



City of Santa Ana
20 Civic Center Plaza, Santa Ana, CA 92701
Planning Commission Staff Report
April 28, 2025

Topic: Vesting Tentative Tract Map No. 2025-02 and Density Bonus Agreement No. 2025-02 – Santa Ana 9 Townhomes (125 and 205 S. Harbor Boulevard)

RECOMMENDED ACTIONS

1. Adopt a resolution approving Vesting Tentative Tract Map No. 2025-02 (County Map No. 19329) as conditioned; and
2. Adopt a resolution approving a concession and waivers or reductions in development standards as memorialized in Density Bonus Agreement No. 2025-02 as conditioned.

EXECUTIVE SUMMARY

Kim Prijatel with City Ventures Homebuilding, LLC, representing property owner John Rezvani, Managing Member of 205 S Harbor Plaza, LLC, is requesting approval of a vesting tentative tract map (VTTM) and a concession and waivers or reductions of development standards (“deviations” as referenced in the SAMC) as memorialized in a density bonus agreement (DBA) to allow the construction of a 36 unit, three-story residential townhouse development for the property at 125 and 205 S. Harbor Boulevard. The development will include four (4) units affordable to moderate-income households earning 80-120 percent of the area median income (AMI).

As proposed, the project will utilize one concession and waivers from development standards through the density bonus agreement pursuant to California Government Code sections 65915 through 65918 and Santa Ana Municipal Code (SAMC) Section 41-1600 through 41-1607. Staff is recommending approval of the applicant’s request due to the project satisfying the intent of the General Plan and Harbor Mixed Use Transit Corridor Specific Plan (SP-2) to promote a pedestrian-oriented environment, and because the project will provide additional affordable and market-rate ownership housing stock to the community.

DISCUSSION

Table 1: Project and Location Information

Item	Information	
Project Address and Council Ward	125 & 205 S. Harbor Boulevard – Ward 1	
Nearest Intersection	Harbor Boulevard and First Street	
General Plan Designation	Urban Neighborhood-50 (UN-50)	
Zoning Designation	Harbor Mixed Used Transit Corridor Specific Plan (SP-2) – Corridor (CDR) subzone	
Surrounding Land Uses	North	Commercial (restaurant, retail, personal service, office)
	East	Santa Anita Park
	South	Residential (multifamily)
	West	Warehouse, Trade school, Manufacturing
Property Size	1.81 acres (1.44 acres net after right-of-way easements)	
Existing Site Development	Developed with multiple buildings used for auto service/sales	
Use Permissions	Multi-Family Residential (permitted under Harbor Mixed Use Transit Corridor Plan, as part of SB 330 request)	
Zoning Code Sections Affected	Uses	Article XVI.I (Density Bonus); Corridor subzone within the Harbor Mixed Use Transit Corridor Plan (SP-2); and Chapter 34 (Subdivisions)

Background and Context

According to City permit records and historical aerial photographs, the subject site was originally utilized for agricultural-related purposes, until it was developed for automobile sales and servicing uses circa 1970. Presently, the site is still used for automobile related uses.

In October 2014, the City Council adopted the Harbor Mixed Use Transit Corridor Specific Plan (SP-2), which replaced the North Harbor Specific Plan and allows for a greater amount of residential, commercial, and mixed-use projects in the Specific Plan area. Following the concepts and goals of the Specific Plan, in December 2023, the City received a proposal to develop the site with the subject development. After several submittals of the project and working with staff to comply with the provisions of the Harbor Plan, and after engaging with surrounding property owners, the applicant revised the plans to the current proposed development.

The applicant is proposing a “housing development project,” defined by Government Code Section 65589.5(h) as “a use consisting of residential units only, mixed use development consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use, and transitional housing or supportive housing.” As such, the subject development will be subject to the limitations imposed by California Senate Bill 330, the Housing Crisis Act of 2019 or the HCA. More information on the HCA is provided in subsequent sections of this report.

California Senate Bill 330

California Senate Bill (SB) 330 made numerous changes to existing State law and adopted the Housing Crisis Act of 2019 (HCA). The changes proposed by SB 330 became effective on January 1, 2020, establishing a statewide “housing emergency” until January 1, 2025. One of the provisions of the senate bill amended Government Code Section 65941.1 with the broad goals of facilitating increased production of new residential units, protecting existing units, and providing for an expedited review and approval process for housing development projects through submittal of a “preliminary application.” On January 1, 2022, the HCA was extended until January 1, 2030, with the passage of Senate Bill 8.

Among other changes, SB 330 requires the following for applicable housing development projects:

- New, non-objective development standards established after January 1, 2020, cannot be imposed or enforced.
- Applicable housing development projects must receive a decision in no more than five (5) public hearings - whether the item is being heard by a Design Review Board, Planning Commission or City Council, and including any appeals (save for those related to a legislative action).
- Prohibits any moratorium, project or action that would result in a net downzoning, limit the number of permits to be issued, or otherwise reduce housing or limit overall population.

As a “housing development project,” the application is being submitted pursuant SB 330. The development is required to comply with the objective zoning code standards applicable to the property, but only to the extent that they facilitate the development at the density allowed, 50 dwelling units per acre (du/ac) per the Urban Neighborhood-50 (UN-50) General Plan land use designation.

Project Description

The project includes the construction of a new residential development consisting of 36 townhouse units and 9,567 square feet of open space (common and private combined). Additionally, the applicant is proposing to merge the properties at 125 and 205 S. Harbor Boulevard through an administrative lot merger process. The development will consist of four residential buildings that are three-stories in height and will provide onsite bicycle parking. The units will include private balconies, with some offering ground floor patios. The units have been designed with families in mind, offering thirteen four-bedroom units and twenty-three three-bedroom units, and of the three-bedroom units, three are designed as live/work units. Every unit will contain a two-car garage at ground level (tuck-under building

design) with residential units above, and the project site will contain ten guest parking spaces, for a total of 82 parking spaces, exceeding the requirements of SP-2. However, to proactively address parking management policies, staff is recommending conditions of approval similar to those for other residential infill projects that would incorporate parking management practices in the Covenants, Conditions, and Restrictions (CC&Rs) that will be recorded against the property.

Of the total units in the development, four units are proposed to be affordable to moderate-income households earning 80-120 percent of the AMI, which is currently set at \$154,800, adjusted for a four-person household size, as published by the California Department of Housing and Community Development (HCD). The affordable units will be two (2) three-bedroom, three-bath units and two (2) four-bedroom, four-bath units. The proposed affordable units will be 1,352 and 1,610 square feet in size and will contain full kitchens, bedrooms, bathrooms, and open/common (living) areas.

Approximately 7,616 square feet or approximately 12 percent (12%) of the total site area will be open space provided through private exterior ground-level porches/front yards and upper decks distributed throughout the site. The remainder of the open space will be provided as a 1,951-square-foot common open courtyard within the site's interior. The design and layout of the proposed common open space would function as a passive outdoor area, providing functional amenities to residents (e.g., picnic tables, BBQ, etc.). The open space would feature a shade trellis, hardscaping materials, trees, vines, and shrubs. The proposed landscaping includes, but are not limited to, pink trumpet, purple orchid, tulip, sweet bay, African sumac, southern magnolia, fern pine, Brisbane box, crape myrtle trees, as well as a variety of shrubs. Lastly, each unit will also contain decks/private balconies for the use of each unit's owners.

The project features a contemporary architectural style similar to many multiple-family or mixed-use residential communities under construction in Santa Ana and the region. The overall design, massing, features, and materials of the new construction will be compatible with the scale of buildings in the area. The contemporary industrial architectural style would include stucco finish, corrugated metal, brick veneer, metal awnings, and high quality architectural detailing (e.g., exterior lighting, entry doors, fenestration, etc.). Moreover, the residential structures are designed to fully screen all mechanical equipment within the structure, parapet walls, and screened with landscaping. Overall, the project will include a design and solid construction materials that will ensure that the project ages well for the duration of the building's lifetime.

As part of the current entitlement, the applicant has submitted a vesting tentative tract map application to subdivide the project site into a condominium lot with 36 condominium units, which would allow each unit to be sold for individual ownership. The applicant has prepared the required vesting tentative tract map, which clarifies the proposed subdivision for the proposed condominiums. The project site has been designed to include an area

along Figueroa Street held under an easement for road purposes, which will need to be abandoned to be incorporated as part of the project site prior to any permit issuance by the Building Safety Division. Finalization of the vesting tentative tract map is contingent upon resolving the easement status.

Table 2 below details the project’s conformance to the Specific Plan’s development standards.

Table 2: Development Standards

Development Standards (SP2 – Harbor Mixed Use Transit Corridor Specific Plan)		
Standard (Tuck –Under)	Required/Allowed	Provided
Density Range	Typically 12-18 Units Per Acre	36 Units (20 Units Per Acre)
Lot Depth	75 ft. (Minimum)	330 ft.
Lot Width	95-250 ft.	320 ft.
Height (Stories)	2-3 stories	2-3 stories
Common Open Space	15 percent of site (9,409 sq. ft.)	3 percent (1,951 sq. ft.)
Private Open Space	90 sq. ft. per unit (3,240 sq. ft. total)	Min. not provided for Units 1 & 2 7,616 sq. ft.
Frontage Types	Front Yard/Porch	Front Yard/Porch
Setbacks	Front: 8 ft. max. Interior Side: 5 ft. min. Rear: 5 ft. min.	Front: 8.5 ft. Interior Side: 5.2 ft. and 35 ft. Rear: 6.25 ft.
Minimum Floor Heights	10 ft. (ground); 9 ft. (upper)	10 ft. ground; 9 ft. upper
Parking Spaces	50 occupant (1.5 per unit-residential) 8 guest (0.25 per unit-residential) 3 occupant (1 per unit-live/work) 2 guest (0.5 per unit-live/work) (63 spaces total) State Density Bonus Ratio* 50 for 3 bedroom (1.5 per 3 bed units) 33 for 4 bedroom (2.5 per 4 bed units) (83 total inclusive of handicap/guest)	72 occupant 10 guest (82 total)

* Pursuant to California Government Code Section 65915

Density Bonus

The California Density Bonus law allows developers proposing five or more residential units to seek increases in base density for providing on-site housing units in exchange for providing affordable units on site. To help make constructing on-site affordable units feasible, the law allows developers to seek up to five incentives/concessions and an unlimited number of waivers or reductions in development standards. The incentives/concessions are generally reductions in site development standards or modification of zoning code requirements or architectural design requirements, and waivers are essentially variances from development standards (a site or construction condition).

The first version of the Density Bonus Law was adopted in 1979 and has since been amended at various times. In early 2017, the law was amended to restrict the ability of local jurisdictions to require studies to “justify” the density bonus and requested incentives/waivers and places the onus on local jurisdictions to prove that the incentives/concessions or waivers are not financially warranted.

Pursuant to the California Density Bonus law, a project’s affordability level is determined by dividing the number of proposed affordable units by the allowable “base” density (i.e., 50 du/ac). Moreover, the State density bonus law states that units added by a density bonus are excluded from the calculations. The base density for the 1.81-acre site at 50 du/ac is 91 units. However, only 36 units are being proposed, which is well within the allowable base density. Of the total units in the development, four units are proposed to be affordable. Therefore, the project would have an 11-percent affordability rate. As such, State density bonus law allows the developer to request a maximum density bonus of six percent (6%).

Due to the project’s 11-percent affordability rate, the developer can seek one density bonus incentive/concession and unlimited waivers, pursuant to Section 65915 et al. of the California Government Code (Density Bonuses and Other Incentives). In addition, California Assembly Bill No. 2345, approved September 28, 2020, revised the State Density Bonus Law originally adopted in 1979 to provide additional benefits for projects that include qualifying affordable housing. For this project, the developer is not requesting a state density bonus for additional units but will avail themselves of the incentive/concession and waivers that are required to be provided by State density bonus law for projects with the requisite affordability.

The purpose of the State Density Bonus Law is to encourage the development and availability of affordable housing. Pursuant to California Government Code sections 65915 (d)(1) and 65915 (e)(1), a local jurisdiction is limited in its ability to deny requested incentives, concessions, and waivers. The City has analyzed the project and has identified several areas of potential impacts; however, the conditions of approval proposed for the project are intended to address the project’s potential impacts.

Pursuant to SB 330 and the General Plan Land Use Element, the developer has selected the Harbor Mixed Use Transit Corridor Specific Plan (SP-2) development standards for a tuck-under building type to design the projects. However, pursuant to the Density Bonus Law, the developer is seeking a specific concession and waivers from certain SP-2 standards to facilitate development of the project. Table 3 on the following page outlines the concession and waivers requested by the applicant pursuant to Cal. Gov’t Code Sec. 65915 (e)(1).

Table 3: Requested Concession and Waivers

Standard	Required by SP-2 or the SAMC	Provided
Parking Location	SP-2, Ch. 3, Table 3-7. Off-Street Parking Standards (pg. 3-11)	
Vehicular Access (<i>Concession</i>)	From alley/side street, if present	Access from Harbor Boulevard instead of Figueroa Street
Building Frontage	SP-2, Ch. 3, Frontyard/Porch Frontage Type, 1 (pg. 3-9)	
Dimensions – Width (<i>Waiver</i>)	12 ft. min. wide symmetrical entry	4 ft. wide symmetrical entry
Setback	SP-2, Ch. 3, Table 3-5. Building Placement (pg. 3-10)	
Public Street (<i>Waiver</i>)	8 ft. max.	8.5 ft.
Open Space*	SP-2, Ch. 3, Table 3-9. Onsite Open Space Requirements (pg. 3-13)	
Common – Area (<i>Waiver</i>)	15% of lot (9,409 sq. ft.)	3% of lot (1,951 sq. ft.)
Private – Area (<i>Waiver</i>)	90 sq. ft. per dwelling unit (3,240 sq. ft. total)	Min. not provided for Units 1 & 2 (7,616 sq. ft. total)
Private – Dimensions (<i>Waiver</i>)	6' min. dimension	Min. not provided for Units 1, 2, & 11

*Open space based on net useable parcel area

The project provides more than double the amount of private open space required—7,616 sq. ft. provided, compared to the 3,240 sq. ft. total required—demonstrating a strong commitment to creating a high-quality, livable environment. This substantial open space allocation enhances residents' outdoor experience and overall project appeal.

The requested concession and waivers address vehicular site access, minor architectural detailing, building setback, and the site's open space. The project's site access, porch and building setback dimensions do not meet SP-2 requirements, necessitating deviations from its standards to accommodate the design. Although a reduction in open space is requested, the project benefits from its proximity to Santa Anita Park, located directly east and accessible via a pedestrian gate that the developer will provide along the Figueroa frontage. This nearby public green space assists with compensating for the reduced on-site open space by providing residents with convenient access to outdoor recreation, thereby enhancing accessibility to recreational areas and supporting community connectivity. While some deviations are requested to meet design and access standards, the project's generous provision of private open space and its strategic location next to Santa Anita Park collectively enhance the overall community benefits and livability of the development.

Onsite Parking

To proactively address any neighborhood parking impacts that could result from the project, the conditions of approval for the VTTM and terms of the DBA include provisions requiring the following parking management practices, to be incorporated into the final, recorded CC&Rs, and applicable throughout the life of the project:

- Requiring onsite parking permits (such as stickers or hang-tags) for any parking in the surface guest parking spaces;
- Policies for maximum time vehicles may be parked in the surface guest spaces;
- Policies for towing unauthorized vehicles; vehicles parked in unauthorized locations, such as fire lanes; vehicles parking in surface guest parking without a sticker, hang-tag, or other identifiers; and vehicles parked longer than any maximum guest parking timeframes allowed; and
- Routine garage inspections to ensure garages are available for vehicle parking.

Project Analysis

Pursuant to Section 41-1607 of the SAMC, an application for a density bonus agreement is required to be approved by the Planning Commission for any project containing “deviations” (incentives/concessions and/or waivers). The Planning Commission’s review of the density bonus agreement is based on the following findings:

1. The proposed development will materially assist in accomplishing the goal of providing affordable housing opportunities in economically balanced communities throughout the city.
2. The development will not be inconsistent with the purpose of the underlying zone or applicable designation in the general plan land use element.
3. The deviation is necessary to make it economically feasible for the applicant to utilize a density bonus authorized for the development pursuant to section 41-1603.

The project does not require a Site Plan Review Application pursuant to Table 3-2 (Permitted Uses) as part of the Harbor Mixed Use Transit Corridor Plan (SP-2). Accordingly, the Planning Commission’s review and determination for this request are limited to the deviations requested in the Density Bonus Agreement application and memorialized in the Density Bonus Agreement only.

Table 4: Analysis of the Requested Concession (1) and Waivers (5)

Standard	Analysis
Parking Location	(Concession) SP-2, Ch. 3, Table 3-7. Off-Street Parking Standards (pg. 3-11)
Vehicular Access	<p>SP-2 requires that vehicular access to off-street parking should be taken from the primary street unless an alley or side street is available. The project proposes vehicular access from Harbor Boulevard rather than Figueroa Street, which would be considered a side street.</p> <p>Vehicular access is proposed along Harbor Boulevard to address the site's limited frontage on Figueroa Street and enhance overall resident usability. Relocating the primary access point to Harbor Boulevard ensures more functional, safe, and efficient entry for residents while improving fire protection access. Additionally, a pedestrian connection to Figueroa Street is planned to maintain foot traffic connectivity and accessibility. A redesign could necessitate reconfiguring building layouts, setbacks, and internal circulation pathways, which would result in a reduction in the overall number of market rate and affordable units. A site redesign may also result in a reduction in the overall common and private open space provided, which is already not meeting the required SP-2 standards as discussed in later analysis.</p>
Building Frontage	(Waiver) SP-2, Ch. 3, Frontyard/Porch Frontage Type, 1
Dimension – Width	<p>The minimum dimensions for porch type building frontages is 12 feet in width if a symmetrical entry. None of the porches fully meet this requirement as they only provide 4 feet wide symmetrical entries.</p> <p>Providing wider symmetrical entries would require substantial site revisions, reducing the number of market rate and affordable units and necessitating layout changes due to the site's width, depth, and vehicular circulation requirements. Moreover, modifying porch widths would be infeasible and would require building reconfiguration, disrupting the efficient floor plan, reducing interior space and bedroom counts, and impacting overall project density.</p>
Setback	(Waiver) SP-2, Ch. 3, Table 3-5. Building Placement
Public Street	<p>The maximum building to adjacent public street right-of-way setback is eight (8) feet. The project proposes an eight and a half (8.5) foot setback along Harbor Boulevard and 22 foot setback along Figueroa Street.</p> <p>Meeting the maximum setback requirement will affect the project's site layout by reducing proposed common and private open space. It will limit the land available for functional outdoor areas such as the private ground floor patios along Harbor Boulevard and the interior common open space courtyard along Figueroa Street. Modifying these setbacks to meet the eight (8) foot maximum would require significant reconfiguration of the building layout, potentially compromising the functionality of private patios, reducing the common courtyard space, and altering the overall design intent of the project. These larger setbacks have been designed to balance resident privacy and usable open space within the site constraints.</p>

Standard	Analysis
Open Space	(Waivers) SP-2, Ch. 3, Table 3-9. Onsite Open Space Requirements
Common – Area	<p>The total common open space required for the project site (net) is equal to 15-percent of the lot, or 9,409 sq. ft. Instead, 1,951 sq. ft. of common open space (3-percent) is provided, which is a difference of 7,458 sq. ft. or 12-percent.</p> <p>Meeting the minimum required open space would eliminate six or more units, affecting project feasibility. To maintain the proposed unit count, the developer would need to modify the building type and construct additional floors, potentially exceeding the maximum allowable height in the Harbor Mixed Use Transit Corridor Plan (SP-2) and increasing development costs. To help alleviate the open space deficiency, the project proposes an average of 212 sq. ft. of private open space per unit, through private balconies/decks, far exceeding the 90 sq. ft. of private open space per unit required by the SP-2.</p> <p>Although a reduction in open space is requested, the project benefits from its proximity to Santa Anita Park, located directly east and accessible via a pedestrian gate that the developer will provide along the Figueroa frontage. This nearby public green space assists with compensating for the reduced on-site open space by providing residents with convenient access to outdoor recreation, thereby enhancing accessibility to recreational areas and supporting community connectivity. The project's generous provision of private open space and its strategic location next to Santa Anita Park collectively enhance the overall community benefits and livability of the development.</p>
Private – Area	<p>The minimum required private open space is 90 sq. ft. per dwelling unit. Two (2) of the 36 units do not meet this requirement, while the remaining thirty-four (34) units fulfill the minimum area required through a combination of upper balconies/decks and ground floor yards.</p> <p>The most direct approach to meeting the minimum private open space requirement would involve extending the balconies of the two non-compliant units by at least three feet toward Harbor Boulevard, a busy and noisy thoroughfare. This adjustment would not only compromise their livability but also reduce the sense of privacy for residents as balconies would be closer to the street and more exposed to public view. Furthermore, this expansion would diminish the visibility of the corner unit's live/work space from the street. These changes would also disrupt the cohesive design rhythm and shared building plane with the other nine units along the street, creating an aesthetic imbalance that detracts from the project's overall architectural harmony.</p>
Private – Dimensions	<p>Private open space minimum dimensions are 6 feet in all directions. Three (3) out of the 36 units (Units 1, 2, & 11) do not meet the minimum six (6) feet in all directions for private area.</p> <p>Addressing Units 1 and 2 would involve extending their balconies toward Harbor Boulevard, a busy and noisy thoroughfare, while Unit 11 could alternatively expand its ground-floor patio closer to the street. Both solutions, however, would bring private areas nearer to the high-traffic corridor, reducing resident privacy and diminishing the corner unit's live/work space visibility. These modifications would also disrupt the cohesive design rhythm and shared building plane with the other nine units, creating an aesthetic imbalance that undermines the project's architectural harmony.</p>

When analyzed cumulatively, the requested concession and waivers could be avoided if the project were designed on a different site or using a different site plan. If the project were designed with a multi-level parking and/or subterranean parking structure, or if the applicant used different building materials to construct a taller project, additional area on site would become available to reconfigure vehicular access and internal circulation, comply with building setbacks, porch dimensions, and provide the minimum open space requirements. However, these changes would increase development costs and result in a project that would exceed the maximum permitted building height, resulting in the housing project becoming financially infeasible due to the significantly increased financial implications of an alternative construction type compared to the relatively smaller scale of the project. Moreover, the changes would result in the loss of the four affordable townhouse units.

Based on the analysis provided within this report, the proposed development will materially assist in accomplishing the goal of providing additional affordable and market-rate ownership housing stock in the city and will consistent with the applicable designation in the General Plan Land Use Element. In addition, the proposed deviations are necessary to make the project economically feasible pursuant to section 41-1603 of the SAMC.

Vesting Tentative Tract Map

Subdivision requests are governed by Chapter 34 and Chapter 41 of the SAMC. Pursuant to Section 66473.5 and 66474 of the California Subdivision Map Act, applications for vesting tentative tract maps are approved when it can be shown that findings can be made in support of the request.

Specifically, findings related to the proposal need to be made that find the project is consistent with the General Plan, the site is physically suitable for the type and density of the proposed project, the proposed project will not cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat, the proposed project will not cause serious public health problems, or the proposed project will not conflict with easements necessary for public access through or use of the property must be made. Using this information staff has prepared the following analysis, which, in turn forms the basis for the recommendation contained in this report. In analyzing the applicant's request, staff believes that the following analysis warrants approval of the vesting tentative tract map.

The applicant is seeking approval of a vesting tentative tract map to subdivide for condominium purposes, as the proposed development consists of 36 townhome units. The request would vest the right to proceed with development in substantial compliance with the ordinances, policies and standards in effect at the time the vesting map is deemed complete. Upon completion of the subdivision, the lots will continue to be utilized for residential use in the form of attached tuck-under unit type structures. In reviewing the

project, staff determined that the proposal as conditioned is consistent with the various provisions of the City's General Plan. As a housing development project, the proposed development site has been found to be consistent with the objective General Plan standards for the property. Moreover, the proposal is consistent with the various provisions of the zoning and subzone designations (SP-2, Corridor), including lot size, density, and parking. Lastly, the applicant has requested waivers for those development standards that require deviations, as previously analyzed.

Additional conditions of approval have been included to bring the site's landscaping, architectural design, and Covenants, Conditions and Restrictions (CC&Rs) in compliance with all applicable standards of the SAMC and the Harbor Mixed Use Transit Corridor Plan (SP-2). No adverse environmental impacts to fish or wildlife populations were identified as the project site is located in a built-out, urbanized area. The project will also maintain all required easements. Finally, the tentative tract map was found to be consistent with the California Subdivision Map Act and Chapter 34 of the Municipal Code.

The project site offers an opportunity for additional housing and development, transforming an under-utilized parcel currently used for automobile servicing and sales into a more valuable and productive use. These improvements will help to enhance the quality of life in the surrounding community by providing 36 for-sale, market-rate and affordable housing, with four onsite affordable units. The proposed project is part of the Harbor Mixed Used Transit Corridor Specific Plan and has been designed to incorporate significant design features, articulating elevations in order to minimize any visual impacts on surrounding land uses.

General Plan Consistency

Finally, the project has been designed to be compatible with the scale of buildings in the area and will be consistent with several goals and policies of the General Plan as follows:

- Goal LU-1: Growing Responsibly – Provide a land use plan that improves quality of life and respects our existing community.
 - Policy LU-1.1 Compatible Uses – Foster compatibility between land uses to enhance livability and promote healthy lifestyles.
 - Policy LU-1.2 Homeownership Opportunities – Support innovative development policies to expand homeownership opportunities at all income levels.
 - Policy LU-1.5 Diverse Housing Types – Incentivize quality infill residential development that provides a diversity of housing types and accommodates all income levels and age groups.
- Goal LU-4: Complete Communities – Support a sustainable Santa Ana through improvements to the built environment and a culture of collaboration.

- Policy LU-4.7 Diverse Communities – Promote mixed-income developments with mixed housing types to create inclusive communities and economically diverse neighborhoods.
- Goal HE-2: Housing Supply and Diversity – A diversity of quality housing, affordability levels, and living experiences that accommodate Santa Ana’s residents of all household types, income levels, and age groups to foster an inclusive community.
 - Policy HE-2.5 Diverse Housing Types – Facilitate diverse types, prices, and sizes of housing, including single-family homes, apartments, townhomes, duplexes, mixed/multiuse housing, transit-oriented housing, multigenerational housing, accessory dwelling units, and live-work opportunities.
 - Policy HE-2.7 Affordable Component – Pursuant to the Affordable Housing Opportunity and Creation Ordinance (AHOCO), require eligible rental and ownership housing projects to include at least 15 percent of the rental housing units as affordable for low-income households; or 10 percent of the rental units affordable to very low-income households; or 5 percent of rental units affordable to lower income households (5 percent to low-income, 3 percent to very low- income, and 2 percent to extremely low-income households); or at least 5 percent of the units in eligible ownership projects affordable to moderate-income households. Implement various strategies using the in-lieu fees generated by AHOCO to provide a wide array of affordable housing options.

Affordable Housing Opportunity and Creation Ordinance

The project exceeds the five percent (5%) affordable housing requirement for the ownership category of the City’s Affordable Housing Opportunity and Creation Ordinance (AHOCO) by providing four (4) onsite units to be affordable to moderate-income (80-120%) households and significantly enhancing the opportunity for income eligible Santa Ana households to own a home in the City at a lower cost. The units will be dispersed throughout the community. The affordable units will be two (2) three-bedroom, three-bath units and two (2) four-bedroom, four-bath units. The proposed affordable units will be 1,352 and 1,610 square feet in size and will contain full kitchens, bedrooms, bathrooms, and open/common (living) areas. The developer’s Inclusionary Housing Plan has been reviewed and approved by the City’s Housing Division.

Public Notification and Community Outreach

Project notifications were posted, published, and mailed in accordance with City and State regulations. Copies of the public notice, including a 1,000-foot notification radius map, and the site posting are provided in Exhibit 13. In addition, staff contacted the provided contacts for the Riverview West and Santa Anita neighborhood associations to ensure

they were aware of the project and public hearing. At the time this report was printed, no issues of concern were raised regarding the proposed development.

The applicant also held two community meetings in conformance to the Sunshine Ordinance notification requirements in place at the time the application was submitted (June 5, 2024). The first meeting was a combined in-person and virtual community meeting on August 8, 2024. This meeting was publicly noticed in the Orange County Reporter, posted on the City's website, and invitation mailers were sent to all addresses within a 2,000-foot radius of the project site, as well as local community organizations. The meeting included a presentation on the project as well as a question and answer period to address concerns and collect feedback. Participants asked questions about the meaning of infill development, why the meeting was not held at Russell Elementary School, which is closer to the project site, and inquired about the date of the next Sunshine meeting. However, no issues of concern were raised regarding the proposed development. One person from the community attended the meeting.

On October 1, 2024, the applicant held a second combined in-person and virtual Sunshine Ordinance community meeting. This meeting was also publicly noticed in the Orange County Reporter, posted on the City's website, and invitation mailers were sent to all addresses within a 2,000-foot radius of the project site, as well as local community organizations. The meeting included a brief presentation and summary on the project, as well as a question and answer session to address concerns and collect feedback. Key topics of discussion included project security, eligibility criteria for affordable units, anticipated market pricing, the sales office, parking arrangements, homeowner association (HOA) dues, trash pickup services, and the developer's other projects in Santa Ana. Three individuals attended the meeting. Materials from both the August 8 and October 1 meetings are posted to the project's City webpage (Exhibit 12).

ENVIRONMENTAL IMPACT

Pursuant to the requirements of the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared and certified in 2014 in order to address the potential environmental impacts associated with the Harbor Mixed Use Corridor Specific Plan. A mitigation monitoring and reporting program (MMRP), findings of fact, and a statement of overriding consideration were adopted with the 2014 EIR.

As proposed, the development is not anticipated to have additional environmental impacts not addressed in the 2014 EIR. Furthermore, in accordance with the California Environmental Quality Act (CEQA), the recommended action is exempt from further review under Section 15195 (Residential Infill Exemption), as this project meets all the threshold criteria set forth in Section 15192 (Threshold Requirements for Exemptions). This exemption applies to projects or sites that:

1. Meet the threshold criteria set forth in section 15192; provided that with respect to the requirement in section 15192(b) regarding community-level environmental review, such review must be certified or adopted within five years of the date that the lead agency deems the application for the project to be complete pursuant to Section 65943 of the Government Code.
2. Meet both of the following size criteria:
 - A. The site of the project is not more than four acres in total area.
 - B. The project does not include any single level building that exceeds 100,000 square feet.
3. Meet both of the following requirements regarding location:
 - A. The project is a residential project on an infill site.
 - B. The project is within one-half mile of a major transit stop.
4. Meet both of the following requirements regarding number of units:
 - A. The project does not contain more than 100 residential units.
 - B. The project promotes higher density infill housing. The lead agency may establish its own criteria for determining whether the project promotes higher density infill housing except in either of the following two circumstances:
 - 1) A project with a density of at least 20 units per acre is conclusively presumed to promote higher density infill housing.
 - 2) A project with a density of at least 10 units per acre and a density greater than the average density of the residential properties within 1,500 feet shall be presumed to promote higher density infill housing unless the preponderance of the evidence demonstrates otherwise.
5. Meets the following requirements regarding availability of affordable housing: The project would result in housing units being made available to moderate, low, or very low income families as set forth in either A or B below:
 - A. The project meets one of the following criteria, and the project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units as set forth below at monthly housing costs determined pursuant to paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code.
 - 1) At least 10-percent of the housing is sold to families of moderate income, or
 - 2) Not less than 10-percent of the housing is rented to families of low income, or
 - 3) Not less than 5-percent of the housing is rented families of very low income.
 - B. If the project does not result in housing units being available as set forth in subdivision (A) above, then the project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to subparagraph (A).

The project site is not more than four acres in area, the project does not include any single level building exceeding 100,000 square feet, and the project is an infill development within one-half mile of a major transit stop. Moreover, the development promotes higher density infill housing, does not contain more than 100 residential units, and results in housing units made available to moderate income families. Based on this analysis, a Notice of Exemption, Environmental Review No. 2024-80, will be filed for this project.

FISCAL IMPACT

There is no fiscal impact associated with this action.

EXHIBITS

1. Resolution Approving VTTM No. 2025-02 as conditioned
2. Resolution Approving DBA No. 2025-02 as conditioned
3. Vicinity Zoning and Aerial View
4. Site Photos
5. Site Plan
6. Unit Floor Plans
7. Building Elevations
8. Color and Material Board
9. Preliminary Landscape Plan
10. Vesting Tentative Tract Map
11. Draft Density Bonus Agreement
12. Sunshine Ordinance Meeting Materials ([Available Online](#))
13. Copy of Public Notice

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