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CITY OF SANTA ANA

PLANNING & BUILDING AGENCY
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NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT

In compliance with the State guidelines for implementation of the California Environmental Quality Act (CEQA), CEQA Guidelines, and City of Santa Ana CEQA Guidelines, this Notice of Preparation (NOP) is hereby sent to you to inform you that the City is preparing an Environmental Impact Report (EIR) for the proposed Santa Ana Renaissance Specific Plan project.

The probable effects of the proposed project and the scope of the EIR are presented on the attached initial study. The initial study indicates that the EIR for the project would evaluate aesthetics, air quality, cultural resources, hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, traffic, and utilities. The proposed project was determined to have no potential environmental effects with respect to four areas (agricultural resources, biological resources and geology and soils, and mineral resources). As such, these areas will not be analyzed further in the EIR.

As Lead Agency, the City of Santa Ana needs to know the views of individuals and agency as to the scope and content of the environmental information. Agency comments should focus on information that is germane to its statutory responsibilities in connection with the proposed project. Written comments may be submitted via mail to City of Santa Ana, Planning and Building Agency M-20, 20 Civic Center Plaza, Santa Ana, CA 92702, Attn: Lucy Linnaus, or FAX your comments to (714) 973-1461. Please indicate a contact person in your response. Additionally, the City will be hosting a Scoping meeting on Thursday August 10, 2006 at the Train Depot in Santa Ana at 1000 East Santa Ana Boulevard, fifth floor at 6:00 p.m.

Due to time limits mandated by State Law, responses on the NOP must be sent at the earliest possible date, but no later than 30 days after receipt of this notice dated July 20, 2006. The public review period for the NOP will close August 22, 2006.

For any additional information, please call Lucy Linnaus at (714) 667-2745.

ATTACHMENT A

SANTA ANA RENAISSANCE SPECIFIC PLAN

PROJECT LOCATION/SETTING

The proposed Renaissance Specific Plan area is located within the City of Santa Ana, Orange County, California (Exhibit 1). As shown on Exhibit 2, the project site consists of 440 acres and is generally bounded by Flower Street on the west, Civic Center Boulevard on the north, the Santa Ana Freeway to the northeast, Grand Avenue on the east and First Street to the south.

The project site is currently urban and developed with a wide range of civic, commercial, industrial and residential land uses. Surrounding land uses vary, and include civic, commercial, industrial and residential uses.

There are several principal streets as well as primary and secondary arterial within the project area as identified in the Circulation Element of the City's General Plan. In addition, the project site is dissected north-south by the Lossan Railroad corridor and contains the train depot for the City.

Presently, the area includes most designations listed in the City's General Plan except for LMR-11. The existing zoning in the area also varies widely, and includes GC, O, C1, C2, C3, C3-A, C4, C5, P, R1, R2, R3, M1, M2, SD19, SD21, SD30, SD37, SD71, and SP-1

PROJECT DESCRIPTION

The specific plan area consists of approximately 100 individual blocks within the central area of the city. These blocks are within existing neighborhoods or districts and are described below:

Civic Center

This district is the western most area in the plan and is characterized by super blocks that aggregated the historic street grid and have been developed over the past 50 years with primarily large, federal, state and local government buildings. The proposed plan seeks to repair the street grid through potential reconfigurations and realignments of certain streets that result in a more balanced pedestrian environment and additional open space. Vacant land is limited in terms of actual lots. However, new building sites are created by treating the vast open spaces between the existing buildings as a series of quads to receive additional buildings that form the quads. New buildings proposed in this area are no more intense than those already present.

Downtown

The district connects the civic center to the Lacy and French Park neighborhoods to the east and consists of approximately 30 individual blocks. With the exception of a few super blocks and operational modifications such as one-way streets and the lack of on-street parking, the historic street grid is largely in tact. The proposed plan seeks to repair the street grid through limited re-establishment of street rights-of-way and the re-establishment of two-way streets and on-street parking throughout the district to appropriately recognize the commercial and pedestrian nature of the district. Vacant

land in the area is limited with redevelopment or rehabilitation of sites and/or existing buildings the primary opportunity for new activity. New buildings in this area are up to 5 stories, mixed-use with housing and/or office above.

Lacy Neighborhood

The neighborhood connects with downtown to the west and an industrial area to the east and is characterized by a variety of historic and relatively intense, post WWII multi-family development up to 4 stories. Two super blocks exist and disrupt the physical connections between the neighborhood and nearby areas. The proposed plan seeks to repair the street grid through limited re-establishment of street rights-of-way to improve access and the pedestrian environment along with new open space. Vacant land in the area is limited with redevelopment or rehabilitation of sites and/or existing buildings the primary opportunity for new activity. New buildings in this area are up to 3 stories, primarily residential with some mixed use and corridor development along First Street.

Logan Neighborhood

The neighborhood represents the northern most area in the plan and is characterized by a variety of large and small industrial operations interspersed with equally established residential uses and neighborhood-serving commercial. The proposed plan seeks to address community-wide traffic that uses the neighborhood as an alternate route to major streets through certain realignments of intersections to maintain access while discouraging longer distance commuting patterns from the neighborhood. In addition, the proposed plan seeks to improve the compatibility between the residential and industrial by enabling industrial activity that is in physical scale to the small scale residential in the area. Larger industrial activities are proposed for peripheral areas in the plan. New buildings in this area are up to 2 stories.

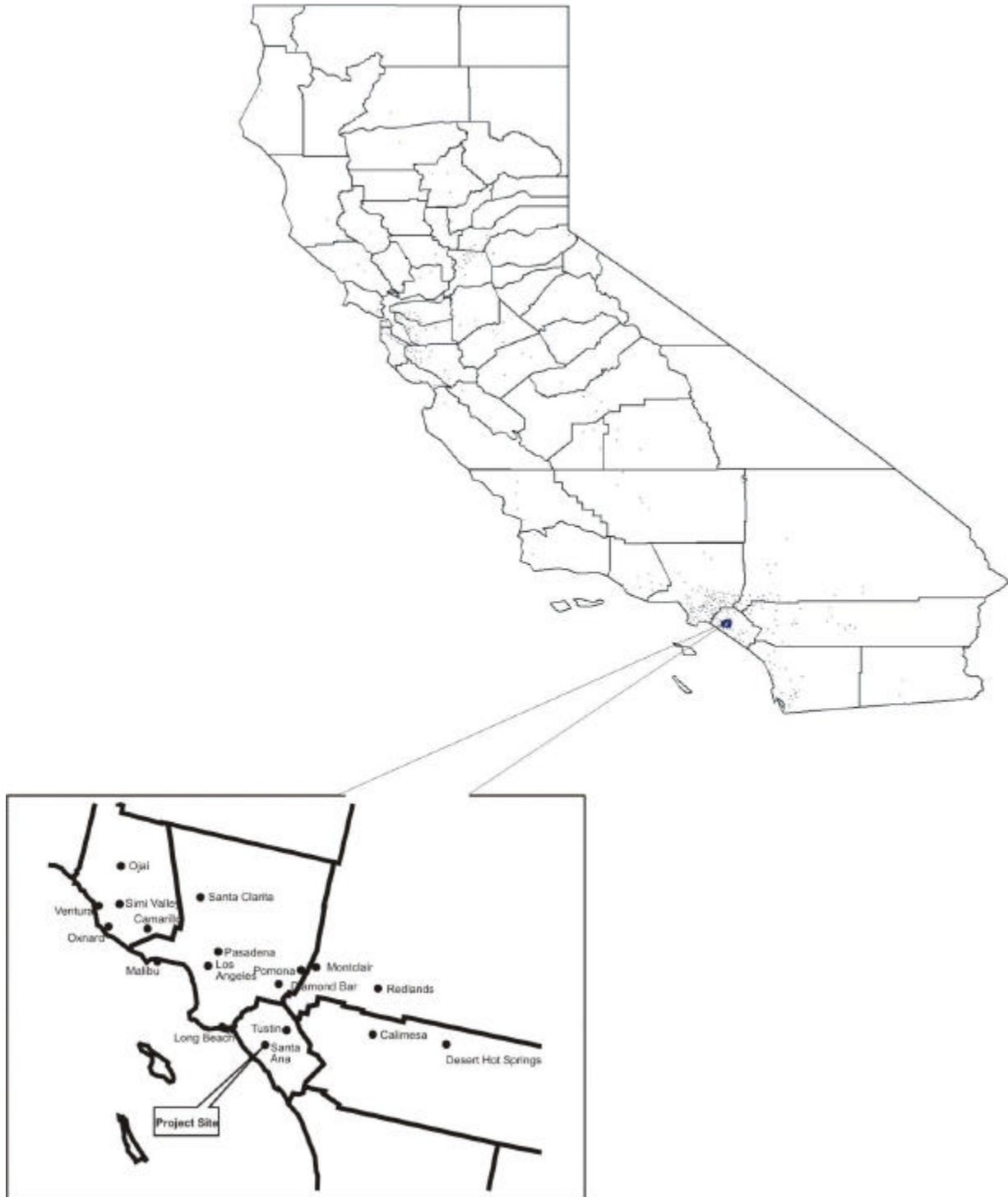
Industrial Area west of the Rail Line

The area is the east end of the lands west of the rail line between First Street and the Rail Station to the north. The area is characterized by industrial sheds, outdoor storage and activity with some recent, tilt-up single-story industrial buildings. The block structure is relatively intact with some super blocks. The proposed plan seeks to redevelop the area into an intense, residentially-oriented neighborhood strategically positioned near the rail station, with of a variety of multi-family building types ranging from 2 to 4.5 stories.

Rail Station

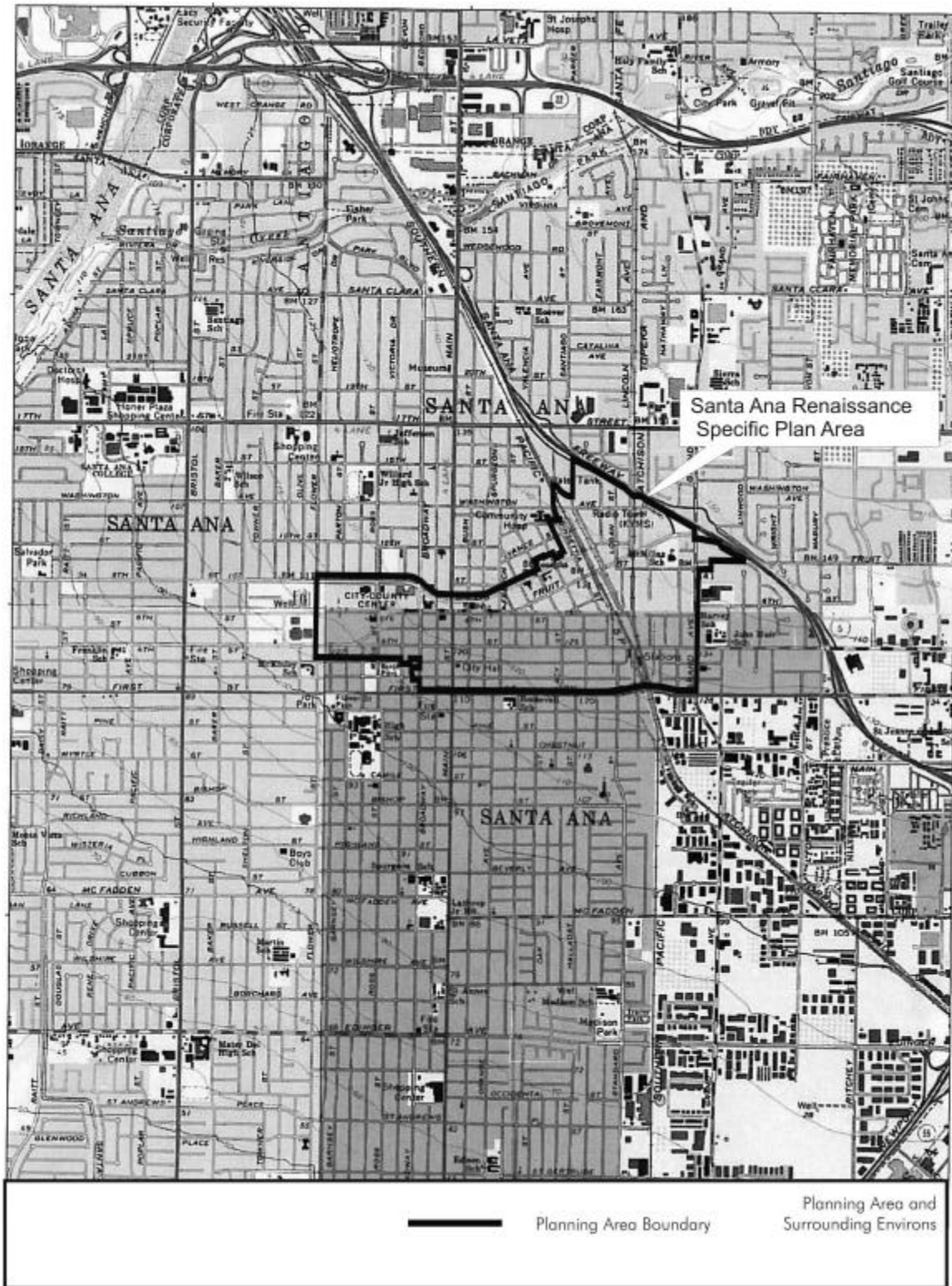
The district represents the eastern most area in the plan reaching Grand Avenue in one area and generally east of Santiago to approximately 4 blocks east of the rail line between First Street and Interstate 5. The area is characterized by vacant land, industrial sheds and outdoor storage/activity. The proposed plan seeks to address the opportunity that the Santa Ana Rail Station presents for these adjacent lands. The area west of the rail line currently used for at-grade parking is subdivided into new blocks that enable intensification of the station site with mixed use buildings up to 5 stories. The area east of the rail line (north and south of Santa Ana Boulevard) is redeveloped as well into a series of new blocks and open space that enable the most intense development in the plan area. Buildings are primarily residential ranging from 2-4 stories with mixed use towers up to 20 stories.

SANTA ANA RENAISSANCE SPECIFIC PLAN



Regional Map
Exhibit 1

SANTA ANA RENAISSANCE SPECIFIC PLAN



Vicinity Map
Exhibit 2