

4.9 POPULATION, HOUSING, AND EMPLOYMENT

This EIR section analyzes the potential for adverse impacts on population, housing, and employment resulting from implementation of the proposed Transit Zoning Code (SD 84A and SD 84B). Data used to prepare this section were taken from the United States Bureau of the Census, the California Department of Finance (DOF), the Southern California Association of Governments (SCAG), the California Employment Development Department, and the City of Santa Ana General Plan.

The 2007SCAG data provides future growth projections for population, housing, and employment figures, and the more recent data computations from other sources do not always match these previous projections. Thus, for purposes of this analysis, the most recently available data (2007) is used to identify current conditions where possible, while SCAG data is generally used for projection purposes. Full bibliographic entries for all reference materials are provided in Section 4.9.5 (References) of this section.

One comment letter from a community member (dated August 22, 2007) was received in regards to population and housing issues in response to the Notice of Preparation (NOP) for the proposed project. The comment letter notes that existing residents within the Specific Plan area would be displaced, and requests that the EIR discuss what will happen to these residents. Comment letters regarding the NOP are included in Appendix A of this document.

4.9.1 Environmental Setting

The Transit Zoning Code (SD 84A and SD 84B) area (also referred to as the project area) is currently developed with a wide range of civic, commercial, industrial, and residential land uses ... refer to p. 4.1-1 for description. In addition, the project area is bisected north/south by the Lossan Railroad corridor and contains the Santa Ana Regional Transportation Center (SARTC).

■ United States 2000 Census

The United States Census Bureau provides population and housing data from the 2000 National Decennial Census (the “Census”). The Census occurs every 10 years for the purpose of counting the population and housing units for the entire United States. While the primary purpose of the Census is to provide the population counts that determine how seats in the U.S. House of Representatives are apportioned, the Census data is also the basis for most demographic projections. The Census data, compiled from U.S. household surveys, are provided for the nation, all states, and all counties, as well as each individual city. Because the latest Census is ten years old, this data is no longer heavily relied upon to reflect existing conditions.

■ California Department of Finance

The Demographic Research Unit of the DOF is designated as the single official source of demographic data for State planning and budgeting. Estimated city and county population data, housing units, vacancies, average household size, and components of population change are provided on an annual

basis. Consequently, the DOF typically contains the most current population and housing estimates, which are used throughout this section wherever feasible.

■ Southern California Association of Governments

Santa Ana is located within the planning area of SCAG, the lead planning agency for the Southern California region. SCAG consists of local governments from Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial Counties. To facilitate regional planning efforts, the planning area of SCAG is further divided into thirteen subregions. Santa Ana is located in the Orange County Council of Governments (OCCOG) Subregion, which includes all of the cities in Orange County.

One of SCAG’s primary functions is to forecast population, housing, and employment growth for each region, subregion, and city. The latest SCAG Growth Forecast was completed in 2008 as part of the 2008 *Regional Transportation Plan Update*. The following population and housing analysis addresses this forecast.

■ Population

Table 4.9-1 (Population: City of Santa Ana [(1980–2009)]) presents California DOF data for the City’s population over the past three decades, including the 1990 and 2000 Census counts and the most recent 2009 DOF population estimate.

Table 4.9-1 Population: City of Santa Ana (1980–2009)				
Year	Population	Increase	Average Annual Growth (persons/year)	Average Annual Growth Rate
1980	204,001	—	—	—
1990	293,827	44%	8,983	3.05%
2000	337,977	15%	4,415	1.31%
2009	355,662	5.8%	1,965	0.55%

SOURCE: State of California, Department of Finance, *E-4 Population Estimates for California Cities and Counties, 1970–1980*; State of California, Department of Finance, *E-4 Revised Historical City, County and State Population Estimates, 1991–2000, with 1990 and 2000 Census Counts*. Sacramento, California, March 2002.
 State of California, Department of Finance, *E-4 Population Estimates for Cities, Counties, and the State, 2001–2009, with 2000 Benchmark*. Sacramento, California, May 2009.

According to DOF data noted in Table 4.9-1, the City’s existing (2009) population is approximately 355,662 residents.¹⁵ This represents a 1.2 percent increase over the DOF estimated 2008 City population of 351,521 residents. The DOF data also demonstrates that the population in the City has increased by 151,661 residents, or approximately 74 percent, between 1980 and 2009. This represents an average annual growth rate of approximately 1.7 percent and an increase of about 5,230 residents per year for the 1980–2009 period.

¹⁵ State of California, Department of Finance, *E-4 Population Estimates for Cities, Counties, and the State, 2001–2009, with 2000 Benchmark*. Sacramento, California, May 2009.

The 2000 Census data indicates that the City’s year 2000 population of 337,977 residents represented approximately 12 percent of Orange County’s total year 2000 population (2,846,289 residents). Currently, Santa Ana ranks as the most populated city in Orange County, with approximately 8 percent of the County’s population (3,139,017 residents), followed closely by Anaheim. Additionally, Santa Ana is ranked number nine in California by total population.

Growth Forecasts

The SCAG Forecasting Section, under the Community Development Division, Planning and Policy Department, is responsible for producing socioeconomic projections for the SCAG region and developing, refining, and maintaining SCAG's regional and small area forecasting models. The SCAG Forecasting Section works closely with the SCAG Plans and Programs Technical Advisory Committee, the DOF, subregions, local jurisdictions, transportation commissions/agencies, the public, and other major stakeholders.

Table 4.9-2 (SCAG Population Growth Projections, 2005 – 2035) presents the latest SCAG population forecasts (estimated future projections based upon demographic modeling) for the City of Santa Ana, Orange County (OCCOG Subregion), and the SCAG region. The forecasts were prepared in 2008.

Table 4.9-2 SCAG Population Growth Projections, 2005–2035						
Year:	2010	2015	2020	2025	2030	2035
Santa Ana						
Population	364,683	371,043	376,353	378,397	380,356	380,613
Orange County (OCCOG Region)						
Population	3,314,948	3,451,755	3,533,935	3,586,283	3,629,539	3,653,990
SCAG Region						
Population	19,418,311	20,465,805	21,468,955	22,395,122	23,255,356	24,057,306
SOURCE: SCAG 2008, Growth Forecast						

According to the forecasts in Table 4.9-2, in 2005, the City of Santa Ana had a population of 349,483, the population of Orange County was 3,059,952, and the SCAG Region’s population was 18,146,764. The population of Santa Ana is projected to grow by 31,130 residents between 2005 and 2035, representing an average annual growth rate of 0.3 percent or about 1,038 residents per year. In comparison, Orange County is projected to grow by 594,038 people between 2005 and 2035, with an estimated average annual growth rate of 0.5 percent or about 19,801 residents per year. The SCAG Region is projected to grow by 5,910,547 people over this 30-year period, representing an estimated average annual growth rate of 0.8 percent or about 236,421 residents per year.

■ Housing

The total housing stock in the City of Santa Ana during 2000 and 2009 is shown in Table 4.9-3 (Housing Units: City of Santa Ana [2000–2009]). There was an increase of 1,268 housing units in the City between 2000 and 2009. Of the 75,856 total housing units in 2009, 1,616 units (2.13 percent) are vacant.

Table 4.9-3 Housing Units: City of Santa Ana (2000–2009)

Year	Housing Type				Total Number of Units	Occupied Units
	Single Family	Multifamily		Mobile Homes/Other		
		2 to 4 units	5+ units			
2000	39,891	7,522	23,266	3,909	74,588	73,002
2009	40,878	7,469	23,600	3,909	75,856	74,240

SOURCE: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001-2009, with 2000 Benchmark. Sacramento, California, May 2009.

The 2009 approximate percentage breakdown for housing by type in the City, as derived from Table 4.9-3, is as follows:

- 54 percent single-family
- 10 percent multifamily (2 to 4 units)
- 31 percent multifamily (5+ units)
- 5 percent mobile homes/other

Vacancy Rates

The vacancy rates and affordability of the housing stock are also key elements in the balance between supply and demand in the City’s housing market. High vacancy rates usually indicate low demand and/or high prices in the housing market or significant mismatches between the desired and available types of housing. Conversely, low vacancy rates usually indicate high demand and/or low prices in the housing market. However, vacancy rates are not the sole indicator of market conditions. They must be viewed in the context of all the characteristics of the local and regional market and economy. Vacancy rates, which indicate a “market balance” (i.e., a reasonable level of vacancy to avoid local housing shortages, and appropriate price competition and consumer choice), generally range from one to three percent for single-family units, and from three to five percent for multi-family units. According to the total number of housing units versus occupied units noted in Table 4.9-3, the City of Santa Ana’s overall vacancy rate remained the same between 2000 and 2009, at 2.13 percent.

■ Households

A household is defined by the DOF and the Census as a group of people who occupy a housing unit. A household differs from a housing (or dwelling) unit because the number of housing units includes both occupied and vacant housing units. It is important to note that not all of the population lives in households. A portion lives in group quarters, such as board and care facilities, and others are homeless.

Household Size

Small households (1 to 2 persons per household [pph]) traditionally reside in units with 0 to 2 bedrooms, while family households (3 to 4 pph) normally reside in units with 3 to 4 bedrooms. Large households (5 or more pph) typically reside in units with 4 or more bedrooms. However, the number of units in relation to the household size group may also reflect preference and economics: many small households obtain larger units, and some large families live in small units for economic reasons.

Table 4.9-4 (Households: City of Santa Ana and Orange County [2000–2009]) compares the DOF data reported for the number of households in the City of Santa Ana and Orange County for the period 2000–2009. The average household size in the City of Santa Ana increased slightly from 4.6 pph in 2000 to 4.7 pph in 2009. As noted in Chapter 3 (Project Description), the pph used for the Transit Zoning Code (SD 84A and SD 84B) area differs from the City average. This is explained in further detail under Impact 4.9-1 below.

Table 4.9-4 Households: DOF City of Santa Ana and Orange County (2000–2009)		
<i>Area</i>	<i>2000</i>	<i>2009</i>
Total Households		
Santa Ana	74,588	75,856
Orange County	969,484	1,035,491
Average Household Size (persons per household)		
Santa Ana	4.6	4.7
Orange County	3.0	3.1

SOURCE: State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001-2009, with 2000 Benchmark*. Sacramento, California, May 2009.

Table 4.9-5 (SCAG Household Growth Projections, 2005–2035) presents the latest SCAG household forecasts (estimated future projections based upon demographic modeling) for the City of Santa Ana, Orange County (OCCOG Subregion), and the SCAG region. The forecasts were prepared in 2008.

Table 4.9-5 SCAG Household Growth Projections, 2005–2035							
<i>Year:</i>	<i>2005</i>	<i>2010</i>	<i>2015</i>	<i>2020</i>	<i>2025</i>	<i>2030</i>	<i>2035</i>
Santa Ana							
Households	73,700	76,379	77,192	77,423	77,656	77,717	77,769
Orange County (OCCOG Region)							
Households	980,964	1,039,201	1,071,810	1,088,375	1,102,370	1,110,659	1,118,490
SCAG Region							
Households	5,687,185	6,087,007	6,474,036	6,840,336	7,156,633	7,449,496	7,710,706

SOURCE: SCAG 2008, Growth Forecast

According to the growth forecasts presented in Table 4.9-5, in 2005, the City of Santa Ana had 73,700 households, Orange County had 980,964 households, and the SCAG Region had 5,687,185 households. The number of households in Santa Ana is projected to grow by 4,069 between 2005 and 2035, representing an average annual growth rate of 0.2 percent or about 162 households per year. In comparison, Orange County is projected to grow by 137,526 households between 2005 and 2035, with an estimated average annual growth rate of .4 percent or about 5,501 households per year. The SCAG Region is projected to grow by 2,023,521 households over this 30-year period, representing an estimated average annual growth rate of .9 percent or about 80,941 households per year.

■ Employment

According to data from the California Employment Development Department (EDD), the City of Santa Ana currently (November 2009) has a labor force of approximately 164,000 persons and unemployment in the City stands at 14.8 percent of the labor force (24,300 people).

Table 4.9-6 (Employment Forecast: Santa Ana, Orange County, and SCAG Region [2005–2035]) presents the projected (estimated) employment in the City of Santa Ana from the SCAG 2008 Growth Forecast. The SCAG Growth Forecast estimate for 2005 employment in the City is 173,445 workers, which is higher than the 2009 EDD employment estimate for the City. Both the EDD and the SCAG numbers are estimates, so it is reasonable to conclude that current labor force in the City is somewhere in the range between the low estimate (164,000 workers) and the high estimate (173,445 workers), particularly given the downturn in the economy in recent years.

Table 4.9-6 Employment Forecast: Santa Ana, Orange County, and SCAG Region (2005–2035)							
Year:	2005	2010	2015	2020	2025	2030	2035
Santa Ana							
Employment	173,445	181,100	183,962	188,963	184,742	184,742	184,742
Orange County (OCCOG Region)							
Employment	1,615,936	1,755,167	1,837,771	1,897,352	1,933,058	1,960,633	1,981,901
SCAG Region							
Employment	7,770,881	8,349,446	8,811,366	9,183,032	9,546,780	9,913,335	10,287,127
SOURCE: SCAG 2008, Growth Forecast							

According to the employment growth forecasts presented in Table 4.9-6, the number of workers in Santa Ana is projected to grow by 11,297 employees between 2005 and 2035, representing an average annual increase of 0.2 percent or about 4452 workers per year. In comparison, employment in Orange County is projected to grow by 365,965 workers between 2005 and 2035, with an estimated average annual increase of 0.6 percent or about 14,639 workers per year. Employment in the SCAG Region is projected to increase by 2,516,246 workers over this 30-year period, representing an estimated average annual increase of 0.8 percent or about 100,650 workers per year.

4.9.2 Regulatory Framework

Growth and development within the Transit Zoning Code (SD 84A and SD 84B) area is currently subject to land use regulations set forth in the City of Santa Ana General Plan and the Santa Ana Zoning Ordinance. The SCAG Regional Comprehensive Plan (RCP) serves as a framework to guide local land use decision-making as it relates to regional growth.

■ Federal and State

There are no federal or state regulations related to population and housing that apply to the proposed project.

■ Regional

Southern California Association of Governments (SCAG), 2008 Regional Comprehensive Plan (RCP)

SCAG, which is the designated Metropolitan Planning Organization (MPO) for six Southern California counties (Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles), is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG has prepared the RCP in conjunction with its constituent members and other regional planning agencies. The RCP is intended to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated in the region through the year 2035. The Plan consists of five core chapters that contain goals, policies, implementation strategies, and technical data that support three overarching objectives for the region, including (1) improving the standard of living for all, (2) improving the quality of life for all, and (3) enhancing equity and access to government. Local governments are required to use the RCP as the basis for their own plans and are required to discuss the consistency of projects of “regional significance” with the RCP.

The regional housing goals provide a planning framework for cities, counties, and subregions so that they can fashion housing strategies that are responsive to regional market needs related to growth and change during the next two decades. It is intended to be flexible, broad in scope, and a tool in relating housing concerns to a host of other issues identified in the RCP. The goals of the Housing chapter promote the goals of the RCP—a rising standard of living, a healthy and environmentally sound quality of life, and achievement of equity.

The RCP housing and growth policies applicable to the Transit Zoning Code (SD 84A and SD 84B) are outlined below in Table 4.9-7 (SCAG Regional Comprehensive Plan), for which a consistency analysis for each policy or goal is also provided.

SCAG Regional Housing Needs Assessment

State Housing Law mandates that local governments, through Councils of Governments, identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA). The RHNA

provides recommendations and guidelines to identify housing needs within each jurisdiction (cities and counties) within the state and assigns a “fair share” of the statewide and regional housing needs burden to each jurisdiction. The RHNA does not impose requirements as to housing development in cities, but compliance with the RHNA is required in order for cities to maintain eligibility for receipt of certain state revenue funding.

Table 4.9-7 SCAG Regional Comprehensive Plan	
<i>SCAG RCP Policies</i>	<i>Project Consistency</i>
Land Use and Housing Chapter	
Goal 1 Focusing growth in existing and emerging centers and along major transportation corridors.	<ul style="list-style-type: none"> ■ The Transit Zoning Code (SD 84A and SD 84B) would include higher density residential uses compared to existing permitted uses within the area. In addition, the project area is also located directly west of the I-5 freeway and the SARTC. ■ Growth and development under the proposed project would include mixed use development, Transit-Oriented Development, and infill development and revitalization, which would minimize costs on infrastructure and make use of existing facilities.
Goal 2 Creating significant areas of mixed-use development and walkable, “people-scaled” communities.	<ul style="list-style-type: none"> ■ The Transit Zoning Code (SD 84A and SD 84B) would result in the creation of a pedestrian oriented activity center, which would minimize costs on infrastructure, and make use of existing transportation corridors and areas needing recycling.
Goal 3 Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics.	<ul style="list-style-type: none"> ■ The Transit Zoning Code (SD 84A and SD 84B) area will continue to contain office uses, thereby attracting a professional employment base. In addition, the project allows a variety of housing types which will allow future development that is responsive to the changing demographics of the region. The permitted housing in the project area is anticipated to be predominantly market-rate housing, which would be compatible with the majority of jobs attracted to the area. It should be noted that affordable housing would be provided in accordance with the City’s Housing Element and as explained in further detail below.
Goal 4 Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.	<ul style="list-style-type: none"> ■ The Transit Zoning Code (SD 84A and SD 84B) would encourage more pedestrian-oriented uses and design, which would serve to further reduce automobile trips. The SARTC is located in close proximity to the entire project area, offering access to regional transit. The future development within the project area will be able to take advantage of the future Santa Ana Fixed Guideway transit project.
Goal 5 Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.	<ul style="list-style-type: none"> ■ Future development within the project area could lead to higher-density residential areas in close proximity to jobs and transit, thereby transforming the area into one which experience vibrancy after the close of businesses and weekends. This could spur new development in areas that are currently under-utilized. ■ The Transit Zoning Code (SD 84A and SD 84B) area is currently developed with a wide array of land uses. Implementation of the proposed project would continue to provide commercial, retail, and office uses to attract and create jobs and would permit an increased number of residential uses to provide a job-housing balance within the area.
Goal 6 Preserving existing, stable, single-family neighborhoods.	<ul style="list-style-type: none"> ■ The Transit Zoning Code (SD 84A and SD 84B) provides standards for sensitive infill of development that preserves existing stable residential uses including single and multiple-family residences. The existing housing stock will continue to be rehabilitated and preserved to maintain the character and well-being of the neighborhood.
Goal 7 Protecting important open space, environmentally sensitive areas, and agricultural lands from development.	<ul style="list-style-type: none"> ■ Infill development under the Transit Zoning Code (SD 84A and SD 84B) would occur in already urbanized areas and minimize environmental impacts. ■ Infill development within highly-urbanized areas could offset other greenfield areas from development. Open space within the project area will be retained and enhanced. As an urbanized area there are no agricultural lands affected.

SOURCE: SCAG, Regional Comprehensive Plan, 2008.

In Orange County, the Orange County Council of Governments (OCCOG) was delegated by SCAG responsibility for developing the RHNA in coordination with all thirty-four Orange County cities and the County of Orange. The most recent RHNA adopted for the SCAG region was adopted in 2000. The RHNA includes calculated housing need numbers for each jurisdiction in the region based upon population projections, existing housing stock, and calculated new housing demand.

Table 4.9-8 (Regional Housing Needs Assessment—City of Santa Ana) presents the latest adopted RHNA calculated housing need assigned to the City of Santa Ana. The RHNA indicates a housing need in Santa Ana of 3,393 total new housing units by the year 2014.

<i>Income Category</i>	<i>New Housing Need (units)</i>
Very Low Income	694
Low Income	574
Moderate Income	665
Above Moderate Income	1,461
Total	3,393

SOURCE: SCAG Regional Housing Needs Assessment for planning period 2006 - 2014, adopted 7/2007

SCAG Compass Growth Vision

The *Compass Growth Vision* was adopted by SCAG’s Regional Council in June 2004. This new long-range planning vision document for southern California is intended to accommodate the projected 6 million new residents expected to live in the region by 2030 while balancing valuable quality of life goals. Driven by four key principles—mobility, livability, prosperity and sustainability—the *Compass Growth Vision* emphasizes strategies to better coordinate land use and transportation decision-making.

Various strategic opportunity areas in the SCAG region, comprising about 2% of the region, are known as the “Compass 2% Strategy Areas” under the *Compass Growth Vision* implementation plan. The City of Santa Ana is within one of the 2% Strategy Areas. The *Compass Growth Vision* includes the City of Santa Ana under the following 2% Strategy Area categories:

- **Metro Center**—Area of regional significance that is currently or projected to be a major employment and residential center that attracts large numbers of work commuters and is well accessible by both highway and transit.
- **Rail Transit Stop**—Area that has an existing or planned light rail, subway, commuter rail, Amtrak, and/or Maglev station stop.
- **Airports, Ports, and Industrial Center**—Area that has an existing or planned airport, sea port, inland port, international border crossing, or major regional industrial center that is central to the region’s economy.

- **Priority Residential In-fill Area**—Area that has shown the potential to provide regional and subregional transportation benefits as it absorbs its share of the regional residential growth.

The *Compass Growth Vision* recommends that decisions regarding growth, transportation, land use, and economic development be made in the 2% Strategy Areas to promote and sustain for future generations the region’s mobility, livability and prosperity. The principles and strategies for the 2% Strategy Areas are intended to provide a framework for local and regional decision-making intended to achieve this goal. These principles and strategies are listed below in Table 4.9-9 (SCAG Compass Growth Vision Principles and Strategies), for which a consistency analysis is also provided.

Table 4.9-9 SCAG Compass Growth Vision Principles and Strategies	
<i>Principles and Strategies</i>	<i>Project Consistency</i>
Improve Mobility for All Residents	
Encourage Transportation Investments and Land Use Decisions that Are Mutually Supportive	The Transit Zoning Code (SD 84A and SD 84B) supports the City’s transportation investments by its location within an existing transportation and infrastructure system.
Locate New Housing Near Existing Jobs and New Jobs Near Existing Housing	The Transit Zoning Code (SD 84A and SD 84B) supports both of these strategies by allowing new housing near existing jobs, and permitting higher densities, thereby promoting job growth in a proposed mixed-use urban center.
Encourage Transit-Oriented Development	The Transit Zoning Code (SD 84A and SD 84B) encourages walking and alternative modes of transportation, including public transit.
Promote a Variety of Travel Choices	The Transit Zoning Code (SD 84A and SD 84B) would provide a rich amenity-enhanced environment supportive of walking and biking, and accessible to existing public transit systems.
Foster Livability in All Communities	
Promote In-Fill Development and Revitalization to Enhance Existing Communities	The Transit Zoning Code (SD 84A and SD 84B) would provide a development framework for new infill development and new investment in the project area.
Promote Developments which Provide a Mix of Uses	The Transit Zoning Code (SD 84A and SD 84B) would permit a more flexibility for mixed uses in the area, including residential, commercial, and entertainment uses.
Promote “People-Scaled,” Walkable Communities	The Transit Zoning Code (SD 84A and SD 84B) promotes a pedestrian-friendly environment by requiring commercial-retail at the ground level along specific corridors, and public open space that integrates the private and public realm at the street level.
Support the Preservation of Stable Neighborhoods	The Transit Zoning Code (SD 84A and SD 84B) would enhance and support existing neighborhoods by introducing zoning that strengthens the residential character of existing neighborhoods and ensures that new development is respectful of the form and character of adjacent development. .
Enable Prosperity for All People	
Provide a Variety of Housing Types in Each Community to Meet the Housing Needs of All Income Levels	The Transit Zoning Code (SD 84A and SD 84B) allows for the development of varied residential product types in a mixed-use configuration including, but not limited to, loft-style units, live/work units, attached row houses, and high-quality stacked flats. As mentioned previously, the Transit Zoning Code (SD 84A and SD 84B) would also include affordable housing, consistent with the goals and policies of the City’s Housing Element, in order to serve a spectrum of buyers and household types.
Promote Sustainability for Future Generations	
Preserve Rural, Agricultural, Recreational and Environmentally Sensitive Areas	The Transit Zoning Code (SD 84A and SD 84B) would maintain, expand, and foster connectivity to the existing open space and recreational services in the area.

Table 4.9-9 SCAG Compass Growth Vision Principles and Strategies	
<i>Principles and Strategies</i>	<i>Project Consistency</i>
Focus Development in Urban Centers and Existing Cities	The Transit Zoning Code (SD 84A and SD 84B) is within an existing urbanized area in the City of Santa Ana.
Develop Strategies to Accommodate Growth that Use Resources Efficiently	The Transit Zoning Code (SD 84A and SD 84B) would utilize the City's existing resources and enhance them as necessary on a project-specific level to accommodate growth in the proposed project area.
Minimize Pollution and Waste	The mixed-use concept is intended to promote walkable environments that limit the need to drive, by locating services within close distance to jobs and residential areas, thereby minimizing pollution and waste created by the automobile.
Utilize "Green" Development Techniques	The Transit Zoning Code (SD 84A and SD 84B) features design guidelines that promote "green" urbanism, through sustainable landscaping, building materials, and building orientation.

SOURCE: SCAG Compass Growth Vision, 2004.

■ Local

City of Santa Ana General Plan

The General Plan provides long-term guidance and policies for maintaining and improving the quality of life in, and the resources of, the community, both man-made and natural. The General Plan provides direction for the City's growth and development. As a policy document, the General Plan serves as a guide to the adoption of laws necessary to execute its intent. The goals and related policies set forth by the City of Santa Ana General Plan Land Use Element, Growth Management Element, and Housing Element that relate to population growth and housing are noted below.

Land Use Element

The Land Use Element of the General Plan includes the following major goals that are relevant to the proposed Transit Zoning Code (SD 84A and SD 84B):

- Goal 1** A balance of land uses.
- Goal 2** The promotion of land uses which enhance economic vitality.
- Goal 3** The preservation of existing neighborhoods.
- Goal 4** The protection of unique community assets and open space that enhance the quality of life.
- Goal 5** The protection of the community from the impacts of future development.
- Goal 6** A reduction of residential crowding.

An analysis of the consistency of all applicable land use goals and policies of the City of Santa Ana General Plan Land Use Element with the proposed Transit Zoning Code (SD 84A and SD 84B) is provided in Section 4.7 (Land Use and Planning) of this EIR.

Growth Management Element

The Growth Management Element of the General Plan includes the following policy that is relevant to residential and office/commercial development within the proposed Transit Zoning Code (SD 84A and SD 84B) area:

Policy *Balanced Community Development.* Recognizing the constraints of existing physical development characteristics (Santa Ana is 98 percent built out), it is the City’s policy to strive toward achieving a balance of land uses where by residential, commercial, and public land uses are proportionally balanced.

An analysis of the consistency of all applicable goals and policies of the City of Santa Ana General Plan Growth Management Element with the proposed Transit Zoning Code (SD 84A and SD 84B) is provided in Section 4.8 (Land Use and Planning) of this EIR.

Housing Element

The Housing Element of the General Plan is intended to identify and analyze existing and projected housing needs and discusses the goals, objectives, and policies of the City of Santa Ana in terms of community planning to balance resources and community values against ever increasing demands from population growth. The Housing Element is affected by development policies contained in the Land Use Element, which establishes the location, type, and intensity and distribution of land uses throughout the City. The goals and policies contained in the Housing Element address the City’s identified housing needs. Listed below are the goals outlined in the City’s most recent Housing Element Update (adopted in 2009 for the implementation period of 2006-20014), as well as corresponding implementation policies relevant to residential development within the proposed Transit Zoning Code (SD 84A and SD 84B) area, for which a consistency analysis follows.

- Goal 1** Promote livable neighborhoods.
 - Policy 1.1** **Housing Conditions.** Promote the rehabilitation, repair, and improvement of single-family, multiple-family, and mobile homes, and if needed, the demolition of substandard housing that presents a health and safety hazard.
 - Policy 1.3** **Mix of Land Uses.** Promote complementary mix of land uses that improves the character and stability of neighbors and the quality of life envisioned for our neighborhoods.

- Goal 2** Provide a diversity of quality housing, affordability levels, and living experience to foster an inclusive community.
 - Policy 2.2** **District Centers.** Create high intensity, mixed-use urban villages, and 24-hour pedestrian-oriented experiences that support the mid- to high-rise office centers, community activity, and cultural activities in the varied District Centers.

	Policy 2.4	Diversity of Housing Types. Facilitate and encourage diversity and range in types, prices, and sizes of housing, including single-family homes, apartments, townhomes, mixed/multiuse housing, transit-oriented developments, and live/work housing.
Goal 3		Increase opportunities for low and moderate individuals and families to find quality housing
	Policy 3.5	Collaborative Partnerships. Collaborate with nonprofit organizations, developers, business community, special interest groups, and state and federal agencies to develop additional affordable housing opportunities for residents and our workforce.
Goal 4		Provide adequate rental and homeownership housing and supportive services suitable for person of special emergency, transitional and supportive housing needs.
	Policy 4.2	Family Housing. Facilitate and encourage the development of larger market at rental and ownership units for families ...
	Policy 4.4	Service-Enriched Housing. Support development of permanent, affordable, and accessible housing that allows people with disabilities to live independent lives, and assist them in maintain and repairing their homes.

Consistency Analysis

The above goals and policies focus primarily on maintaining and revitalizing the City’s existing residential neighborhoods, discouraging incompatible development into residential neighborhoods, and providing a variety of high-quality housing types for all economic segments of the community. Additionally, the above policies encourage a balance of land uses that promote livable communities. The proposed Transit Zoning Code (SD 84A and SD 84B) contains specific design and development standards to ensure quality development that will unify the existing project area and strengthen and enhance existing neighborhoods. Furthermore, the introduction of mixed-use development that incorporates residential uses with office and/or commercial uses would help promote a balance of uses. The Transit Zoning Code (SD 84A and SD 84B) does incorporate a range of housing types and sizes that would cater to both families and individuals in the City.

Table 4.9-10 (Santa Ana General Plan Housing Element—New Housing Construction Objectives, 2006–2014) presents the new construction housing objectives established by the General Plan Housing Element for the period 2000–2014. The Housing Element identifies housing opportunity sites with the potential to construct a total of 1,651 new housing units in the City by the year 2014, which exceeds the goal set by the RHNA for the same period.

Table 4.9-10 Santa Ana General Plan Housing Element—New Housing Construction Objectives, 2006–2014

<i>Unity Type</i>	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Above Moderate</i>	<i>Total</i>
Housing Projects Built or Approved Since 2006	54	201	271	2,048	2,330
New Housing Opportunity Sites	640	373	638	—	1,651
Total	694	574	665	2,686	4,619
Assigned RHNA	694	574	665	1,461	3,393

SOURCE: City of Santa Ana General Plan Housing Element (2009)

4.9.3 Project Impacts and Mitigation

■ Analytic Method

This analysis considers population and household growth that would occur with implementation of the proposed Transit Zoning Code (SD 84A and SD 84B) and whether this growth is within local or regional forecasts, whether it can be considered substantial with respect to remaining growth potential in the City as articulated in the General Plan, and/or whether it would result in the displacement of housing or people. In addition, this analysis of potential population and housing impacts considers whether population growth and increased development were previously assumed to occur in a particular area. Specifically, population and housing impacts were conducted by comparing the proposed project with growth projections for the City from SCAG and the City’s General Plan EIR.

All project components described in Chapter 3 (Project Description) are considered for temporary employment growth associated with construction activities, as construction estimates are provided for the proposed project as a whole. The proposed residential components of the Transit Zoning Code (SD 84A and SD 84B) are considered within the context of direct growth. The analysis of the potential for the Transit Zoning Code (SD 84A and SD 84B) to indirectly induce growth by extending roads or infrastructure and by providing permanent employment opportunities is also addressed.

■ Thresholds of Significance

The following thresholds of significance are based on Appendix G of the 2007 CEQA Guidelines, as amended. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on population and housing if it would result in the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

Physical impacts related directly to population growth are addressed in transportation/traffic, air quality, land use and planning, noise, public services, utilities, and recreation sections of this EIR.

■ **Effects Found to Have No Impact**

There were no thresholds that were determined to have no impact. Thus, all thresholds related to population and housing are analyzed within this EIR.

■ **Effects Found to Be Less Than Significant**

Threshold	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
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Impact 4.9-1 Implementation of the proposed project would accommodate projected population and housing growth. This impact is considered *less than significant*.

A discussion of growth inducing impacts of the proposed Transit Zoning Code (SD 84A and SD 84B), consistent with CEQA Guidelines, is contained in Section 6.4 (Growth-Inducing Impacts) of this EIR. This threshold and the discussion below address both direct growth in population resulting from new housing and indirect population growth impacts from the extension of roads or infrastructure or provision of employment opportunities.

Implementation of the proposed Transit Zoning Code (SD 84A and SD 84B) is intended to accommodate existing and future population growth forecasted for the City by introducing new residential housing within the Transit Zoning Code (SD 84A and SD 84B) area. As proposed, implementation of the Transit Zoning Code (SD 84A and SD 84B) could result in a net growth of up to 4,075 residential units. In order to quantify the direct population increase that could result from new housing constructed over time within the Transit Zoning Code (SD 84A and SD 84B) area, it is necessary to determine an appropriate persons per household (pph) estimate to use. While the City’s current average household size is estimated to be 4.7 pph (as noted in Table 4.9-4 above), it is known that the majority of existing housing in the City is single family residences (54 percent) and low to medium density multi-family housing units that have a typical household size larger on average than the higher density multi-family housing units proposed under the Transit Zoning Code (SD 84A and SD 84B). As such, the current City average household size of 4.7 pph is not considered an appropriate measure of household size that would result from the higher density multi-family housing allowed under the proposed Transit Zoning Code (SD 84A and SD 84B).

A household size ratio in the range of 3.0 pph is consistent with the direction of the overall County-wide housing development, as a majority of the development within Orange County (and Southern California in general) is focused on infill redevelopment with higher density mixed-use projects. In addition, the

County's existing pph ratio is 3.1. As noted by SCAG,¹⁶ Los Angeles and Orange Counties are targeted to become significant magnets for housing growth as rising congestion and the availability of jobs discourage long commutes to outlying areas. With many new residents from areas with high urban densities, the new (forecasted) population would be more adaptive to urban living. The availability of infill areas will provide a needed increase in land available for housing. These areas will be transformed into new neighborhoods, complete with a range of housing options and excellent accessibility to jobs, entertainment, and cultural aspects of communities. Transportation corridors will guide development and encourage transit-oriented growth. This resurgence will provide housing for thousands of people through infill and recycling of certain properties. Implementation of the Transit Zoning Code (SD 84A and SD 84B) is consistent with these growth trends as identified by SCAG.

In addition, according to Tables 4.9-2 and 4.9-5, the projected SCAG pph for 2005 and 2010 is 3.2. Consequently, because the higher density multi-family uses typically result in substantially lower pph ratios compared to the City's existing ratio, a conservative household size estimate of 3.0 pph is considered an appropriate and accurate prediction of the future demographics in the Transit Zoning Code (SD 84A and SD 84B) area.

Table 4.9-11 (Proposed Transit Zoning Code [SD 84A and SD 84B] Potential Net Growth) provides a summary of the proposed Transit Zoning Code (SD 84A and SD 84B) development and the estimated direct growth potential. It should be noted that Table 4.9-11 does not account for all development within the Transit Zoning Code (SD 84A and SD 84B) boundaries, but rather the change in growth that would occur if all properties within the Transit Zoning Code (SD 84A and SD 84B) that have been identified as having increased development capacity were to develop at the maximum intensities allowed under the new code. The proposed Transit Zoning Code (SD 84A and SD 84B) would allow for the development of approximately 4,075 new residential dwelling units in the project area. Based on an average 3.0 pph, the estimated direct population growth associated with the potential 4,075 new residential units in the Transit Zoning Code (SD 84A and SD 84B) area would be approximately 12,225 residents (4,075 units x 3.0 pph). The full build-out of all potentially developable properties within the Transit Zoning Code (SD 84A and SD 84B) area could result in an increase of retail uses and a corresponding decrease of industrial uses were all properties in the Industrial Overlay (OZ) Zone to exercise the option to redevelop at the higher intensity zones identified for these areas.¹⁷ In addition, at full buildout, there could be a decrease in civic and commercial uses. These changes in land use over time could affect the distribution of jobs generated by commercial as opposed to industrial development. Therefore, because there would be no net increase in overall uses, this analysis does not consider the proposed Transit Zoning Code (SD 84A and SD 84B) to result in any additional jobs. However, although a net decrease in employees would occur as a result of this proposed project (431 fewer jobs), the Metro East Mixed Use Overlay Zone project, which is also located in the vicinity of downtown Santa Ana, would result in the addition of 2,343 jobs and therefore, no net decrease would occur for the Santa Ana area. Further, it should be noted that the intensification of uses within the Transit Zoning Code (SD 84A and SD 84B) boundaries, as well as new jobs generated as a result of any additions to the transit infrastructure, e.g. the

¹⁶ SCAG, 2004. Regional Transportation Plan, Technical Appendix A-Growth Forecast.

¹⁷ Net increase of commercial/retail/civic uses was calculated by combining the net square footage of commercial (-124,000), retail (+351,000), and civic (-21,000).

Fixed Guideway System, would likely result in additional jobs being created within the Transit Zoning Code (SD 84A and SD 84B) area that are not captured in the calculations shown below in Table 4.9-11, which only reflects standard generation rates for employment. Nonetheless, the increase in potential residents is considered the only direct and/or indirect increase in population within the Transit Zoning Code (SD 84A and SD 84B) area.

Additional Commercial/Retail/Civic Uses^a	Industrial Uses^b	Housing Stock Increase^c	Jobs Created^d	Direct Increase in Population^e
242,000 sf	-990,000 sf	4,075 dwelling units	-431 employees	12,225 residents

SOURCE: City of Santa Ana, 2007. August 10.

a. Net new commercial/retail/civic uses= proposed new uses (701,000 sf) minus existing uses (495,000 sf).

b. Net decrease in industrial uses = proposed new uses (90,000 sf) minus existing uses (1,080,000 sf).

c. Net new residential uses = proposed new uses (3,997 units) minus existing units (197 units).

d. Commercial jobs based on 434 sf/worker; Retail jobs based on 1,246 sf/worker; Civic jobs based on 809 sf/worker; Industrial jobs based on 2,306 sf/worker. Occupancy/sf ratios were derived from the "Commercial Buildings Energy Consumption Survey" prepared by the Department of Energy in 2003. For additional information, see http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/detailed_tables_2003.html.

e. Residential population based on 3.0 persons per new residential unit within the Specific Plan area.

Per SCAG's *New Economy and Jobs/Housing Balance in Southern California*, Regional Statistical Area (RSA) 42, which is largely comprised of the City of Santa Ana, is anticipated to represent the sixth highest concentration of jobs by 2025. Further, RSA 42 is projected to rank in seventeenth place with respect to housing by 2025. According to SCAG, RSA 42 represents the fourth highest difference between jobs provided and housing available in the SCAG region. Therefore, although the proposed project would increase housing opportunities within the Transit Zoning Code (SD 84A and SD 84B) area and incrementally decrease job opportunities, the proposed project would improve the overall ratio of jobs to housing within RSA 42, and would be anticipated to improve the jobs/housing balance through implementation of the Transit Zoning Code (SD 84A and SD 84B).

Direct Population Growth from New Housing

Based on the population projections presented previously in Table 4.9-2, a population increase (without the project) of 15,930 residents is projected between 2010 and 2035 for the City of Santa Ana, representing an annual average growth rate of 0.3 percent or approximately 637 residents per year. The direct population growth estimated to be associated with the full build-out of properties with development potential within the Transit Zoning Code (SD 84A and SD 84B) area, which is also projected to occur over the next 20 to 25 years—approximately 12,225 people, or approximately 76 percent of the projected growth. Projected growth rates assume some level of new housing construction that contributes to future population growth. Given that the vast majority of the Transit Zoning Code (SD 84A and SD 84B) area is built-out and not anticipated to increase in density, the units that could be constructed under the new standards contained within the Transit Zoning Code (SD 84A and SD 84B)

(-21,000) – This note needs to be updated to reflect current project area acreage and Industrial Overlay Zone provision.

would accommodate the projected new population growth in the City and guide it toward the most desirable location for compact development.

In comparison to the average annual growth rate of 0.3 percent projected for the City, the population of Orange County is forecasted to grow by an annual average growth rate of 0.5 percent between 2005 and 2035, while the population of the SCAG Region is forecasted to grow by an average of 0.8 percent per year during this same 30-year period. Due to the fact that the City's population is forecasted to grow at a slower rate than the County and SCAG Region, the forecasted project-related direct population growth in the City is not considered substantial relative to the surrounding areas.

Furthermore, according to the 2009 Housing Element of the General Plan, there was a potential for only 1,651 residential units to be developed on the City's remaining undeveloped and underutilized properties. Even if all of these units were developed, the population increase that could be accommodated would only range between 4,953 and 7,760 persons (depending on a pph factor of 3.0 or 4.7). Therefore, in order to accommodate the forecasted population growth that is anticipated to continue to occur, infill and reutilization of underdeveloped land has become a priority in the City. The Transit Zoning Code (SD 84A and SD 84B) will further the City's ability to respond to projected population growth and to meet the objectives of the City's Housing Element.

The increased population and housing resulting from new development does not necessarily cause direct adverse physical environmental effects; however, indirect physical environmental effects such as population-driven traffic or air quality impacts could occur. These indirect physical environmental effects associated with population increases are analyzed in Section 4.2 (Air Quality) and Section 4.11 (Transportation/Traffic) of this EIR, respectively.

Implementation of the proposed project is consistent with the overall intent of the City's goals to provide adequate housing opportunities to meet its "fair share" of projected housing needs. In essence, implementation of the proposed project would allow the City to accommodate the projected growth increases. Additionally, due to the fact that the City's population is forecasted to grow at a slower rate than the County and SCAG Region, the forecasted project-related direct and indirect population growth in the City is not considered substantial relative to the surrounding areas. As such, this impact is considered *less than significant*.

Indirect Growth through Extension of Infrastructure

The proposed Transit Zoning Code (SD 84A and SD 84B) would provide for infill development that makes maximum use of existing infrastructure. As the majority of development that would occur under the Transit Zoning Code (SD 84A and SD 84B) would be infill or recycling, the development permitted under the Transit Zoning Code (SD 84A and SD 84B) would not require significant regional public infrastructure upgrades for any utility, transportation facility, or public service. However, any new development would be required to include provisions to make the necessary improvements in order to facilitate implementation of future development in the Transit Zoning Code (SD 84A and SD 84B) area. Project developers would be required to fund their fair share allocation of any necessary public infrastructure associated with development under the Transit Zoning Code (SD 84A and SD 84B). Any

infrastructure improvements would occur during a period of regional growth. Due to the fact that net new infrastructure developments would be minimal, it is not anticipated that the infrastructure improvements would result in measurable population growth in or around the Transit Zoning Code (SD 84A and SD 84B) area. As such, the indirect population growth impact resulting from infrastructure improvements associated with the proposed Transit Zoning Code (SD 84A and SD 84B) is considered *less than significant*.

Threshold	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere
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Impact 4-9-2 **Construction of development projects pursuant to the Transit Zoning Code (SD 84A and SD 84B) could displace existing people or housing. However, this displacement would not necessitate the construction of additional replacement housing elsewhere. This impact is considered *less than significant*.**

Currently, the Transit Zoning Code (SD 84A and SD 84B) area is developed with a variety of residential, commercial, retail, office, civic, and industrial uses. There are currently 15 vacant residential buildings, comprising 34 units, within the code area that are proposed for demolition in order to implement development projects pursuant to the Transit Zoning Code (SD 84A and SD 84B). In addition, there are 19 additional properties, which the Agency/City may be considering to acquire in support of the Developer project and in order to provide additional public open space. Though it is unknown at this time, were these properties to be acquired, they may be proposed for demolition. To the extent that any of these units are occupied, the tenants would be paid full relocation benefits and provided with relocation assistance. The demolition of existing residential units would not, by itself, have a significant impact on the physical environment, provided demolition proceeds in accordance with applicable demolition regulations, including those related to control of particulate matter.

However, demolition activities could have a significant impact within the context of CEQA if they conflict with SCAG’s long-range growth forecast for the City, or with adopted City housing policies. The units that could be demolished as discussed above represent only a small fraction of the City’s current housing stock and would not be considered significant. To date, all properties acquired by the City have been acquired only by voluntary sales. In addition, as discussed above under Impact 4.9-1, implementation of the proposed project could actually result in a net increase of up to 4,075 residential units. Consequently, the displacement of 34 existing units, and the potential for displacement of the units on the previously discussed 19 properties, would not necessitate the construction of replacement housing elsewhere because the construction of additional residential units is already accounted for under the proposed Transit Zoning Code (SD 84A and SD 84B). In addition, any tenants residing in the properties being considered for acquisition would be eligible for full relocation benefits and relocation assistance.

In terms of the potential socio-economic effects of the displacement of people, the potential demolition of existing (occupied) residential units could be subject to existing laws and regulations. For example, for those residential uses that are located within the Redevelopment Area of the proposed Transit Zoning Code (SD 84A and SD 84B) area, any project that requires the demolition of residential uses would be

subject to the California Community Redevelopment Law (CRL). As previously discussed, California CRL requires public agencies to provide relocation assistance and benefits to displaced residents and businesses.

In addition, for those displaced residential units that are located outside of the Redevelopment Area, the California Relocation Assistance Law (California Government Code Section 7260 et seq.) requires the preparation of a Relocation Plan whenever residents are required to vacate property acquired by a public entity, or because of a project which receives assistance from a public entity. Further, if a public entity is not involved in the potential redevelopment of existing residential uses, the project would be funded through a private developer. If a private developer wishes to acquire an existing residential development, the existing landowner would have the ultimate option of deciding whether to sell the property.

In summary, because implementation of the proposed Transit Zoning Code (SD 84A and SD 84B) would not displace significant numbers of residential units necessitating the construction of replacement housing elsewhere, and because existing regulations would ensure that displaced residents would be relocated according to the law, this impact is considered *less than significant*.

4.9.4 Cumulative Impacts

The geographic context for the analysis of cumulative population and housing impacts is the City of Santa Ana, as represented by full build-out of the City's General Plan. The City is largely built out, and cumulative development would focus upon development of vacant parcels and intensified redevelopment of infill parcels within the City.

Based on the population projections presented previously in Table 4.9-2, a population increase (without the Transit Zoning Code [SD 84A and SD 84B]) of 31,130 residents is projected between 2005 and 2035 for the City of Santa Ana. As discussed above, the total (direct and indirect) population growth estimated to be associated with the Transit Zoning Code (SD 84A and SD 84B) would be approximately 12,225 people. Therefore, the remaining total growth estimated to occur within the City would be approximately 18,905 residents. Full buildout under the Transit Zoning Code (SD 84A and SD 84B) alone would account for approximately 39 percent of the anticipated cumulative growth projections, which is a considerable contribution to this effect. Additionally, the City of Santa Ana recently approved the Metro East Overlay Zone, which anticipated a total population increase of approximately 13,851 persons at full buildout. Consequently, with these two projects alone, the City would not exceed (approximately 5,879 persons, or 19 percent capacity remaining) SCAG's growth projections for the City. Although changes in population and housing are generally characterized as social and economic effects rather than physical effects on the environment, because cumulative development would not exceed the existing growth projections, this is not considered a cumulative impact. The project's contribution to this cumulative impact is *less than significant*.

4.9.5 References

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