manufacturing - light	P (3)	---	P (3)	---	CUP	---
Media production - office or storefront type (no sound stage)	P	P	P(1)	---	---	---
Printing and publishing	---	P(1)	P	---	---	---
Research and development	P (3)	---	P (3)	---	CUP	---
TRANSPORTATION, COMMUNICATION, INFRASTRUCTURE						
Helistops	CUP	CUP	---	---	---	---
Parking facility - public or commercial	P	P	P	P	---	---
Transit station or terminal	CUP	---	---	CUP	---	---
Public utility structure, excluding wireless comunication facilities	---	---	---	---	CUP	---
MISCELLANEOUS						
Any structure over four (4) stories in height	SPR	SPR	SPR	SPR	SPR	---
Businesses operating between 12 and 7 am	CUP	CUP	CUP	CUP	CUP	CUP
Alcoholic beverage sales or consumption	CUP	CUP	CUP	CUP	CUP	---

(k) No business activity that generates noise or vibration shall be conducted between 8:00 p.m. and 7:00 a.m. Monday through Friday and 8:00 p.m. and 10:00 a.m. Saturday and Sunday.

(l) Operational standards for automobile servicing.

(1) No automobile servicing shall be conducted before 7:00 a.m. or after 8:00 p.m. Monday through Friday and before 10:00 a.m. or after 8:00 p.m. Satruday and Sunday.

(2) All work shall be conducted inside an enclosed structure.

(3) Outdoor or overnight vehicle storage is not permitted.

Key to Zone Symbols

TV	Transit Village	CDR	Corridor
DT	Downtown	UN-2	Urban Neighborhood 2
UC	Urban Center	UN-1	Urban Neighborhood 1

Key

(1) Use permitted only on second or upper floors, or behind retail or service ground floor use.

(2) Permitted only as part of a vertical mixed use project, with upper floor residential

(3) Permitted only as part of a mixed use project with a commercial or residential component

P use is permitted subject to compliance with all applicable provisions the Santa Ana Municipal Code

LUC use is permitted subject to the approval of a Land Use Certificate.

CUP use is permitted subject to the approval of a Conditional Use Permit.

SPR use is permitted subject to the approval of Site Plan Review.

--- use not permitted in particular zones.

Division 3.

Building and Parking Placement, Building Height and Profile, Encroachments, and Parking Summary

A. Requirements

1. **Purpose.** This Division identifies the standards and requirements for new buildings, or buildings to be modified, for each zone within the Code area to ensure that proposed development is consistent with the City's goals for building form, character, and quality within the Code area. The zones are organized by intensity from the most intense (TV) to the least intense (UN-1). Unless stated otherwise, all requirements are expressed as 'minimums' and may be exceeded (e.g., 2 parking spaces required and 3 provided) in compliance with all applicable provisions of this code and Chapter 41.

2. **Applicability.** Each proposed improvement and building shall be designed in compliance with the standards of this Division for the applicable zone, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements and are reviewed by a special permit and procedures.

3. **Requirements by zone.** Each proposed building shall be designed according to the urban standards identified per the zone in which the property is located.

B. Summary of Zones

At right, in Table 3A, are the six zones (see Note below) organized in descending order according to their role and intensity within the Code area and as they appear in this Chapter:

- Transit Village (TV)
- Downtown (DT)
- Urban Center (UC)
- Corridor (CDR)
- Urban Neighborhood 2 (UN-2)
- Urban Neighborhood 1 (UN-1)

Note: the Government Center District and Open Space Zones are identified in this Code but regulated by the Santa Ana Municipal Code.

Table 3A: ZONE SUMMARY OF STANDARDS

3.3 Transit Village (TV)

Intent and Character of TV Zone

Building Types	Max Stories [a]
(see Chapter 4.1 for standards)	
Tower-on-Podium	25
Flex Block	5
Lined Block	5
Stacked Dwellings	6
Hybrid Court	-
Courtyard Housing	5
Live-Work	3
Rowhouse	-
Tuck-Under	3
Bungalow Court	-
Duplex/Triplex/ Quadplex	-
House	-

Frontage Types	Allowed
(see Chapter 4.2 for standards)	
Arcade	Y
Gallery	Y
Shopfront	Y
Forecourt	Y
Stoop	-
Frontyard & Porch	-

Building Setbacks	in feet
Front yard	0-10 [1]
Side Street	0-10 [1]
Side yard	0
Rear yard	15
Alley rear yard	3

[1] Grand Ave - Min 15', From current R.O.W

Parking per DU or Sq Ft	DU / Sq Ft	+ Guest
Residential	2	0.15
Live-Work	2	-
Non-Residential	1/400	-
In-Lieu Fee [b]	yes	yes

3.4 Downtown (DT)

Intent and Character of DT Zone

Building Types	Max Stories [a]
(see Chapter 4.1 for standards)	
Tower-on-Podium	-
Flex Block	10
Lined Block	5
Stacked Dwellings	6
Hybrid Court	-
Courtyard Housing	5
Live-Work	3
Rowhouse	-
Tuck-Under	3
Bungalow Court	-
Duplex/Triplex/ Quadplex	-
House	-

Frontage Types	Allowed
(see Chapter 4.2 for standards)	
Arcade	Y
Gallery	Y
Shopfront	Y
Forecourt	Y
Stoop	Y
Frontyard & Porch	-

Building Setbacks	in feet
Front yard	0
Side Street	0-10
Side yard	0
Rear yard	15
Alley rear yard	3

Parking per DU or Sq Ft	DU / Sq Ft	+ Guest
Residential	2	0.15
Live-Work	2	-
Non-Residential	1/400	-
In-Lieu Fee [b]	yes	yes

Key to Table 3A

Light shaded text *means 'not permitted' in the zone.*

' - ' means not applicable in the zone.

[a] Max Stories for all zones refer to the total number of stories permitted per Zone. The massing for all buildings are subject to size and massing standards, as described in Building Type Standards for each building type (Section 41-2020), as indicated in the example table below.

ALLOWED MASSING BY STORY								
Ratio of Each Story in % of ground floor								
STORY	1	2	3	4	5	6	7	8
%	*100*	*100*	*100*	*75*	*50*	*35*	*10*	*N/A*

[b] May be satisfied through In-Lieu Fee and Park-Once Program, if established

Notes continued on next page

3.5 Urban Center (UC)

Intent and Character of UC Zone

Building Types	Max Stories [a]
(see Chapter 4.1 for standards)	
Tower-on-Podium	-
Flex Block	5
Lined Block	5
Stacked Dwellings	5
Hybrid Court	-
Courtyard Housing	5
Live-Work	3
Rowhouse	-
Tuck-Under	3
Bungalow Court	-
Duplex/Triplex/ Quadplex	-
House	-

Frontage Types	Allowed
(see Chapter 4.2 for standards)	
Arcade	-
Gallery	-
Shopfront	Y
Forecourt	Y
Stoop	Y
Frontyard & Porch	Y

Building Setbacks	in feet
Front yard	0
Side Street	0-10
Side yard	0
Rear yard	15
Alley rear yard	3

Parking per DU or Sq Ft	DU / Sq Ft	+ Guest
Residential	2	0.15
Live-Work	2	0.15
Non-Residential	1/300	-
In-Lieu Fee [b]	no	no

3.6 Corridor (CDR)

Intent and Character of CDR Zone

Building Types	Max Stories [a]
(see Chapter 4.1 for standards)	
Tower-on-Podium	-
Flex Block	3
Lined Block	-
Stacked Dwellings	-
Hybrid Court	-
Courtyard Housing	-
Live-Work	3
Rowhouse	-
Tuck-Under	-
Bungalow Court	-
Duplex/Triplex/ Quadplex	-
House	-

Frontage Types	Allowed
(see Chapter 4.2 for standards)	
Arcade	-
Gallery	Y
Shopfront	Y
Forecourt	Y
Stoop	-
Frontyard & Porch	-

Building Setbacks	in feet
Front yard	5-15 [1]
Side Street	0-10 [1]
Side yard	0
Rear yard	15
Alley rear yard	3

[1] Grand Ave - Min 25' from current R.O.W.

Parking per DU or Sq Ft	DU / Sq Ft	+ Guest
Residential	2	0.25
Live-Work	2	0.25
Non-Residential	1/200	-
In-Lieu Fee [b]	no	no

3.7 Urban Neighborhood 2 (UN-2)

Intent and Character of UN2 Zone

Building Types	Max Stories [a]
(see Chapter 4.1 for standards)	
Tower-on-Podium	-
Flex Block	-
Lined Block	-
Stacked Dwellings	-
Hybrid Court	5[1]
Courtyard Housing	4
Live-Work	3
Rowhouse	3
Tuck-Under	3
Bungalow Court	2
Duplex/Triplex/ Quadplex	3
House	2

[[1] see Regulating Plan for allowed location

Frontage Types	Allowed
(see Chapter 4.2 for standards)	
Arcade	-
Gallery	-
Shopfront	Y
Forecourt	Y
Stoop	Y
Frontyard & Porch	Y

Building Setbacks	in feet	
Front yard	10 [1]	
Side Street	10	
Side yard	1 story	5
	2 story	5
	3 story	8
	4 story	12
Rear yard	15	
Alley rear yard	3	

[1] Grand Ave: Min 25' from current R.O.W.

Parking per DU or Sq Ft	DU / Sq Ft	+ Guest
Residential	2	0.25
Live-Work	2	0.25
Non-Residential	1/300	-
In-Lieu Fee [b]	no	no

3.8 Urban Neighborhood 1 (UN-1)

Intent and Character of UN1 Zone

Building Types	Max Stories [a]
(see Chapter 4.1 for standards)	
Tower-on-Podium	-
Flex Block	-
Lined Block	-
Stacked Dwellings	-
Hybrid Court	-
Courtyard Housing	-
Live-Work	2
Rowhouse	-
Tuck-Under	-
Bungalow Court	2
Duplex/Triplex	2
House	2

Frontage Types	Allowed
(see Chapter 4.2 for standards)	
Arcade	-
Gallery	-
Shopfront	-
Forecourt	-
Stoop	Y
Frontyard & Porch	Y

Building Setbacks	in feet
Front yard	20
Side Street	10
Side yard	5 [1]
Rear yard	20
Alley rear yard	3

[1] Or varies

Parking per DU or Sq Ft	DU / Sq Ft	+ Guest
Residential	2	0.25
Live-Work	2	0.25
Non-Residential	>750 sf: 1	-
	750-1200 sf: 1	-
	>1200 sf: 1 per 300 s.f	-
In-Lieu Fee [b]	no	no

Notes:
The above table is a summary of the requirements by zone. Refer to the following chapters of this code for the full requirements per building type.

The zones are arranged on a continuum of intensity with the most intense at left and the least intense at right. Each zone is aimed at generating or maintaining a distinct character through the allocation of appropriate building and frontage types and the placement of those types on parcels.

Section 41-2010. Transit Village (TV)

(a) Permitted buiding types and minimum and maximum height.

Table TV-1, entitled Building Types and Mimimum and Maximum Height identifies the approved building types and the minimum and maximum height that is permitted for each building type within the TV zone subject to compliance with all applicable standards.

Table TV-1. Building Types and Minimum and Maximum Height

Building Types	Min Stories	Max Stories
Tower-on-Podium	3	25
Flex Block	3	5
Lined Block	3	5
Stacked Dwellings	3	6
Hybrid Court	not allowed	not allowed
Courtyard Housing	3	5
Live-Work	3	3
Rowhouse	not allowed	not allowed
Tuck-Under Housing	3	3
Bungalow Court	not allowed	not allowed
Duplex/Triplex/ Quadplex	not allowed	not allowed
House	not allowed	not allowed

(b) Building Setbacks.

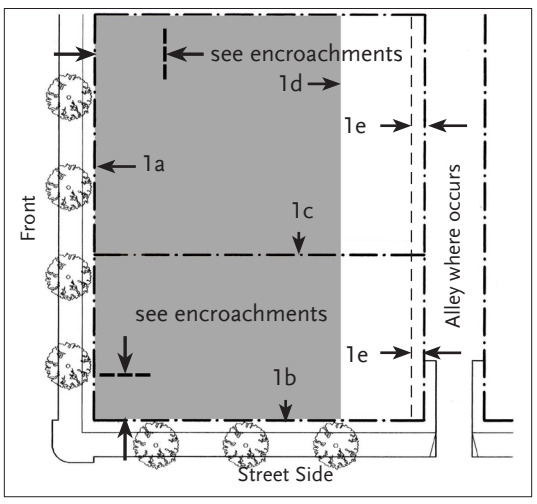


Table TV-2 identifies the minimum setbacks required and, where noted, maximum setbacks permitted. The setbacks shall apply to all stories of a building.

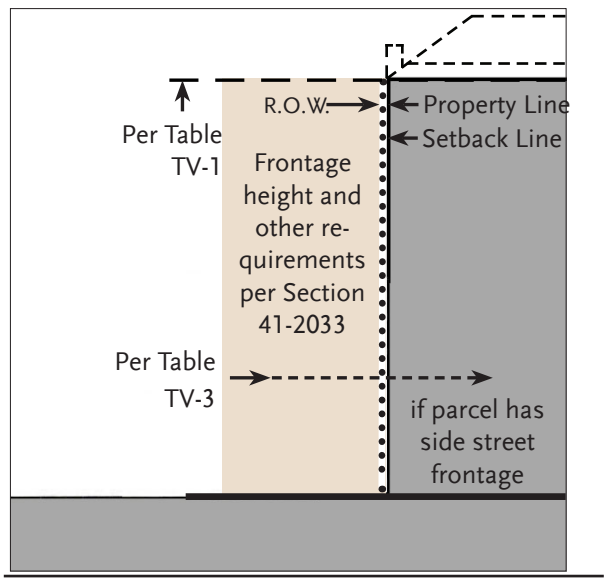
Table TV-2- Building Setback Standards.

	Setback	Min.	Max.
(1a)	Front yard	0' [a] [b]	10'
(1b)	Street Side	0' [a] [b]	10'
(1c)	Sideyard	0'	Not applicable
(1d)	Rear yard	15'	Not applicable
(1e)	Alley yard	3'	Not applicable

[a] In situations where the existing sidewalk is 10 feet or less in width, at the discretion of the City of Santa Ana, a setback greater than identified in the above table may be required to effectively result in a 10 foot wide sidewalk.

[b] Setback at Grand Ave. is 15' minimum - 25' maximum measured from the right-of-way as it exists in 12/31/2009.

(c) Frontage Requirements.



The ground floor fronting a street or other right-of-way (not including alleys) shall comply with the standards for the applicable frontage type, Sections 41-2033 thorugh 41-2039 and the Table TV-3 entitled Permitted Frontage Types.

Table TV-3- Permitted Frontage Types

Frontage Types Permitted	% of frontage
Arcade	min. 50
Gallery	min. 50
Shopfront	min. 75
Forecourt	Max. 50; remainder of frontage per permitted types

(d) Parking.

(1) Driveway Standards. Table TV-4 identifies the minimum and maximum width of driveways and permitted parking on driveways.

Table TV-4 Driveway Standards

Type	Min Width	Max Width
1-way	8'	12'
2-way	20'	25'
Parking	not permitted	not permitted

(2) Off-street parking standards

a. Table TV-5 identifies the minimum off-street parking spaces that shall be provided. All fractions shall be rounded up to the next whole number.

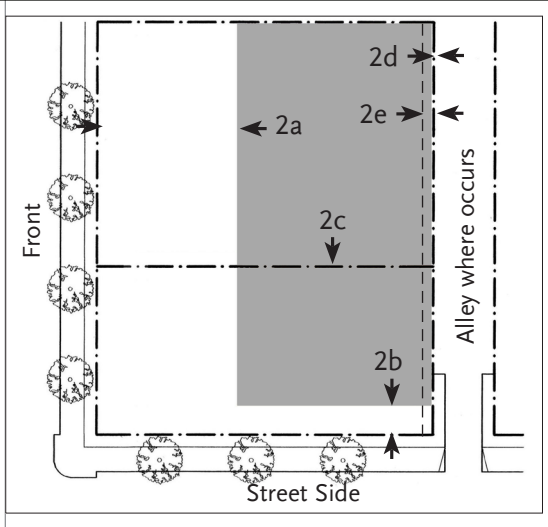
Table TV-5- Off-Street Parking Standards.

Use-Type	Parking	Guest Parking	In-Lieu [a]
Residential [b]	2 / unit min	0.15 / unit	guest only
Live-Work	2 / unit min	-	-
Non-Residential	1 / 400 sq ft	-	yes

[a] May be satisfied through In-Lieu Fee and Park-Once Program for TV District, if established

[b] Permanent Special Need Housing including senior housing, will be parked at 1 space per unit minimum.

b. Vehicular access to the off-street parking is permitted only from an alley or side street when present. Vehicular access to the off-street parking may be taken from primary street only when an alley or side street is not present.



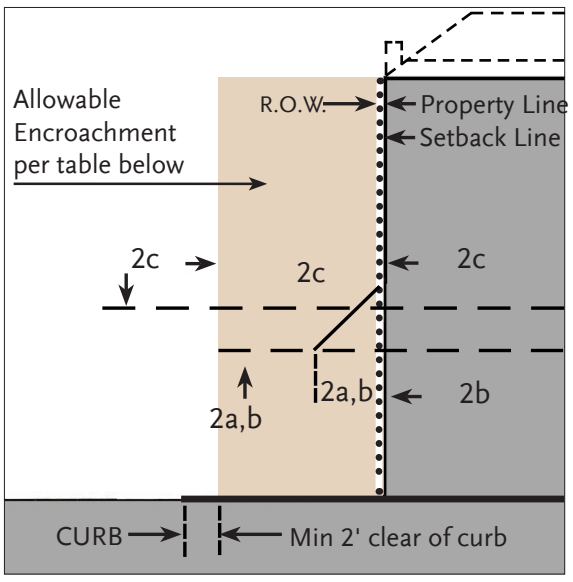
Parking Permitted

c. Parking setback standards. Table TV-6 identifies the minimum setback standards for the off-street parking. The setbacks shall apply to all stories of a building.

Table TV-6- Parking Setback Standards.

Setback	Above Grade	Subterranean
(2a) Front yard	Min. 40% design lot depth	0' min.
(2b) Street side	10' min.	0' min.
(2c) Side yard	0' min.	0' min.
(2d) Rear yard	10' min.	3' min.
(2e) Alley yard	3' min.	3' min.

(e) Encroachments.



(1) Outdoor dining
Such encroachments per approval of PBA (Planning & Building Agency) and PWA Directors, separate permit and agreement per SAMC.

(2) Encroachments. Awnings, Signage, Balconies, Bay windows and Frontage Types may encroach into the required setback subject to the standards indentified in Table TV-7, entitled Encroachments.

Table TV-7 Encroachments

	Encroachment	Vertical	Horizontal
(2a)	except awnings, and gallery and arcade frontage types	min 8' clear	max 18"
(2b)	except awnings, and gallery and arcade frontage types	min 12' clear	max 24"
(2c)	awnings, and gallery and arcade frontage types	min 10'clear	within 2' of curb
	Side yard	N/A	0'
	Rear yard	to eave [1]	5'
	Alley yard	to eave [1]	3'

[1] Eave permitted to 3' of property line

Section 41-2011. Downtown Zone (DT)

(a) Permitted building types and minimum and maximum height

Table DT-1, entitled Building Types and Mimimum and Maximum Height identifies the approved building types and the minimum and maximum height that is permitted for each building type within the DT zone subject to compliance with all applicable standards, including Table DT-3 entitled Building Height.

Table DT-1. Building Types and Minimum and Maximum Height.

Building Types	Min Stories	Max Stories
Flex Block	2	10
Lined Block	2	5
Stacked Dwellings	2	6
Hybrid Court	not allowed	not allowed
Courtyard Housing	2	5
Live-Work	2	3
Rowhouse	not allowed	not allowed
Tuck-Under Housing	2	3
Bungalow Court	not allowed	not allowed
Duplex/Triplex/Quad-plex	not allowed	not allowed
House	not allowed	not allowed

(b) Building Setbacks.

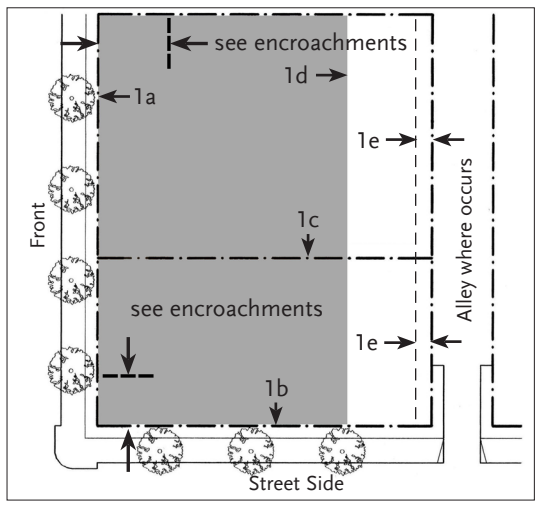


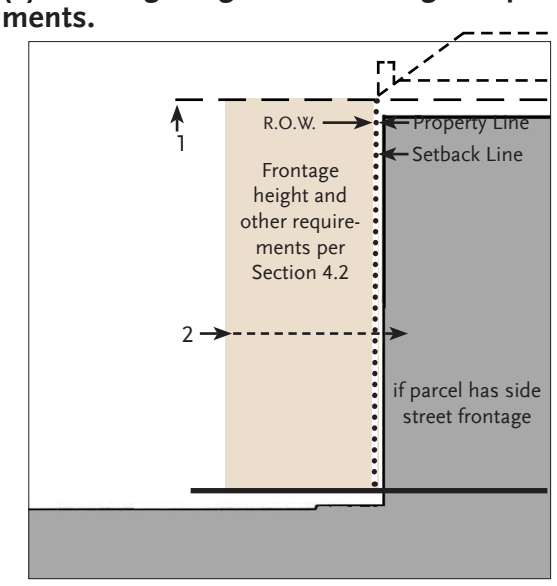
Table DT-2 identifies the minimum setbacks required and, where noted, maximum setbacks permitted. The setbacks shall apply to all stories of a building.

Table DT-2. Building Setback Standards

	Setback	Min.	Max.
(1a)	Front yard	0' [a]	0'
(1b)	Street Side	0' [a]	10'
(1c)	Side yard	0'	No requirement
(1d)	Rear yard	15'	No requirement
(1e)	Alley yard	3'	No requirement

[a] In situations where the existing sidewalk is 10 feet or less in width, at the discretion of the City of Santa Ana, a setback greater than identified in the above table may be required to effectively result in a 10 foot wide sidewalk.

(c) Building Height and Frontage Requirements.



(1) Building Height Table DT-3 entitled Building Height identifies the maximum building height permitted based upon the lot width and as permitted by individual building Type

Table DT-3. Building Height

Building Height (stories)	
Lot Width	Max.
< 50 ft	3 stories
51 to 125ft	4 stories
125 to 175 ft	6 stories
175 ft	10 stories [1]

[1] 100 ft setback from all R.O.W. required for stories 7-10.

(2) The ground floor fronting a street or other right-of-way (not including alleys) shall comply with the frontage requirements per Section 41-2039 and per the Table DT-4, entitled Frontage Requirements.

Table DT-4. Frontage Types

Types Permitted	% of frontage
Arcade	Min. 50
Gallery	Min. 50
Shopfront	Min. 75
Forecourt	Max. 50; remain-der of frontage per permitted types
Stoop	Max. 50

(d) Parking.

((1) **Driveway Standards**. Table DT-5 identifies the minimum and maximum width of driveways and permitted parking on driveways.

Table DT-5 Driveway Standards

Type	Min. Width	Max. Width
1-way	8'	12'
2-way	20'	25'
Parking	not permitted	not permitted

(2) Off-street parking standards

a. Table DT-6 identifies the minimum off-street parking spaces that shall be provided. All fractions shall be rounded up to the next whole number.

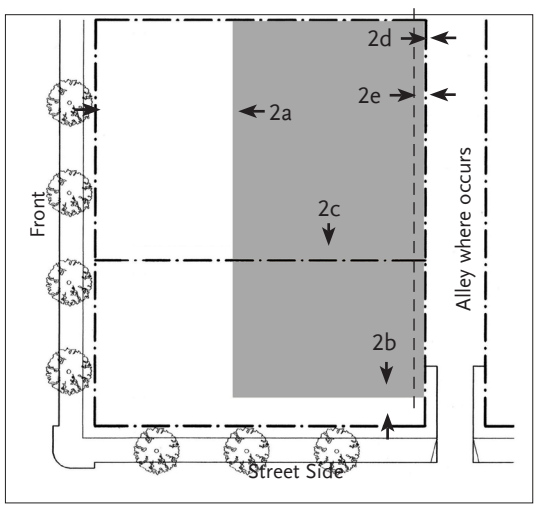
Table DT-6. Off-Street Parking Standards.

Use-Type	Parking	Guest Pkg.	In-Lieu [a]
Residential [b]	2 / unit min	0.15 / unit	guest only
Live-Work	2 / unit min	-	-
Non-Residential	1 / 400 sq ft	-	yes

[a] May be satisfied through In-Lieu Fee and Park-Once Program for Downtown District, if estab lished.

[b] Permanent Special Need Housing including senior housing, will be parked at 1 space per unit minimum.

b. The parking requirements found in Table DT-6 shall apply only to new buildings, additional building area on existing buildings or conversion of existing building area to a new use. Conversion of building area of an historically designated building to a new use, where the building envelope is not increased in size shall have no parking requirement until such time as the City determines that 95 percent capacity on the five existing City controlled parking structures in the downtown has been reached.



Parking Permitted

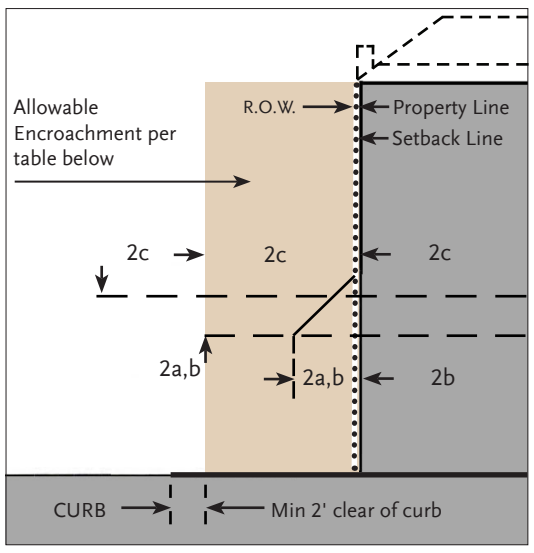
c. Vehicular access to the off-street parking is permitted only from an alley or side street when present. Vehicular access to the off-street parking may be taken from primary street only when an alley or side street is not present.

d. Parking Setback Standards - Table DT-7, entitled Parking Setback Standards identifies the minimum setback standards for the off-street parking.

Table DT-7. Parking Setback Standards

Setback	Above Grade	Subterranean
(2a) Front yard	min 40% lot depth	0' min
(2b) Street side	10' min	0' min
(2c) Side yard	0' min	0' min
(2d) Rear yard	10' min	3' min
(2e) Alley yard	3' min	3' min

(e) Encroachments



(1) Outdoor dining - Such encroachments per approval of PBA and PWA Directors, separate permit and agreement.

(2) Encroachments. Awnings, Signage, Balconies, Bay windows and Frontage Types may encroach into the required setback subject to the standards indentified in Table DT-8, entitled Encroachments.

Table DT-8 Encroachments

	Encroachment	Vertical	Horizontal
(2a)	except awnings, and gallery, and arcade frontage types	min 8' clear	max 18"
(2b)	except awnings, and gallery, and arcade frontage types	min 12' clear	max 24"
(2c)	awnings, and gallery, and arcade frontage types	min 10'clear	within 2' of curb
	Side yard	N/A	0'
	Rear yard	to eave [1]	5'
	Alley yard	to eave [1]	3'

[1] Eave allowed to 3' of property line.